

Charles F Havemeyer was the first owner of NY32 #2. She was named *Apache*, as was his Loki yawl later. The first *Apache* in the family was the large steam yacht owned by his wife's father according to Charles' daughter, Carley (per com 4/04, 3/07). This was a "198-foot bark-rigged yacht" owned by Edmond Randolph that made the 1905 trans-Atlantic Race (Parkinson, 1969). In almost all of the articles in newspapers or sailing magazines or club histories, 'Charles F.' is referred to as "Bubbles". His daughter said he was known as "Bubbles" from birth, although others have suggested that the nickname came from an appreciation of champagne. Havemeyer became a NYYC member in March 1929 and in 1941 was the Club fleet captain and later a Trustee. He was also a long time member of the SCYC, CSHBC, CCA and NAYRU. A member of both the New York Yacht Club One-Design 32-ft Class selection committee and then the class committee, Havemeyer was instrumental in the launching of this new class. Carley said her family were very good friends with the Shethar's and the Nichol's families.

At the time of his death at age 62 (NYT obituary, December 17, 1960), he was described as a "sportsman and senior partner in the brokerage firm of Homans & Co." which he had joined in 1922. He graduated from Harvard in 1921, after a leave to join the US Marines in World War I. Havemeyer was among the youngest first owners of the NY32s. After serving in WW I, he returned to Harvard and played on the varsity football team. In a tribute found in The Log of Mystic Seaport (v. 17, #3, 1965), John Parkinson Jr. wrote that "this great sailor, athlete, and true sportsman had a most interesting career, particularly afloat." Havemeyer played center on Harvard's winning football teams in 1919 and 1920. This included the first Rose Bowl game where Harvard defeated Oregon by score of 7-6. Both sources described him as an excellent golfer and court tennis player. Parkinson described Havemeyer's career afloat beginning

" as a boy during summer vacations in Islesboro, Maine. During the 1920 decade he was either helmsman or crew member aboard the yachts *Sheila*, *Heron*, *Redhead*, and *Frieda*, in the great international 6-meter class, competing in races against the British and Scandinavians, both at home and abroad. In 1930 he was a member of the afterguard aboard the America's Cup defender *Enterprise* which defeated Sir Thomas Lipton's *Shamrock V*. " (p. 6)

For the 1934 America's Cup races, Havemeyer was the NYYC observer aboard *Endeavor* and Olin Stephens raced aboard *Rainbow* with Harold Vanderbilt while Henry S Morgan served on the race committee (Stone and Taylor, 1958). Yachting in its "In the World of Yachting" column featured Havemeyer in June 1928, identifying him as a "clever helmsman" in the 6-metre class. Brooks Brothers for 1934 showed Havemeyer chartering the 6-metre *Jill*. During World War II he was a commander of both a PC and a destroyer escort in the Atlantic and Pacific (Parkinson, 1960, CCA). In 1958

Havemeyer served on the NYYC America's Cup selection committee with among others, NY32 owners Henry S Morgan and Luke Lockwood (Parkinson, 1975, NYYC history).



The first two of this twenty boat class, #1 *Valencia* and #2 *Apache*, were launched Saturday May 9, 1936. William H. Taylor described this event in the Sunday, May 10th, New York Herald Tribune under the following headline with photographs of the boats after launching--

"Shethar's Valencia and Havemeyer's Apache, First of N.Y.Y.C. One-designers, Launched -- New Craft Ride Water Steadily at City Island-- Lois Shethar, 11, and Priscilla Havemeyer, 10, Act as Christeners of Yachts"

The second pair, #3 *Swell* and #4 *Geisha*, were launched May 22nd. All four of them were surveyed on June 1st.



The opening race for this new one-design class was part of the two-day Decoration Day (May 30-31) series sponsored by the Seawanahaka Corinthian Yacht Club (SCYC) for the NY32, 6 meter and S classes. Four of the new class of 32-footers competed for a trophy offered by NYYC Vice Commodore E. Townsend Irvin, a former SCYC commodore. The report of the first day's racing by John Rendel (NY Times) is the first glimpse of how they competed with each other as well as in relation to the other classes. Rendel described the start -- "All the Thirty-twos were a bit gun shy at the start, with Swell crossing first, followed by Valencia and then Geisha. Valencia went about on port tack on crossing, but soon ran into difficulties and quit. Swell reached the weather mark first, far ahead of Geisha, and was never threatened." It was unfortunate that although *Valencia* started, according to the news item, she lost a halyard and motored back. *Apache* starting 15 minutes late after some confusion over the starting signals sailed around the thirteen and a half mile course to finish a little over 14 minutes later than *Geisha*. The article continued with following observations.

".... One thing that the race demonstrated is that the Thirty-Two's are decidedly on the tender side, at least as they stand at present. The wind, blowing northwest by west, never was over fifteen knots, but on the weather leg they were sailing with their rails buried all the way.

Another point that was evident was that they could not go to windward with the Sixes. The latter started five minutes after the larger boats, but before the 3 1/2 - mile weather leg was completed Indian Scout had caught Swell and five others had passed the second Thirty-Two, L. Lee Stanton's Geisha. Reaching, however, the New York Y.C. craft were the faster.

However, it is still too early to make a definite diagnosis of the abilities of these smart looking boats. They need tuning up for one thing and their owners undoubtedly will do a great deal of experimenting with ballast before they are entirely right."

Swell sailed the course in two hours seventeen minutes and forty-three seconds, while the first six meter, *Indian Scout*, sailed it in two hours nineteen minutes and eight seconds. The summaries show George Nichols (another first owner, #18 in the 32 class) with six meter *Swallow* finishing just over thirteen minutes after Whiton's first place finish.

The report to the NY Times (June 1, 1936) on the second and final days' racing was by John Brennan. All four raced and finished with *Valencia* taking the day's honors. *Apache* was about 60 seconds behind her followed by *Swell* and then *Geisha*, about a minute behind. Almost 16 minutes separated the first and last finishers. The series and special trophy went to *Swell* (6 points) with *Apache* second (5 points), *Geisha* and *Valencia* tied with 4 points each.

Four of the new class – *Apache*, *Geisha*, *Esmeralda* (#5) and *Spindrift* (#6) – joined the Newport to Bermuda race this first year. Monday, June 22nd saw the start of the Bermuda Race with 45 starters, by all reports, the largest fleet so far. The start for the first time was at Brenton's Reef Light Ship off Newport, RI. in light winds. Parkinson (1960) used the adjective "horrendous" to describe the race, Alan Gray's *Rudder* (August 1936) headline called it "four days of hard going" and Alfred Loomis in *Yachting* (August 1936) called it "an uphill slam to Bermuda, largest fleet on record meets rough going". The fleet ran into an early summer gale with head winds for most of the race, all either reefing, setting storm sails and/or spending time hove-to over the 635 mile course. Among the smallest boats in the fleet were four of the NY32s -- *Apache*, *Spindrift*, *Esmeralda*, and *Geisha* -- and two of the Paine 36s -- *Actaea* and *Gypsy* -- all racing in Class B. *Kirawan*, a cutter, won Class B with sloops *Actaea* second and *Apache* third. The cutter *Starlight* was fifth and the sloops *Spindrift* finishing seventh, *Esmeralda* eleventh and *Geisha* twelfth of the fifteen finishers. *Stormy Weather* won Class A with *Brilliant* second and *Edlu* third. Loomis presumed ...'that such men as Bubbles and Porter Buck and "Bob" Meyer in *Apache*'s crew may have had something to do with her

winning the special cup offered for the "Thirty-Two's".." This special trophy was put up by CCA Commodore George Roosevelt for the 32s racing to Bermuda. Porter Buck was among the *Dorado* crew for the 1932 Bermuda race and Havemeyer race in 1934 aboard *Vamarie* (Loomis, 1936, [Ocean Racing](#)). Although Havemeyer only raced his NY32 #2 in the 1936 Bermuda Race, where she finished third in class B winning the special trophy for the NY32s put up by George Roosevelt, he raced in nine Bermuda races (Parkinson, 1960).



As viewed from aboard *Apache*, a copy of the portion's of *Apache*'s 1936 log book dealing with the Bermuda Race were kindly provided by Carley. It is a log book "arranged for yachtsmen by George W. Mixer, New York, 1936" according to the cover. On Thursday, June 18, 1936, *Apache* left Cold Spring Harbor Beach Club at 9:20 for Newport. The winds during the day were southeast and it rained hard in the morning. She was reefed at first but then continued in heavy winds under jib. In the early afternoon off New Haven they set trysail, started the motor and got through a 45 mph squall. By late afternoon they had turned off the engine and were under jib and trysail. For *Apache*, the trip to Newport for the start seems now as a predictor of the race conditions ahead.

Monday, June 22nd was the start in very light northeast winds. *Apache* "started weather end of line" at 12:10. At 12:42 is the notation "to windward of fleet but so far leeward boats have done better." The wind increased to about 12 by 3pm and come around to the southwest when relative positions of several boats were entered -- "Starlight dead ahead, Pearce about 1/4 & Stanton 1/2 mile ahead, sea smooth temperature 68" (this would be Peirce #6 *Spindrift* and Stanton #4 *Geisha*). At 4 the notes read "Starlight 1/2 mi to leeward & directly abeam, Pearce still 1/4 mi ahead, Stanton abeam & I mi to leeward, the Jew now to leeward but well ahead." A 5pm they noted 'Pearce' is a quarter mile ahead and they are holding a bit high of the fleet. Given a

note "Bubbles gets good fix", the owner is also the navigator for this race. By 6pm the wind is down to 8 but still southwest and 'Pearce' is to weather an eighth mile directly abeam. An hour later and 41 miles into the race "we go thru Pearce's lee. He bears away on us and succeeds in going thru our wind." This is followed at 8pm "Spindrift close on starboard beam. Starlight ahead & to leeward. Fine clear night." During the next hour *Apache* succeeds in keeping *Spindrift* well astern. At 10pm "Two Payne boats abeam to weather. Wind dying" is entered. At 2am June 23rd, 82 miles into the race with wind southwest is "still very light, Sea smooth as glass." By 3am they had traveled another five miles and with daylight coming they could see many boats on all sides. "*Starlight* & 2 Payne boats to weather and abeam also the Jew. Practically flat clam." From about four to eight that morning the fleet was becalmed with the boats being turned around by the sea according to the entries. *Starlight*, *Gypsy* and *Actaea* all mentioned abeam and *Spindrift* a mile astern. At 8am the wind is noted as southeast at about 6 and "Starlight got big jump when wind came in". They were about 94 miles from Newport. There is a fix noted for 10:45 am -- L32° 42N, Lo69° 44W. The wind was ESE and 13. By 1pm the wind was 20 and they doused the Genoa and put up the working jib. At 2pm they took two reefs and noted "boat much easier". They were 140 miles out. There are not any notes except time and miles until 6pm with "SE 30". At 8pm they took in mainsail and winds are noted as 35-40. This was "ditto" with squalls at 9pm when they were "making good with working jib alone." Toward midnight *Apache* was making 4.5 knots on the Kenyon with the wind abeam in heavy rain and wind squalls. Wednesday early morning the notes say "steering all night SW to SSW under trisail. Wind has been strong SE is now SW" at 30-40. At 5am they were 249 miles from the start and sailing under jib and trisail. And at 9am the only note is "trysail & storm jib". The next note other than time and compass course is "at 2:30 tok down storm jib & set working jib. Now steering SSE. Had been going since 2 o'clock SE x S." The wind was still southwest but no speed is given, but since at 6pm the notes read "4:30 took in jib & set storm jib. Hard rain squalls. Got Radio Bearing of Bermuda S by E", it was probably very strong. At 7pm is written "Rain squalls & beautiful rainbow." The wind must have lessened because at 8pm they put up double reefed mainsail with the working jib. But by 11pm they had switched the working jib for the storm jib. Thursday morning at five is note of winds southwest 25 and that they passed a large black schooner with double reefed mainsail. At 9:30 they took in the mainsail and put up the trysail. The next many hours have only an occasional note as to whether they have double reefed mainsail and what jib. They switch from working to storm and back again. By early afternoon of Saturday, they note "shook out double reef in mainsail. Wind moderate. Sky overcast. Kenyon reads 7 3/8 - up 5/8". They record their finish as 6:11, but by Bermuda time it was 7:11 pm. That was for the third in Class B.

