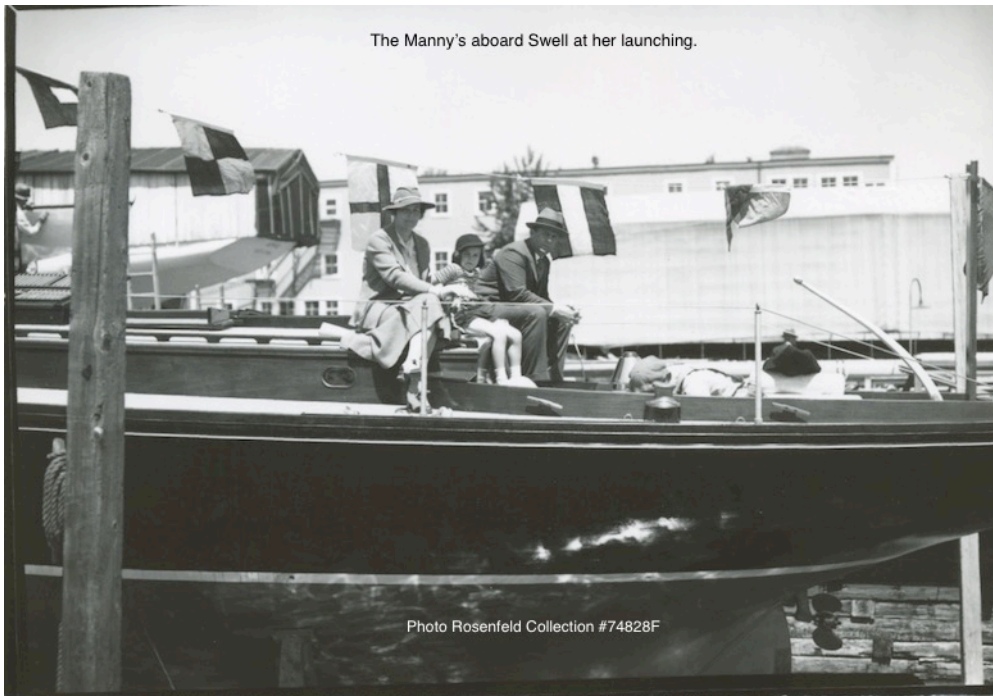


Ralph P. Manny was the first owner of NY32 #3. He became a member of the NYYC in May 1934 and was also a long time member of the American YC. *Swell* would be his flagship in 1940 as commodore of American YC. Ralph was 40 years old in 1936. He graduated from Yale in 1919 where he was a member of Sheffield Scientific School (Yale manuscripts and archives, email 2006) and swim team champion (Ella pers com '05). According to Ralph's grandson, Jonathan (note '04) the name *Swell* "was a play on words meaning (1) swell as in an ocean swell and (2) as in a compliment "you're swell" or he's a swell guy, etc which was popular then, but no longer in our vernacular." Manny owned Sound Interclub #3, *Blue Streak* (x*Osprey*), from 1929 to 1935 racing her successfully from AYC. Jonathan said "*Blue Streak* then meant really, really fast (inferring speed), not out in front - as often "Pop pops" would literally leave the fleet and go off on his own—and win the race (sometimes hours ahead of the pack !)". Both Ralph's daughters, Sally and Ella, remember the 1930 