Apache raced in the final regatta of Larchmont Race Week, July 25. That day was of the class start 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 with *Clotho* first (4:58:06), followed by *Rampage* (5:00:56), *Valencia* (5:01:04), *Swell* (5:01:15), *Wynfred*

(5:04:04), *Revonoc* (5:05:21), *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.

Rosenfeld captured nine of the NY32s racing at Larchmont in a two picture sequence from start on July 25th. The one shown with the section for #6 of the class 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. Perhaps lack of a spinnaker at the start affected her finish that day.

Apache, sailed by her owner, finished two and three-quarter minutes ahead of *Clotho* in their next meeting. This was the fourteenth event of the YRA of LIS championship series hosted by the Stamford Yacht Club on August 1st (NYTimes August 2, 1936). There were seven 32s racing among the 113 boat fleet that day. The course was eleven and a half miles with a beat across the Sound to an Oak Neck Buoy and return. There was scarcely any breeze at the start, but a nice southwester of about seven knots came in to insure there were finishers for the race. The order of finish for the 32-footers was *Apache*, *Clotho*, *Valencia*, *Swell*, *Wynfred*, *Notus II* and *Rampage II*, where almost eight and a half minutes separated the first and last finisher. There were three NY30s racing. *Alera* was first, followed by *Variant* with *Oriole* last, but only 45 seconds separated her from *Alera*. The NY32s and NY30s sailed the same length course where the first NY32 finished it in two hours and twenty-five minutes to the two hours and thirty-five minutes for the first NY30.

The NYYC fleet gathered off New London, CT, August 12th for the Club's Annual Cruise (Robbins, NYT August 13, 1936) with the masts of the J boats towering over all others. The first racing run was to Newport over the distance of thirty-seven and a half miles set for the next day. *Apache* was not among her sisters for this run, but was racing on the second run August 15th from Newport to Edgartown where she finished seventh. There were no racing activities Sunday August 16th in Edgartown. On the 17th the fleet made its third run from Edgartown to Mattapoissett, a distance of 28.6 miles. There was a westerly wind of about 18 mph at the start which was south-west and increased to about 24 mph at the finish. Nine of the 32s competed on this run with *Valencia* again first and six minutes ahead of second place *Swell*. *Apache* was third, eight and a half minutes after the leader. *Valencia's* time for the run was four hours and forty-seven minutes. *Revonoc* was fourth followed by *Sapphire*, *Notus II*, *Mehitabel*, *Rampage II* and *Geisha*, making the run in just over six hours. In the 36-footer class, *Actaea* did not finish and first went to *White Lady*, covering the run in four hours and fifty minutes and three minutes ahead of *Gypsy*.

The 85th Annual Regatta was held in Buzzards Bay on August 18th with 46 yachts participating. Ten of the 32-footers competed in this 21 mile race over a triangular course in their own class and the three 36-footers raced in their own class starting five minutes later. Starting five minutes later was the NY30 *Oriole* in a mixed class with 10-meters. The weather was clear and winds northeast at the start about 12 mph shifting to east-northeast by the finish. *Apache* finished the course in three hours and forty minutes

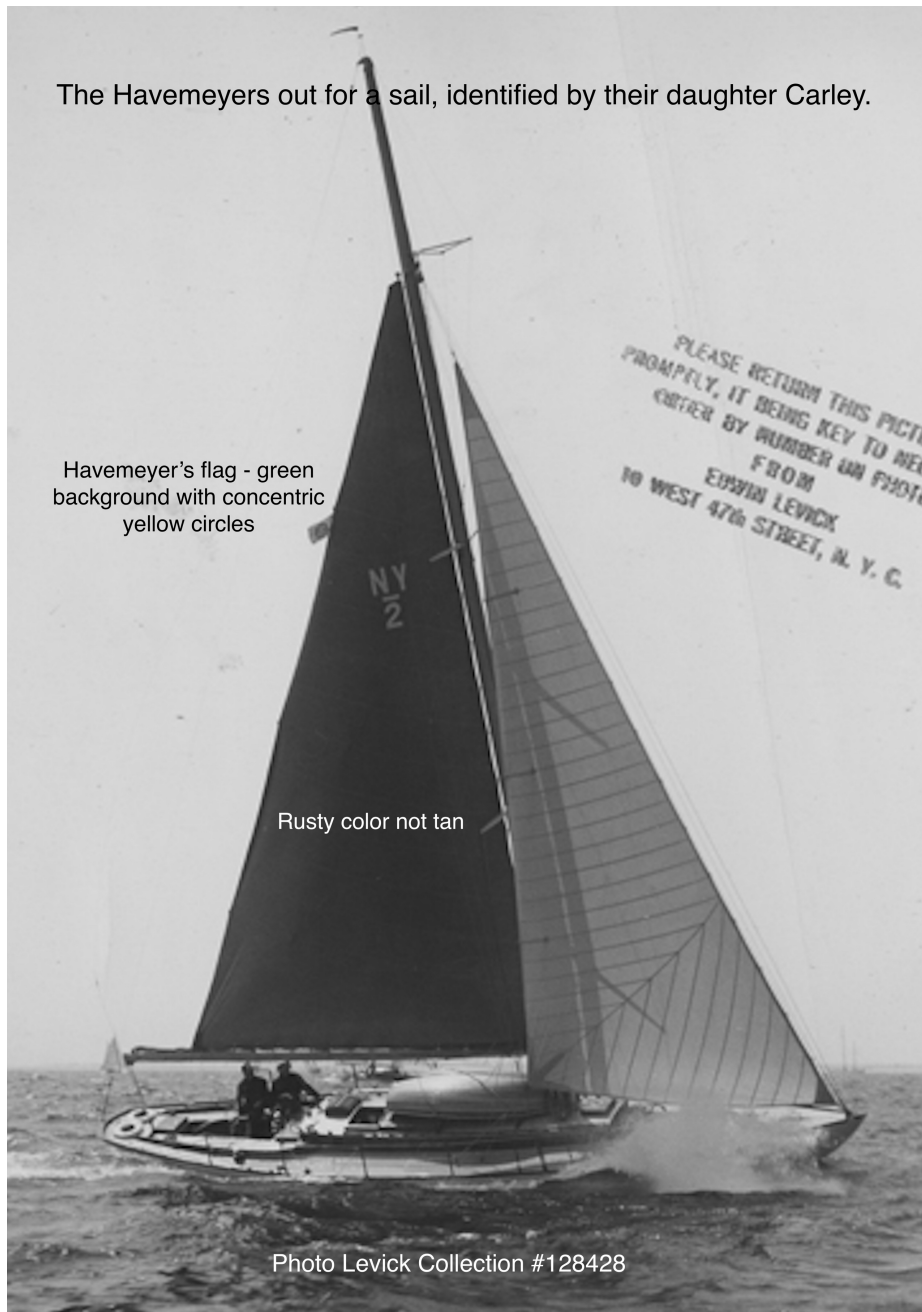
to *Oriole's* three hours and fifty-three minutes and *Actaea's* three hours and fifty-four minutes and sixteen seconds. *Revonoc* was about four minutes behind *Apache* and about a minute and a half ahead of *Swell*. Fourth in the class was *Clotho* followed by *Notus II*, *Rampage II*, *Valencia*, *Sapphire*, *Mehitabel* and *Geisha*. On corrected time as well as lapse time the order of finish in the 36-foot class were *Actaea*, *Gypsy* and *White Lady*.

The final run of the cruise from Mattapoisett to Newport was August 19 in a 20 plus mph southwest wind. *Valencia* again took the honors finishing the 33 mile run five hours and thirty-eight minutes after starting. *Revonoc* finished 50 seconds after her and fifteen seconds ahead of *Apache*. Following were *Notus II*, *Clotho*, *Sapphire*, *Rampage II*, *Geisha* and almost eight minutes later *Swell*.

Once back in Newport. The races for the King's Cup and the new Navy Members' Cup for the Thirty-two foot class were sailed on August 20th. The new class raced a fourteen mile course starting in light south-easterly winds and finishing in winds of fourteen miles per hour from east-south-east. *Valencia* made a clean sweep winning by a minute six seconds ahead of *Apache* and taking the Navy Cup home. *Rampage II* was twenty-nine seconds after *Apache* followed by *Clotho*, *Sapphire* and *Swell*. The class made the run in three hours and ten minutes for the first and three hours and almost seventeen minutes for the last to finish. *Yankee* won the King's Cup.

The Rudder in October (1936) summarized the NYYC cruise for their readers in an article by William H Taylor entitled "Colorful fleet sails in NYYC cruise." There were more starters than in past years with 61 all together in both Universal and Cruising rated classes. To quote in part :

"Jack Shethar's thirty-two footer *Valencia*, sailed by Shethar and Olin Stephens, was the most consistent winner in the whole cruising division. In seven starts she won five first places, including two special trophies, the George A. Cormack and the Navy Members Cups, and she took two of the four port-to-port corrected time prizes for all cruising sloops and yawls, the other two going to Spencer Berger's big yawl *Mandoo II*. *Valencia* was beaten only twice in her own class, once on Astor Cup day by Ralph Manny's *Swell* and again in the annual regatta on Buzzards Bay, when C.F. Havemeyer's *Apache* won the class. The thirty-two-footers also had the satisfaction of beating the Marblehead thirty-six-footers quite regularly on time allowance."



Although built as a racer/cruiser, the only cruise activity related from the class' first season was that associated with the various yacht club cruises and their racing runs. Among the collections at Mystic Seaport is Log 818. This is *Apache's* log for 1937 - 1939, which was a gift of Mrs. Havemeyer after her husband's death. This contains entries from several races and several cruises both south to the Chesapeake and north to Nova Scotia. *Apache's* log begins on Thursday, April 15, 1937 with leaving City Island, a stop at the NYYC landing and then off for the Chesapeake. The weather was cold from a northwest storm that required three reefs in the mainsail, but soon became warmer.

April 18th is entitled "Annapolis to Chester River" and on the 29th she anchored in Queenstown Harbor, "19.5 miles to Annapolis...reminds me of Bucks Hr, Me". On the 30th they met up with *Diana* for dinner. May 3rd was "Cambridge - Choptank" and the 7th was "Solomons Island". Here *Apache* again met "Lang" and *Diana*. *Apache* started back to NYC May 12th "underway 7AM after listening in on the Cornation in London." She was at the NYYC landing at 10:30 May 14th and back to Cold Spring Harbor by 14:30. A check of Lloyd's Register shows *Diana* was the S&S designed auxiliary ketch built by Davis & Son, Solomons Island, MD in 1936 of 60'6" overall and 57'6" on the waterline. Her owner was Langhorne Gibson of NYC and her homeport was Iselsboro, ME. It appears that this was a pleasure cruise to see the Chesapeake area and meet friends.

Later the *Apache* Log comes with the information that on May 31st her owner and perhaps others aboard "swam off Llyod's Neck" and then she left from Cold Spring Harbor for Newport that afternoon. On June 2nd *Apache* sailed around watching *Ranger* and *Yankee*. On the 4th she motored to Bristol since there was no wind and saw *Endeavor II*. She then traveled back to Block Island Sound. There she passed *Rainbow* and *Ranger* -- "Ranger leading 1 minute 45 seconds". *Apache* then motored 16 hours down LIS with no wind. She arrived back with "1 gal gas left in tank". On Sunday June 6th she was watching the 6-meters. According to the NYYC history (Parkinson, 1975) June 2nd was the first preliminary racing among the contenders to defend against *Endeavor II* during the America's Cup races scheduled for July 31st. Those racing for that privilege, and would be winner of a Commodore George Nichols Cup, were *Yankee*, *Rainbow* and *Ranger*. The winner would be *Ranger*, named for the eighteen-gun warship commanded by John Paul Jones during the Revolutionary War. She was designed by Starling Burgess with Olin Stephens collaborating. As Parkinson (1975, Vol. 2, p 342-343) tells it :

"...The choice of these men by Vanderbilt was clever, for he realized that accomplished veteran Burgess was "no longer a young man" and he was one of the first to recognize the genius of young Stephens whom he wanted in his afterguard together with his brother, Rod, and their offshore shipmate, Arthur Knapp. .."

The NYYC Annual Cruise began from New London August 17th after the Cup races and both *Endeavors* joined the other J boats in the group racing in Buzzards Bay. The Race Committee reported that there were 61 yachts on the first run. The committee boat was *Wilhelmina*, the same as in 1936. This run from New London to Newport (NYYC RC report, 1937) had ten of the 32-footers racing in the clear west to southwest winds of 8-15 mph. *Apache* was first to finish, covering the course of 37.5 miles in six hours and nine minutes. She was followed by *Rampage II*, *Notus II*, *Valencia*, *Sapphire*, *Dolphin*, *Folly*, *Ragamuffin*, *Larikin* and *Swell*. The ten NY32s finished within the space of almost four minutes and not quite minutes separated the first three finishers. In the second run from Newport to Mattapoissett, a distance of 32 miles. This time *Sapphire* was first to finish among the ten in the class racing, while *Apache* brought up the rear.

The third run was from Mattapoisett to Edgartown, a distance of 43.8 miles. Here *Apache* was third among the eight racing in their class.



According to the CCA (1960) there was a combined rendezvous of the fleets from the Boston and New York Stations at Block Island on June 26. This was just prior to the Harvard-Yale rowing races in New London. "After the Harvard-Yale races, Bubbles Havemeyer won the race back from Marblehead around Cape Cod with his New York 32 *Apache*, and Malcolm Greenough was second with his Paine 36 *White Lady*." There is nothing more in CCA history about any of the 32s for 1937. *Apache*'s Log mentions that for the AYC annual race to New London, she had a new mainsail and Genoa. There is also mention of a "good start", "wind very light all day" and "won in class of Bermuda Rule".

A news article from the NY Times of June 30, 1937 reported in its headline that "Lambert Trophy Taken by Apache". The Gerard Barnes Lambert Trophy was awarded for the first time in this third annual New London to Marblehead ocean race sponsored by Eastern Yacht Club. The race was 171 miles in fog, rain and light winds. Fourteen of the twenty-five yachts starting withdrew. *Apache*'s finish was a

"distinct surprise here, as she held off the finishing challenge of the larger Paine-designed 36-footer *White Lady*, owned by Malcolm Greenough of Marblehead. *Apache* finished shortly after 9 P.M. last night, having established a comfortable lead by skirting the Cape Cod shore while the rest of the fleet struggled with tides in Pollock Rip and

prayed for wind, but her victory did not become certain until after midnight since.."

It was thought another boat might have won on corrected time. The first boat to finish was *Valiant* but she was not eligible for the Lambert Trophy. According to *Apache's* Log the crew for this race was W.P. Buck, George Tiffany, Arthur Weeks, J Hollowell and "CFH", as the owner always noted himself. *Apache* was "becalmed off Fisher's Island abeam of Block Island and windward of fleet... fog.. no wind at night ... anchored.... Gerald Lambert Perpetual Trophy won... *Valiant* only boat to beat *Apache* .." There is also a note that *Valiant* was a Universal Rule converted 'M' boat. On June 27th is written : "A very hard slow race but a fine reception at E.Y.C. and pleasant results all around."

In 1938 *Apache* was chartered by Wolcott Blair (Brooks Brothers), a NYYC member since 1930. Apparently Blair did not race that season, since she does not appear in any of the twenty-seven LI Sound area or NYYC race results for that season.

In 1939, *Apache* showed two seconds and one third among the fifteen LIS and NYYC races. According to her log, she cruised to St John's and New Brunswick with visits to Dark Harbor, on Islesboro, and Castine, ME. The sail from Dark Harbor to Castine on August 21st was to visit the Beverly Duers, friends from Oyster Bay. *Apache* returned to Dark Harbor the next day. His daughter, Carley, recalled the 1939 cruise as "wonderful" (per com 4/04). She remembered the paid hand aboard their NY32 as the "nicest man from Nova Scotia" who came for the summer's racing and cruising. He was Ethan Nickerson, or Nick, the paid professional aboard.

The last entry in *Apache's* log is for October 12, 1939. The wind was light and day overcast and she was motoring for Plum Gut at 8:30. By "9:30 Jib & mainsail, lgt W" and she reached Plum Gut at 10:30. She reached Essex just after one in the afternoon and Middletown by quarter after six that night after a "Fine run up the River. No wind." It would seem that *Apache* was hauled in Middletown, CT, that fall. Carley suspects selling the *Apache* was largely due to her father's joining the Navy and reporting for active duty in 1940.

For the 1939 season, Havemeyer had ordered sails from Ratsey. In March it was a mainsail, jib and blue genoa (Mystic, Coll 236, v 120) and in May a new genoa (v157). In 1940, the next owner ordered a mainsail (v138) with the note "BT Wks" after "Fisher NY32".

In 1940 Brooks Brothers showed *Apache* owned by Mrs. Charles T Fisher of Detroit, MI With this move, *Apache* was the second of the class to move to the Great Lakes. The first to move there was #6 in 1938, becoming *French Boy*, while #5 had moved from LIS to Rochester in 1937 to become *Vitesse II*. The two sisters (#2 & 6) would become avid competitors later in Mackinac Races as well as local races on Lake St

Clair, but their first encounter was the 1940 Put-in-Bay regatta. *Apache* raced in both the Chicago Mackinac (described as a "drifter") and the Port Huron, or Bayview, Mackinac races in July 1940. According to the September Yachting she was fifth in both in her class. In the "South Shore of Lake Erie" column by John Robinson in September issue there was more description of the Put-in-Bay regatta sponsored by the Inter-Lake YRA. There were good steady breezes for this early August racing. Saturday was the three overnight feeder races to Put-in-Bay from Cleveland, Detroit and Toledo. *Falcon II* was first to finish, but fourth corrected, the Cleveland feeder race and *Apache* won the Detroit feeder. In the "Detroit River and Lake Erie News" column by Walter Brennan reported that "Fisher of Grosse Point Yacht Club was the outstanding figure at Put-in-Bay" in the 47th annual regatta. *Apache* won the 70mile race around the islands -- she was both first to finish and first on corrected time. *Apache* also had three firsts in the championship series in a fleet of 31 boats. The weather was reported as "ideal" for the 22 classes and almost 200 boats racing.

In the 1941 Lloyd's Register, *Apache* is shown with Thomas K Fisher as her owner. Charles T Fisher bought the NY32 for his son, Thomas K Fisher, wrote Charles' grandson (Tom, em 12/06). Charles and his brother Frederick had formed the Fisher Body Company in 1908 in Detroit, to make "horseless carriage" bodies, or cars. According to a history of the company (web site, Fisher & Co. 2002), their other five brother's joined the company. By 1913 the company had the capacity to produce 100,000 cars a year for Ford, Cadillac, Studebaker and others. In 1916 it became Fisher Body Corporation with the ability to build 370,000 cars per year. In 1926 the corporation became fully owned by General Motors. During both World Wars, Fisher Body produced airplanes and tanks. The Fisher brothers resigned from General Motors in 1944.



Apache from Gmeiners.com, note head stay and sail emblem from Fisher days

Fisher's son, Tom, wrote (em 12/06, 3/07) that his grandfather, Charles, was a powerboat owner with a house on the Detroit River where his children learned to sail. His father's first "racing" boat was a 6-meter that his grandfather bought him as an early teenager. Her name was *Challenge*. Fisher raced her and then *Apache* with much success. *Apache* became known by a red Indian head sewn onto her mainsail. "It was actually taken from the Pontiac motor car emblem." *Apache*'s owner served in the US Coast Guard during the war. He ran a fleet of sub chasers between the Florida Keys and Cuba. Tom said his father bought a Cal 40, in which he did well in Great Lakes racing, about twenty-five years after the NY32 was sold. He served on the board of the Grosse

Point YC, but did not wish to be a commodore. After that he owned *Gypsy*, a Frank Paine 52-footer named as all of Paine's boats. This was a double ended design, not the Paine 36 (50' loa) which raced against *Apache* in the 1936 Bermuda Race and was a competitor for the NYYC one-design class of 1936. Later Fisher felt, his son wrote, that the sport of sailing was getting too professional, and designed a fifty foot waterline boat with basic accommodations and a masthead rig which he thought would beat a 12-meter. He envisioned the America's Cup races moving to such a yacht. "He designed such a boat with C&C, a successful Canadian design team at the time. I recall while we were observing the tank testing of the design that hanging above the tank was a NY 32 hull form that they still were using for bench marking purposes." Fisher said his father did not build the boat, but C&C later produced it as the C&C 61 after buying the design back. Later Fisher was a NAYRU judge at national and international regattas. Tom had a chance to sail aboard *Apache* with Skip Gmeiner on Little Traverse Bay in light air. Skip said something then that Tom wrote "remains with me today. You can go anywhere in the world, he said, and if you can find a sailing club you can find great people who you will enjoy being with and getting to know. It was something I just felt but had never heard so simply and accurately expressed. No one who loves sailing can fail to appreciate the classic lines of the NY32."

On the Lakes, *Apache* and her owner Tommy Fisher were doing well in the auxiliary classes. She won the Mills Trophy for the race from Toledo to Detroit River Light to Put-in-Bay and back (Yachting, August) according to the "South Shore of Lake Erie" column. In the "Lake Michigan News" column of October Rudder, skipper Fisher and his crew -- Carl Meurer, Ward Kemp, Wilfred Gmeiner, Ernie Grates and George Van (yachting editor of the Detroit Times) -- won two of the races in Q-class sloops in the 5th annual Otto Barthel Trophy series held off Chicago from August 21 -23.

According to the October Rudder, the Chicago Daily News Regatta on August 24th was the first race *Apache* entered since the Port Huron -Mackinac in July. *Apache* finished second in the cruising class with her 21 year old owner Tom Fisher. She now had a new mast to replace original which had snapped off at the deck just before the Chicago- Mackinac Race. In September's Yachting, Walter Brennan reported -- "A Lone Wolf Sails to Mackinac" -- that *Kitty Hawk* sailed her own course to win the 250 mile Port Huron Mackinac Race. She sailed toward the Canadian shore while the rest of the fleet stayed on the Michigan side. *Apache* was third in the Racing-Cruising B division (elapsed time of 61 hrs, 21 min & 31 sec). There were 27 starters in five divisions. No NY32s were among those racing in the Chicago Mackinac Race. Details of *Apache*'s mast loss and replacement have been supplied by Skip Gmeiner, whose father was among her crew and bought her before the next season, as follows: "*Apache* was sailing to Chicago in a storm The spar broke at under the first spreader and at the deck while on port tack. All the sails were salvaged and they motored on to Chicago. When Nevins built 20 boats, he built 21 spars ..." *Apache*'s new mast was the 21st that Nevins built and is stamped with that number at the base.



Apache was sold by Mrs. Fisher to Wilfred Gmeiner, who was a crew member aboard her in 1940 and 1941. Gmeiner, like Havemeyer, was almost always referred to in the news and sailing articles by his nickname "Toot" rather than his given name. Gmeiner's son Skip, at the DYC Memorial for his father (July 2001, DVD), said that an aunt was the first to call him "Toot" when he was young and it stuck. Gmeiner had joined Detroit YC in 1935 to sail on the club's catboats. He was commodore in 1965 and his son, Skip, was commodore in 1990. Toot was later a member of the Bayview YC and Storm Trysail Club. *Apache* is still part of the Gmeiner family and at the DYC.

Apache continued her successful racing career with Toot and his sons, Skip and Doug. In the 1942 August Rudder, Davy Jones reported on the 18th Port Huron - Mackinac Race held in July. *Apache* was first to finish and first in Class B. Wilfred "Toot" Gmeiner "bought this trim cutter from Tommy Fisher this year..". Unfortunately, this column disappeared from Rudder at the end of 1942, perhaps a result of Pearl Harbor and US entry into WWII. Similar comments about *Apache* were made in Yachting by George Van in his Detroit Jottings column. Here he included more details of the 18th

annual race in which there were 19 yachts in the fleet. "It was the kind of ride to have your best girl along" Van stated. The winds were light with no rain or seas. Yachting's October issue in the Detroit River and Lake Erie News column by Walter X Brennan mentions the Bayview YC night race in September -- a 62 mile run that started at 6pm in light winds. *Apache* won the Racing -Cruising Class.

The May 1943 Yachting Detroit Jottings by George E Van covered the crew shortage issue. It seemed that some of the old boys who had not been "out of the cockpit for years to play on the pointed part" are in great demand." "Toot' Gmeiner, for instance, who cleaned up last summer with Apache a New York 32 was looking for someone to replace Norbert Taylor who is somewhere out on the blue. His approach is typical. He needed a light canvas man. "Look it!" he'd say, "you can have your choice of lee bunks, there'll always be beer in the ice box, I'll have you a private jug for your very own and you won't have to come on deck when we're on the wind." Little wonder wrote Van that such "old timers" are puffed out like parachutes with their own importance."

As usual, the September issue brought news of the Mackinac Races. There were no NY32s listed as racing in the Chicago - Mackinac Race. George Van wrote about "The Detroit -Mackinac Race" for Yachting. The race had sixteen starters in three classes and he was aboard *Apache* in the Racing -Cruising Division with eight others. There was a "lively west wind" at the start on July 17th which faded off Gratiot Beach, 60 miles and 10 hours after. "Dawn found the leaders reaching across Saginaw Bay at a seven- to eight-knot clip.... The 90-mile leg from Harbor Beach to Thunder Bay Island was one of those things a sailor dreams about. Meals came regularly and skippers and crews were happy because all of us among the leaders were in the running as the boats romped along under a cloudless sky in a blue sea." Staying offshore by Thunder Bay Island kept wind in the sails. *Apache* lost some here as she tried for the shorter distance, but lost the breeze with 100 miles to the finish. Getting "around the corner" at Presque Isle, 65 miles from Mackinac Island was a "trying job ... for all the others astern. ... The wind headed us as we went across Hammond's Bay and just below Forty-Mile Point *Apache* tacked offshore and headed for Spectacle Reef Light.. ... Several miles off Spectacle, the wind hauled and for an hour we rambled along towards the finish 30 miles away. At dawn we were slatting around without steerage way. ... a nice breeze came dancing out of the southwest, sending us along on a spinnaker run to the finish.... at 10:04 Monday morning." *Vitesse* (#5) finished third at 11:01am taking second on corrected time. Between the two NY32s was *Shamrock*, an 8-meter, finishing at about 10:10am. The NY30 *Minx* finished the race sixth. *Apache's* crew members were owner Gmeiner, Frank Kursten, Fred Blackwood, Fred Blackwood, Jr, Vic Taylor, Ted Coggin, Bill Wagner and George Van.



The 1944 August issue of Yachting carried a pictorial article of the Invasion fleet on D-Day. During the war, the long distance races along the east coast were suspended, but those in the Great Lakes continued. The US Coast Guard in the Detroit region assigned numbers – 36” black on the bow – for identification. *Apache* raced and won the Port Huron Mackinac races with Toot Gmeiner in 1942, 1943 and 1945. In 1944, it was *Vitesse* and her owner Welling that won the Port Huron Mackinac, but *Apache* was right behind her. *Apache* that year won the DYC Sweepstakes. George Van described ‘the DYC Sweeps’ as “the biggest inter-club regatta of the season, the one with the greatest tradition hereabouts,…” (DYC Main Sheet, August, 1959).

September's 1945 issue of Yachting brought the Mackinac Race results. There were no 32s in the Chicago -Mackinac Race, but four started the Port Huron-Mackinac Race --*Apache*, *Vitesse*, *Soubrette* and *Tigress*. According to Robinson in his June South Shore of Lake Erie column, this was the first time a boat from Mentor Harbor competed in this race. From his berth aboard *Blitzen*, George Van reported the race which started calmly on July 14th but turned nasty with torn sails, many seasick and all but six dropping out before the finish. He wrote:

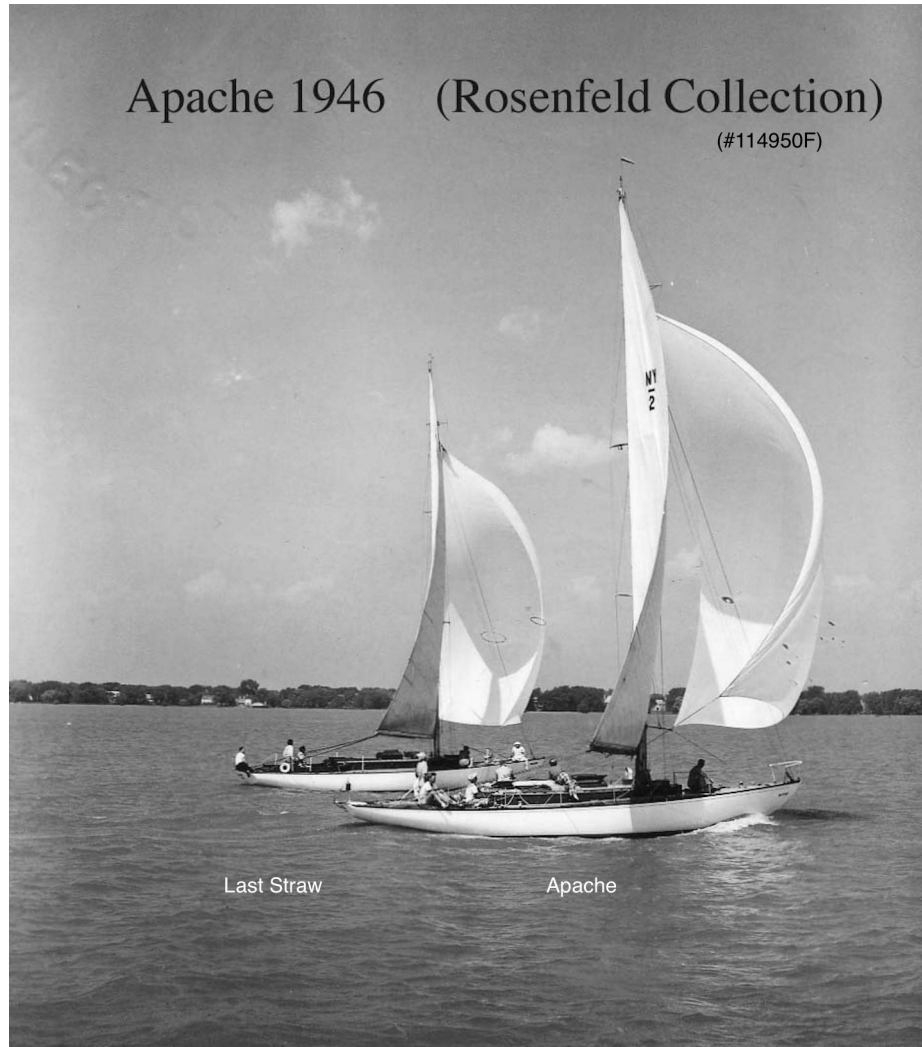
"Only four, *Blitzen*, *Manitou*, *Apache* and *Last Straw*, out of a record entry of 40 stayed out to slog their way through the nor'easter to finish at Mackinac Island. The other two recorded finishers, *Shamrock* and *Hostess II*, anchored in Harbor Beach's Harbor of Refuge, 60 miles from the start, sewed sails and then came on when the weather had moderated.

Blitzen, behaving like a gal home from college on spring vacation, loved it all the way and swept everything. She was more than 12 hours ahead of the next yacht, *Manitou*, a 64-foot yawl. *Apache* was third in, won in Class B, or racing-cruising, and took second in the fleet of cruising boats. *Last Straw* was the only other cruising entry to stay in the race. Racing class honors went to the Eight-Metre *Shamrock*, the only finisher in her division."

Apache completed the distance in sixty-two hours and ten seconds. She was perhaps only racer to carry her mainsail all the way and she "didn't even break a batten which lends credence to the estimate that the wind was in the 30s Saturday night." *Vitesse* didn't finish because she went aground about 35 miles from the start at Foster. At the time she was sailing with her main down and only a working jib. *Last Straw*, a Herreshoff Fishers Island 31' class, and *Apache* met often in the area races.

Apache 1946 (Rosenfeld Collection)

(#114950F)



In November (Yachting), the news from Detroit jotted down by George Van included that the Grosse Point 'Blue Nose' regatta had a big turnout. *Blitzen* was the first to finish, but *Apache* won on corrected time. A group including *Apache*'s owner "Toot" Gmeiner, Dr Carlisle Wilson (*Solenta*) and Howard Baxter (Q-boater from Grand Rapids) went to NY to sail Harlow Davock's *Away* (#19, x *Dolphin*) to Miami. They reported that the last 100 miles to Norfolk, first stop, was made in twelve hours under storm sails. Davock was planning to do the Miami-Nassau race.

Four of the 32s raced in the 1946, 1947 and 1948 Mackinac Race but were not the winners. Although *Apache* had won the Crescent Sail YC annual regatta on Lake St Clair for the seven years prior, she did not win in 1948.

At Detroit YC (Detroit Jottings, October Yachting 1948) the Gizmo series was held in weather more suited to ice boating when most sailors had put boats away for season, reported George Van. Two races were enough for the contestants that included

Tigress (#4), having traveled 150 miles to attend. She won, becoming "King Gizmo for 1948". The Detroit NY32s *Apache*, *Vitesse* and *Soubrette* all raced. Later *Falcon* would join in these races. Skip Gmeiner (em 2/07) recalled about six of these races among the NY32s. The trophy and name was given by his mother. The races were held at the Grosse Pointe YC, where *Soubrette* (#10) was the sponsor. The courses were about five miles each and the series was planned for Saturday and Sunday at the end of the season. It was a round robin event with crews, taking their own spinnakers, moved from boat to boat. There was a minimum of five races, but they tried for twice that many. This was the only 'class' racing in the Detroit Regional Yacht racing Association (DRYA) where the championship was based on Saturday races from Memorial Day through third weekend of September, but not including the Mills or either Mackinac Races. Skip explained that if a yacht raced every one of these DRYA races, she could throw out the two worst ones for a season point total. "The NY-32s would usually dominate the class. There was no need for our own class because we could get more points by beating other boats." The last class race for the NY32s was the NYYC cruise in 1948.

Other race highlights from Yachting featuring *Apache* and her sisters, three of the NY32s took the top four finishes in the DYC opening regatta with *Apache* first, *Falcon* second and *Vitesse* fourth (July, 1956). In 1957's Gizmo race (December issue) a triple tie resulted between "Frank White's *Tigress*, Toot Gmeiner's *Apache* and Clare Jacobs' *Falcon*. *Tigress*, however, won all three starts in the Round Robin and White was awarded the Gizmo." In 1958 (October) *Apache* won the Edison BC race by finishing four seconds ahead of *Falcon*.

In 1959 *Apache* won the Port Huron Mackinac again, this time beating *Last Straw*. Her crew as reported in Yachting (September) included Eddie Wunsch, Jack Boyle, Billy Miller, Al Thomas, Ed Scanlon, Doug and Skip Gmeiner as well as Toot for a clean sweep. George Van's "Apache and Last Straw take it all in Port Huron-Mackinac Race" (DYC Main Sheet, August 1959) described the race in calm to light winds "the way the two DYC craft had at each other all of the 235 miles up to Mackinac Island that drew the plaudits from the rest of the record-breaking fleet of 85 starters." Heavy weather is *Apache*'s breeze, but for this race the wind was maybe 18mph and only for about 10 hours of the 44 hours elapse time. Van continued "... above Middle Island, seventy-five miles from Mackinac Island, both *Straw* and *Apache* sneaked inside along the shore and went out in front again." *Dyna*, 58-foot yawl, had caught up, but she stayed off shore. During the night the two had nosed by one another along the Michigan shore. *Apache* moved off shore leaving *Straw* inshore for a time until she moved back to cover.

"That was the story. *Apache* barely had steerage way as she came about. But she did pick up the shore breeze, a bit ahead of *Straw*, and slid across the finish line fourteen minutes and six seconds in front of her rival. ... *Apache* covered the 235 miles with an elapsed time of 44 hours, 12 minutes and 12 seconds.

Apache had to allow *Straw* a bit more than seven minutes in the handicapping but had that much more to spare. *Apache* and *Straw* were the only boats in the race to finishing with corrected time under 40 hours."



In the 1963 Port Huron Mackinac *Apache* won class A and was second in the fleet. *Falcon* was second in class A and *Vitesse* third that year. In 1964 there were six NY32s in the Port Huron Mackinac Race, but none won. They were *Falcon*, *Dauntless III* (#15), *Vitesse*, *Tigress*, *Apache* and *Gentian* (#18). In 1966 there were seven (*Ballina*, #16, joined them) of the 32s racing but again none won. In 1966 the Detroit Jottings (August) pages told of *Apache* finishing eleven minutes ahead of the Cal 40, *Winsome*, in a race in Lake St Clair in a 20 mph breeze.

In 1963 *Apache* left fresh water and went south to Ft Lauderdale for the winter racing. *Tigress* also came down from Detroit for the 1964 racing. The NY32's first appearance in the SORC races was in 1947 when *Away* and *Ragamuffin* (#7) were in some of the races and Toot Gmeiner was among the crew of *Away*. Yachting (March) reported that in the 1964 Miami to Palm Beach SORC opener, *Apache* finished third in Class A just after *Tigress*. In the St Petersburg -Ft Lauderdale race in moderate to light winds *Apache* finished nineteenth and *Tigress* fifteenth overall. In the Miami to Cat Cay race of 71 miles, the two NY32s apparently had a race of their own in which *Apache* beat *Tigress*. Skip related (email 02/04) that they departed Detroit first of September and sailed to Buffalo where they took the mast out and motored with it on deck through the barge canal to Kingston, NY. With the mast back in place, the motored to NYC. Toot with his sons, Skip and Doug, and various crew made it to Fort Lauderdale in 32 days. *Apache* raced all the SORC races. They sailed from Fort Lauderdale to NYC in seven days that May and arrived back at the NYC in 26 days. Along return through the barge canal, *Apache* stopped briefly to visit with a sister, *Whisper III* (#1) in Newark, NY with Lake Ontario sailing.

In the September 1964 Yachting, on the 'Detroit Jottings' pages, George Van reported that *Apache* had a slight lead in six regattas in Lake St Clair over *Dauntless III*.

They were followed by four other NY32s, namely *Vitesse II*, *Falcon II*, *Tigress* and *Gentian*. *Apache* raced in both the Port Huron and Chicago Mackinac Races, but placed tenth and fifth in class, respectively. This was probably the year with six there, that they were weighed at the Bayview YC on the elevator scale that had been installed in the late 1950s. The boats had anchors aboard, but the fuel and water tanks were empty according to Skip Gmeiner (email), owner of *Apache*. The table of some of the measurements at that time here is from Skip's files.

Tabulation from Bayview YC weighing for CCA ratings*

	plan specs S&S 125	Gentian #18	Dauntless #15	Vitesse #5	Falcon #6	Apache#2	Tigress #4
DISP (lbs)		27650	26634	27269	26527	27613	27732
LOA	45' 4"	45.01	45.19	45.23	45.15	45.23	45.29
LWL	32	33.25	32.9	33.09	32.92	33.31	33.33
Beam	10' 7"	9.95	9.91	9.9	9.9	9.97	9.96
Draft	6' 6"	6.71	6.67	6.65	6.57	6.74	6.73
sail area	950	NA	958 ('62)	977 ('62')	967 ('62')	NA	NA
Measured Disp		442.9	426.2	436.8	424.9	442.3	442
Spinnaker pole		15.86	15.76	16.15	15.9	15	15.9
P	52'	52.2	51.44	51.5	51.37	51.9	46
B	24'	23.85	22.56	23	22.92	23.54	21
P2	47' 8"	47.63	47.98	47.7	47.7	47.7	51.8
J	15'	16	15.76	16.15	15.87	15.13	15.95
RATING		34.2	33.9	33.5	33.5	33.4	33.2
*from Skip Gmeiner's files without date; earliest probable 1964 when all six were there							
CCA 1936 ratings from <u>Yachting</u> for Bermuda race				34	34.64	34.77	35
		NYC cruising rating 1936 for all 34.1			racing rating 1936 for all 25.8		
CCA ratings from S&S file (year)	NA	34 ('62)	33.3 ('62)	33.4 ('62)	33.1 (NA)	NA	NA

[For more about the CCA ratings and the changes from the design in late 1935 to this weigh-in during the mid-1960s, please see note at the end ...]

In the fall of 2006, Skip Gmeiner was Ted Everingham's guest on his WMTV5 program "Log of the Great Lakes". This was the year *Apache* and her sisters turned seventy. Skip described his father, Toot, as a racing sailor who had a record of forty Mackinac Races in the same boat. That boat was *Apache*. Toot was only thirty when Mrs Fisher persuaded him to buy *Apache*. Skip explained that Mrs Fisher was worried with her son's grades slipping, he would not graduate from college and get a good job. Toot said he couldn't afford the 32, but she said he could on her terms -- to pay what he could when he could. Skip joked on the TV segment that they had just made the final payment. The sum agreed upon was \$9000 and *Apache* moved to well 65 at the DYC. By the late 1960s, *Apache* belonged to Skip and his brother Doug – as Skip tells of the transaction, they bought her in 1967 for \$10 and Doug had to borrow \$5 from him. She is still part of the Gmeiner family. Toot's last Mackinac Race aboard *Apache* was in 1986, her fiftieth year, in a special classic division that included *Sapphire* (#15), *Yar* and *Hope* (Q-boat). *Apache* was first to finish, but *Yar* was first on corrected time. It was Skip's son Stephen's first Mackinac Race. As Skip explained, on the TV program, you "never own a 32, your just in charge of maintenance.". He also mentioned the Castine 70th celebration for the class with Olin Stephens attending. He thanked Olin for designing a boat "that always brings you home." Skip said he had met Rod several times when he was testing DWKS at General Motors, but had not met Olin until the celebration for the class' 70th year.



Doug Gmeiner said in the [Sailing](#) article "The New York 32, on and on" (Hutchins, Nov. 1987) that he liked to think that the Detroit fleet of seven 32s in the

1960s had something to do with *Apache* . "They were trying to find a way to beat APACHE." She won overall in the Pot Huron (Bayview) Mackinac Races of 1943, 1959 and 1963 "plus 16 of 17 Detroit River Yachting Association championships." "On APACHE, Doug Gmeiner said, "The helm is very well balanced. I sailed on Tartan 46 once and I never could get my seas legs. The 32 goes through the waves without falling to one side or the other of the wave." "She could punch through seas." Stephens said of MUSTANG." (p 59)

Apache has had very few changes over all the years since her launching. Skip mentioned (TV Log) that her engine was replaced in 1952. She now has roller furling, a pressurized water system, new refrigerator and stove is natural gas instead of alcohol. In November 2004, Skip said that *Apache* was out of the water to find a leak that appeared to be in aft area. This was the first time she had been out for the winter since 1943. The leak turned out to be via keel bolts under the engine where the wooden plugs had gone. *Apache*, like many of the Detroit area wooden boats, usually spent the winter in the water, coming out in the spring for bottom paint and inspections. NY32 #2 has the 1000 pound additional lead ballast blocks from 1939 as well as the third, 500+ pound, aft-most block added to *Mustang* and a few others in the 1950s. Skip said that there are also internal lead pieces up forward where the crew's toilet had been.

In the fall of 1963, the Gmeiner's launched an effort to find all of the NY32s and their owners. Skip began his letter to Tom Closs about this project with the news that the NY32s finished first, second and third in that year's Port Huron Mackinac Race. "These great old gals are still winning races after 27 years." In the letter Skip, after introducing himself saying he had been sailing on *Apache* since 1941(age 3), asked what Closs thought of a NY32 club. Skip suggested that the person who had owned one the longest should be commodore. He wrote that he would like to be secretary and they would not need a treasurer "because there is no money involved." Skip asked for any information Closs might have and wrote that he knew one had been destroyed, but that he didn't know the number or how. The list Skip enclosed included seventeen of the class with five (#1, 3, 7, 9 and 19) showing no owner information. The three not listed were #8, 10 and 14. The boat Skip listed for Closs was *Fun* . Closs wrote back in December to say he would be "very interested in joining forces with your interesting New York 32 association..." Closs was surprised to learn one had been destroyed. He provided information on #1, 3, 9, 11, 12, 19 and 20. At that time Closs was trying to sell *Raider* (#12) as he wrote Skip in closing. The idea took and became "The New York 32 Owner's Club" with O'Donnell Iselin (first and still then owner of #14, *Ibis II*) commodore and Skip Gmeiner secretary. Rod Stephens (#17, *Mustang*) would be the technical advisor.

In May 1964, the secretary of the NY32 Owner's Club wrote a 'welcome home' letter to Wilfred Gmeiner. Skip wanted to know "approximately how many miles *Apache* has covered since starting the '63 sailing season. Yachting Magazine calls *Ondine* the sailingest sailboat of modern times and we believe that *Apache* should be the sailingest "32" of the modern times." Skip enclosed the first "Did You Know" letter and asked that the enclosed form be filled out and returned. The "Did You Know" note included the news that *Apache* and *Tigress* were the only two boats in the SORC that year with

tillers. "...that the only boat with a 7/8 rig in the S.O.R.C. was a NY 32 ? *Apache*, and she also was the only boat with double head stays." Other news was that *Tigress* and *Falcon II* had roller furling and that *Vitesse II* had converted her starboard water tank to carry "thirty-eight gallons of gasoline to increase her cruising range" in fresh water. In April 1964 the Owner's Club secretary wrote to Hank Boschen (see #19) to ask the same form be filled out and returned. They had met when *Apache* stopped at the World's Fair on her return trip from Ft Lauderdale.

By the late 1960s all of the surviving nineteen sisters were part of the Owner's Club. The one destroyed had been #8. Gmeiner had put together the information he had collected from the owners into two summary tables. Of the nineteen only four (#2, 6, 16 & 18) still retained the double head stay and original rig (i.e., not the *Mustang* rig design that happened with Rod owning #17). Three were yawl rigged and one of these still retained the double head stay. In November 1970, there was a "Did You Know:" letter which proclaimed that the New York 32 Owner's Club was "in full swing again" suggesting a hiatus. The last item was that "this column needs information from all" of the owners. One item was that *Vitesse* was sold to Racine and her former Detroit owner, Taylor, was helping aboard NY32 #1. The news of *Falcon*'s fire, the purchase by her owner of NY32 #15 and *Falcon*'s new owner, Bennett, had "really fixed her up" had been another item. *Apache* finished second in her class in the Port Huron Mackinac Race. There were extra sail plans available for any owners planning to change their rig under the new IOR rule. *Tigress*, although still with a masthead rig, had a new aluminum spar with internal halyards. *Apache*'s spar was weighed with and without her rigging. The owner's were to guess the weights, which were not given. Near the end of the "Did You Know" was the news that there was a "new light canvas man" for *Apache* -- Stephen Gmeiner was born that month. Stephen probably had to wait until spring to have his first sail aboard *Apache*. Skip explained (TV Log) that each child and grandchild takes their first *Apache* sail in the stateroom drawer. In the fall of 2006 it was Charlie. The Gmeiners.com web site has many photos of *Apache* and her family over the years. Her owner's flag is a red G-major.

Skip and Stephen with their families were in Castine for the NY32 70th celebration in August 2006. They sailed aboard *Sapphire* (#15) with her former owner Penny Breck and new owner Jeffery Combs and his family.



In December 2018, Apache left her home in Detroit YC after 76 years with the Gmeiner family. She traveled to MA for sailing again in waters she had left in late 1939. Her new owners are Ty and Suzanne Streeter and her homeport is changing to Cohasset.



Ty wrote (12/18) that this was his “big leap into sailboat ownership. I have owned smaller powerboats, and have only been a wooden boat loyalist and mere fanatic until now. I grew up in Guilford, CT, sailing mostly Lasers, 420s and Sonars before doing a lot of PHRF on a C&C 33...” He has been an Off Soundings member for almost twenty years and raced to Halifax, Bermuda, around Block Island and the Vineyard. He and his family definitely will be taking *Apache* day sailing and cruising back in New England waters. “We are new to the Boston area, and I haven't done any sailing around here, but there appears to be a lot of racing in the area--in the harbor and on up toward Marblehead. I will definitely be racing.” He says the “classics are appealing, especially

ERR and feeder races.” So, this sister will probably find she will be sailing again on Penobscot Bay.



Apache now inside in MA for winter

Photo Ty Streeter

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

Debbie Rogers, rogsmu@gmail.com or 401-539-2858 (2007 updated 2018)

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

-- Rosenfeld photos are housed at Mystic Seaport

-- Levick photos are housed at The Mariners' Museum

The Gmeiners.com site has many photos of Apache sailing, with family and work they have done over the years ...

This is a brief excursion into measurement rules for ratings of these sisters from their design as they moved away from the NYYC and Long Island Sound to race in mixed classes, in this case in freshwater. This NYYC one-design 32 footer class was designed to the Cruising Club of America (CCA) 1934 rule and built, as per the NYYC rules adopted in 1928 and modified in 1934, "in accordance with Herreshoff's 'Rules for Construction of Wooden Yachts,' or in accordance with Lloyd's 'R' classification, or their equivalents." The NYYC did not adopt any CCA rule until 1946 after a new measurement rule committee composed of former Commodores Nichols, Morgan, Roosevelt and Stewart recommended that the Club adopt both the CCA and International rules (Parkinson, 1975, NYYC history).

Handicapping yachts by measuring them under various rating rules has occupied many over many years in an effort to have mixed fleets compete on an even field. In a 1935 presentation [SNAME Transactions 43, published 1936] entitled "Yacht Measurement, Origin and Development", WP Stevens observed that the

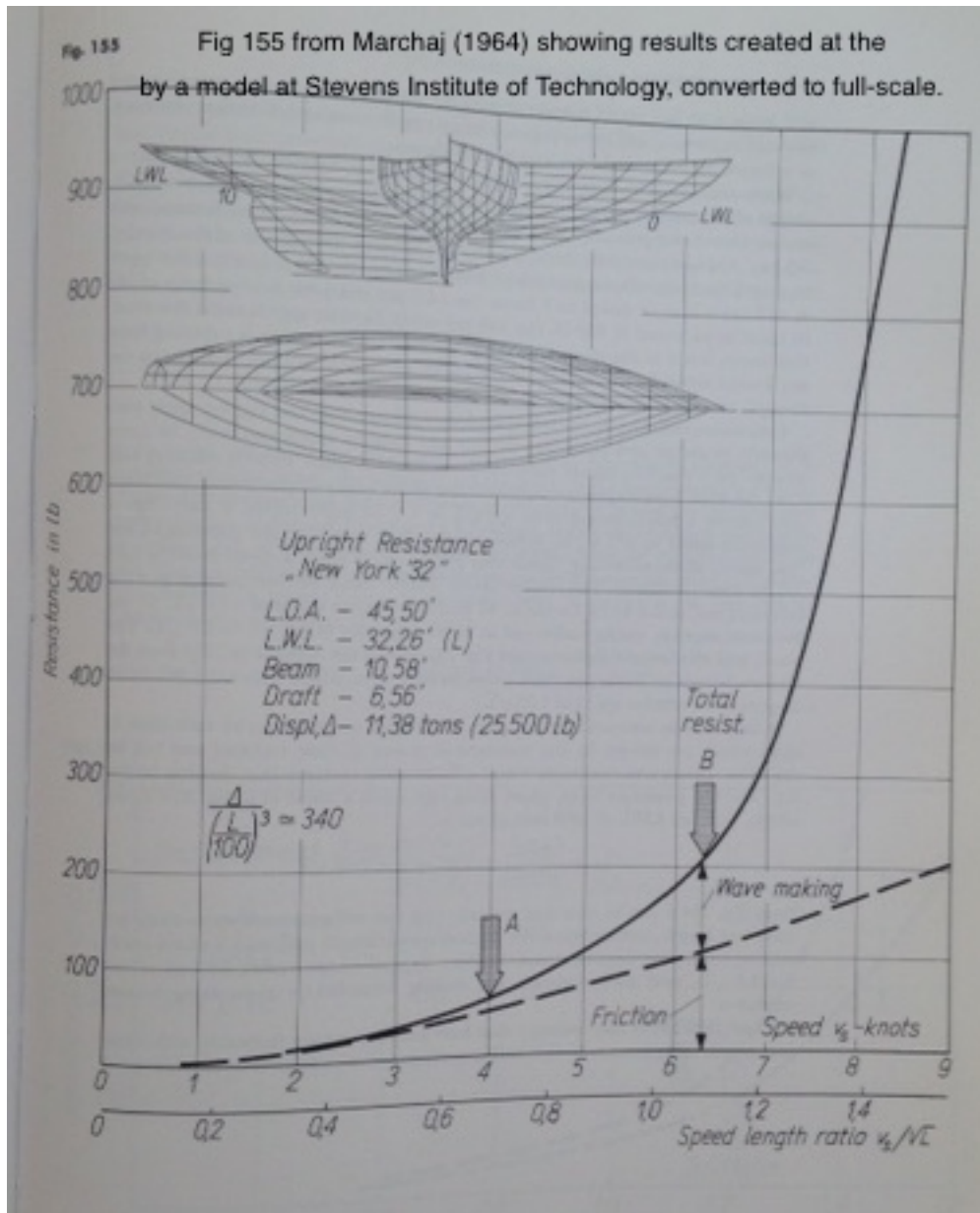
"foundation of yacht architecture would rest on natural laws which govern the movement of a free and partially immersed body propelled by the wind, but such is very far from the case. The two prime factors are purely artificial. They are the nature and location of the ballast and the prevailing rule of measurement." [p.7]

Stevens then outlined the work on the subject from mid-1800s on ballast types and measurement rules and the yachts they produced. [For later reviews and insights see Poor - Men against the Rule, 1937; Anderson - The Centennial History of the United States Sailing Association, 1997; Olin Stephens - All This and Sailing Too, 1999; Johnson- Yacht Ratings, 1997, among others.] During the discussion Clinton Crane said he wished Mr Stevens had felt like adding the present Cruising Club of America rule

"which is another step in the direction of control of all the various factors which affect the speed of a sailing yacht. It should be recognized from Mr. Stephens' paper that each rule tends to favor, and therefore produce, a particular type of vessel. Both the International Rule and the Universal Rule produce a type of vessel which is probably more generally

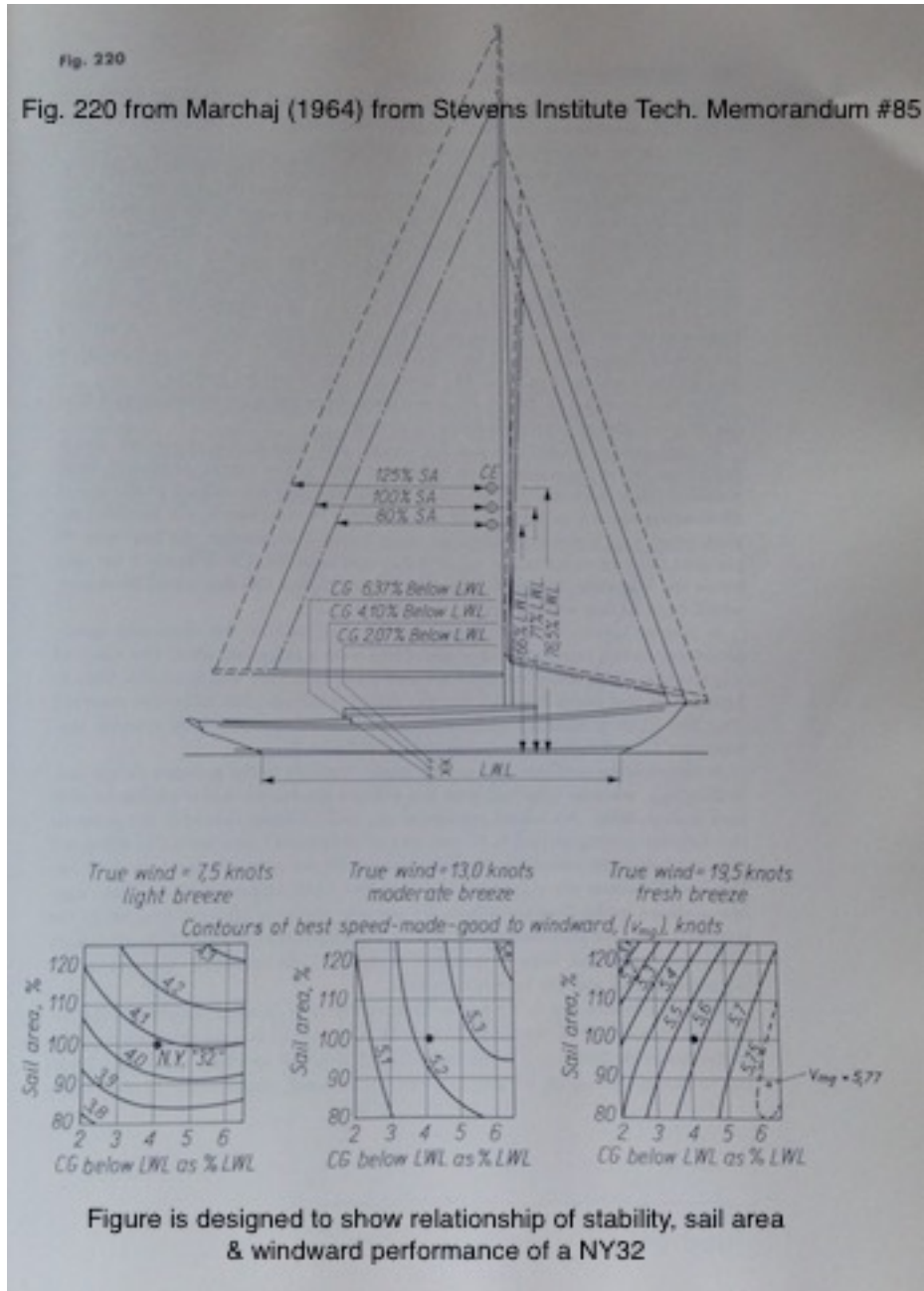
satisfactory than the type produced by any previous rules. However, in the larger classes the draft is greater than many persons would choose for cruising, and it should be possible, by placing some premium on beam, to allow a wider, shoaler boat to compete on even terms with the deeper cutters of today." [p36]

During the discussion there was also a question about finding a rule for the smallest sail area to drive a boat of certain displacement at a certain speed. Mr Stevens suggested that "average yacht is very seldom valued by speed on an even keel. She is supposed to be valuable in proportion to the speed that she can develop when she is inclined." [p39] Another question followed about the possibility of using yacht models in tank tests -- had it been done? -- to help determine hull resistances and drag effects. Stevens pointed out that tank tests had been used for years citing examples including Watson of *Shamrock II* and W S Burgess of *Valiant* and *Prestige*. An additional comment by Ken Davidson provided information on the work at the Stevens Institute on tank testing of hull models. Early results of these important tests involving models both upright and heeled together with the full size yacht *Gimcrack* can be found as presented in 1936 SNAME Transactions (vol 44, p 288) and in more generalized form in The Rudder from August 1937. The NY32 design has been tank tested at the Stevens Institute at least three times. As a hull model in 1938 and 1958 with other S&S designs and as both model and full scale yacht (*Mustang*) in 1948.



This latter testing is Technical Report No. 85 (August 1948). Results from these tests appear to have been used during CCA Measurement Committee discussions in measurement rule work in the mid-late 1960s. It is Figure 1 from Part II of the Technical Report No. 85 which was used as Figure 155 (p.253) in Sailing Theory and Practice by CA Marchaj (1964) in his discussion of the motion of a yacht. It is also very likely that the 1948 tests in some way were found useful in changes from the 1940 rule which was used in Part III of that report to relate sail area and stability on windward performance in three breezes over a range of ballast ratios (lead keel weight to total weight) from 35% to 55% with an as built ratio of 44.7%. Marchaj (1964) also included additional information from this Technical Memorandum in his Figure 220 (p.345) showing relationships in three different breezes. Marchaj notes that in heavy wind conditions (far right of the

three bottom diagrams), a large sail area hinders stability. In this case, reefing down to 80% of sail area would increase the speed made good to windward of a NY32 by about 0.1 knot.



The CCA rule was revised in 1940 with most of the work on the revision done by Wells Lippincott according to Rod Stephen's article in the February 1950 Yachting. In this article, Rod, then CCA commodore, explained the changes for the 1950 rule. In 1946 Herbert Stone wrote "The Rules of the Game" in the October Yachting, which

provided a history of the rule to that time. Robert Bavier, Jr took the rule's history beyond that in the CCA history (1960). In most simple terms, the speed of a yacht was determined to be a factor of its length, displacement and sail area. The CCA rule sought to describe a "base" boat acceptable for challenges of ocean racing and cruising. When Bavier wrote, the 1960 rule was an evolution of the 1938 one, having been changed to clarify wording in 1950, changes in the numbering system and clarifying what to be aboard in 1954, and more major changes in 1957 dealing with beamy centerboarders. The changes for 1960 under the committee chairmanship of Irving Pratt were to make it easier to understand.

The 1950 CCA yearbook contained the full rating rule with explanations of its parts. According to this version, the measured displacement was to be provided by a designer's certificate after the establishment of the load waterline plane from measurements of the yacht. It was noted that where this certificate was not available, the yacht could be weighed. By the 1960 yearbook, the Report of the Measurement Committee stated that the major weakness of the rule was stability. In their report they suggested that with the 1960 redrafting, the "average" boat should expect to drop in rating by 0.1 to 0.2 of a foot. The report also mentioned that research at the Davidson Laboratory at the Stevens Institute was on going to relate the effect of stability on performance to provide a more equitable ballast ratio. In the Measurement Committee report for 1961, it was learned that a new stability factor had been approved which would be determined by a simplified inclining test made at the time of measurement. This new test was viewed as eliminating concern regarding construction materials and type of ballast weight used. It apparently also affected the beam credit, which was also modified in the rule. Since the yearbook for 1961 does not contain a full copy of the rule, it is presumed that it was found in a separate small book much like the 1962 ones (Mystic, Coll. 303) -- one explaining the rule and one with explanations for the measurers. In the 1962 measurer's rule book (Mystic, Coll. 303, s17B15f 5), instructions for inclining from the load waterline "or plane of floatation" to determine the stability factor are given. The yacht was to have two anchors aboard, full tanks, sails plus equipment for a distance race aboard. The weights used for inclining the boat were men, whose weight was to be determined at the time with an accurate scale. For a boat up to 33' LWL, it was suggested to use two men. The measurer erected a simple pendulum and marked it as the position of the men were moved from the centerline to one-quarter of beam to rail for both port and starboard sides. The numbers were plotted to calculate the righting moment for one degree of heel. In the 1964 CCA yearbook, the Report of the Historian stated that the decision had been made that after January 1965 all yachts would be weighed to end the problems of determining exact displacement. But in the 1963 measurement rule book, it states that after January 1966 no certificate would be valid unless displacement had been determined by weighing.

Among 'the correspondence regarding wetted surface within the CCA measurement committee papers of Coll. 303 (s 17, b 17, f 3) are loose letters and several copies of a figure relating speed and the components of resistance for a NY32 from data from "Stevens tank". There is a two page text which appears to go with the figure,

although they were not attached to each other. Both are dated January 14, 1965. The text begins by stating that

"For a given length of boat the CCA rule takes into account the effects on speed of sail area, beam, displacement, draft, freeboard, stability and propeller. A major influence on speed is wetted surface and this is not recognized by the present rule.

The following will indicate the importance of wetted surface. A N.Y. 32 has been selected to illustrate that fact, a N.Y. 32 being about the middle of the ocean-racing size range and pretty close to a "Base" design."

Mustang's LWL of 33.57 feet, which this text states rates 34.7 feet (and her 1963 rating from S&S files), would "be expected by the T.A. tables to average about 6.5 knots. It will thus be seen that at or about T.A. table speed the wetted surface resistance is half the total for a normal, middle-of-the-road design." The text continues for several paragraphs to relate/interpret the information about *Mustang* and the figure to arrive at a suggestion for "a simple wetted surface correction" which could be handled like the sail area correction. That is, the square root of the base wetted surface equals 0.45 times the quantity $0.197L$ plus 0.8. The 0.45 is stated to be the ratio of *Mustang's* "wetted surface to RSA". An adjustment is given if the square root 'Meas WS' should exceed or be less than the square root of the 'Base WS'. In this folder there is information on the Measurement Coordinating Committee members in February 1966 -- namely Arthur Homer, Ben Fisher, Olin Stephens, D. Strohmerier, Bob Blumenstock and Ed Raymond. At a January meeting that year a discussion of wetted surface and Morss' solution appeared to be a topic to which Olin wrote on January 4, 1965 with a table giving wetted surface, sail area, displacement, ratio of design waterline to wetted surface area and calculated "SA/WS" from design plans of various yachts. In this table, *Mustang* shows a design WL of 32, displacement of 24,500, sail area of 988, design WL to wetted SA of 380 and SA/WS of 2.60. In his letter Olin cautions not moving too fast on putting wetted surface into the rating rule. He suggested relating wetted surface to L (of the equation). A guess is that the pages dated January 14th were presented at the committee meeting....

The tank test data for the NY32 done at the Stevens Institute Davidson Lab in 1938, Report #55 and found at S&S, was done with models of *Stormy Weather*, *Blitzen*, *Edu II*, *White Cloud* and *Baruna*. The NY32 was the smallest of this group. The model size was not given, but the displacement was given as 25,500 pounds and sail area 950 sq. ft. In the more extensive 1948 tests (Report # 85), the model size was given as 1/10 with a LWL of 32.26, a WA of 378 and the same displacement and sail area as the 1938 tests. The results of the 1958 test, found at S&S, were several pages with a cover letter to Olin Stephens dated March 28th saying the tests were done together with ones for *Cyane* and *Wind Rose*. The NY32 model tested in 1958 was also a 1/10 model, but the DWL was 33.0, displacement 27,975 pounds (sea water was specified), sail area 918 sq.ft. and a WA of 395. The graph of upright resistance in this case shows slightly more pounds resistance than the 1938 and 1948 data for speeds greater than about 5.5 knots. This difference can probably be explained by information in a memo from April from Bill

Shaw to Gil Wyland. The NY32 model was restored and retested due to the fact that the carriage used in the earlier tests was no longer in existence. The slightly different results from the earlier tests were due to new carriage and dynamometer being used.

This brief history of the CCA rule was thought to be useful background to a review of the NY32 apparent ballast/displacement questions as outlined below. The question of how much outside ballast the NY32s had was asked by some owners from the fall of 1946 on to the fall of 1956, according to correspondence found among the S&S files. On November 19, 1946, Rod wrote a note to Gil Wyland indicating there was this question. By way of example Rod said that *Mustang's* old certificates showed 10,200 pounds outside and 1200 pounds inside ballast, but that her newest certificate showed 11,400 pounds outside. Rod closed with observation -- "Inspection of the paper lines indicate a little less than this We must have the right figures somewhere." A handwritten note on this copy with initials "GW" dated December 6, 1946 says that 11,200 pounds is correct. There are also two columns of figures apparently done by the initialer, Mr. Wyland, that show how he arrived at the 11,200 number. Both start with 10,150. One adds 336 and 664 to this giving 11,150. The other adds 386 and 664 to arrive at 11, 200.

Reviewing the design plans shows that in the original report of the NY32 Class Committee gave the ballast as "lead approximately 9400 lbs". Among the technical file papers for the NY32 at S&S was a many yellow lined page one in pencil with numbers representing the displacement calculations. It is not dated nor was there any indication of who did it. The pages list 140 items, beginning with the planking and ending with the after bulkhead, with weight, arm and moment columns for each. The pages end with total for each column – weight 14242.01, arm 17.293 and moment 246293.38-- after the calculations with "This will take care of full water and fuel tanks.. make lead keel 10200 lbs, make C.G. 16.89 ft." This is the calculation of the NY32 weight to determine the ballast amount needed and where the center of gravity should be. According to the NY32 design plans, the station spacing is 3.2 feet (table of offsets, #125-13, dated 1/13/36 by RAS), so 16.89 feet would be at station 5.278. The stations run from -1 to 12. The lines drawing for the proposed design (#125-1, 12/26/35, FRH) shows the deadwood area from about station 2 to 7.75. The proposed arrangement and inboard plan (#125-4T, 12/27/35, AG) shows the ballast area from station about 3 to 7.5. These latter drawings are among those in Lines (Olin Stephens, 2003).

This S&S file also contained a record print of the "revised lead keel" for Hull 396 (or #1, *Valencia*) from Nevins dated February 4, 1936. It (shown in the section on #9 of the class) shows the size and shape of a lead keel with a finished weight of 10,150 lbs of lead and a center of gravity 10 5/8 inches aft of station 5, or at station 5.277 using the station spacing from the table of offsets. In this file there was an additional sketch showing the "inside ballast on Valencia Sept/1938" The total inside ballast given was 1200 pounds with a center of gravity 17.06 feet aft of station 0, which would be at station 5.33. Eleven hundred was placed aft of the head bulkhead and forward of the aft cabin

bulkhead, with 125 pounds of this forward of the sump tank. The remaining 100 pounds was given in 25# lots under the mast step frames 3-6 (numbered from forward to aft).

Among the design plans for this class is #125- 38 from February 1939, which shows where additional outside ballast was to be placed along the keel. There is a forward piece which appears to be 336 pounds and two aft pieces. The forward most aft block is given as 664 pounds and the after most one is shown as 510 pounds. A note on the plan indicated the aft most block was "installed in Mustang and possibly others". Mustang's owner confirmed that all the blocks are in fact there. In a letter to Dr. Wolfe found among the inherited *Gentian* files and dated February 1958, Rod said he had added "about 500 lbs. of outside ballast" to *Mustang*.

In September 1950, Charles Stodgell, CCA measurer in Detroit, wrote S&S for the keel weight of *Apache*. He said the information was needed to satisfy a protest against the boat. He stated that 372 pounds of lead had been added to *Apache* that August at the Detroit Yacht & Motor Boat Basin. He also asked for that of *Tigress* prior to his measuring her. Mr. Stodgell said that *Tigress* had had 501 pounds added prior to the May 1950 certificate. Olin responded to the request, Charles being a friend of his according to a note on the request. Olin pointed out that Rod's January 1947 letter to Frank White was in error and the outside ballast, if the additions are there, is 11,200 pounds. He stated that *Vitesse* and *Tigress* had this total, but there was no information at S&S about *Apache*. Olin closed the letter with the following :

"It seems to me very unfortunate that somehow or another the ratings of the various 32's in your area cannot be brought together. I realize that this cannot possibly be done if the owners insist on carrying different amounts of ballast but it seems to me it is too bad they can't get together on the amount of ballast carried and the design of the sail plan, which I think is pretty well set, and then let you arbitrarily average the measurements in giving them a rating. That is, of course, only an opinion but it hardly seems to me good sport or good sportsmanship to have so much of the racing depend on a minor advantage of rating taking place after the actual racing."

Mr. Stodgell wired S&S in June 1952 with request to confirm outside ballast for *Falcon* before the 1000 pounds added in the fall of 1940 in Cleveland. The ballast question arose again in 1956 for *Tigress*' certificate. According to letter from Frank White to S&S and information from prior certificates on file (but no long present) that *Tigress* had the 11,200 pounds as of 1950. She then had 501 pounds added bring it to 11,701 pounds. In July 1954 Martin Brothers Yard removed some 1092 pounds and then added back 599 in May, 1955. Thus, in 1956 *Tigress* carried 11,208 pounds of outside ballast.

That the CCA rating and measurement criteria was changing during the 1960s can be seen from examples taken from the 1967 CCA rule bulletin sent by the Measurement Rule Committee to all certificate holders. The cover letter, from the office of the Commodore, Fred Adams, dated February 23, 1967 states that "all CCA ratings go up with the rule changes effective April 1, of this year. ... The purpose of the changes is to correct certain inequities which have developed in the past few years." The letter continues as follows:

"The accompanying Bulletin No. 1 gives the technical explanation of the changes. More briefly, here are the significant highlights:

Yawls which were at a disadvantage vis-a-vis sloops and cutters will get a better break.

The seven-eighths rig was at a disadvantage against the masthead rig. It, too, will get a better break.

Similarly, the new light displacement boats were proving faster for their rating than heavy displacement boats. The change in the displacement factor is intended to correct this disparity.

In races where small boats compete against much larger boats for over-all honors, statistics show that, on average, the smaller boats have a distinct advantage. The change from .91 to 1.00 in the first factor of the basic rating formula will decrease the time allowance of all boats in a given race. The larger the boat, however, the less the decrease will be for the same distance.

Any measurement rule must be a dynamic thing if it is to keep pace with changes in yacht design and enable boats of different size, rig and sailing characteristics to compete on an equitable basis. The Measurement Rule Committee of the Cruising Club of America is dedicated to the task of keeping the Rule in step with the times, yet changing it as infrequently as possible.

For your information, the present membership of the Measurement Rule Committee is:

Arthur B. Homer, Chairman
Daniel D. Strohmeier, Secretary

Robert S. Blumenstock	H. Irving Pratt
Gordon M. Curtis, Jr.	Edgar L. Raymond, Jr.
Clayton Ewing	Philip L. Rhodes
Bennett Fisher	Henry A. Scheel
Robert L. Hall	Olin J. Stephens II
James Michael	Kenneth E. Watts
Wells Morss	Lynn A. Williams, Jr.

Technical Advisers (Non-CGA Members)

Fred E. Hood	C. William Lapworth
A. E. Luders, Jr.	Charles E. Morgan, Jr.
William H. Tripp "	

The Cruising Club of Detroit sent out a letter to skipper's dated February 6, 1967 which with a reminder that no re-measurement was needed for the new changes. A new certificate would be mailed with the new rating. A table of various class yachts was included to show change to be expected. The NY32s show a rating in 1966 of 33.8 and time of 195.17 and a new rating for 1967 of 37.1 and time of 178.27.

As the NY32 class boats moved away from their home waters of LIS in the 1940s, they raced more among mixed classes under handicapping systems. As the year race history showed the NY32s on the Great Lakes and Chesapeake Bay were found in cruising classes from the 1940s onward, even when the designers suggested ways to rate them which might favor competing in a one-design type class. By 1949 the NY32s no longer had a separate class for the NY32s, although there were five still associated with the Club. Of the variation in ratings for the class members over the years, most can probably be attributed to a combination of changes in the rating formula and owner modifications. Whether modifications were to accommodate the rating changes or the rating changes were to meet the yacht's modifications is up for debate...

Variations among the boats within any one years' rating might well be explained best by Olin's observations (email, 11/06) on rating changes over the years – “The 32s have never attempted to form a tight class. Boats are both variously ballasted, trimmed and rigged. They are still 32s because they were built as such and the class all looks alike.” Also that “the boats are wood and the measurers human.”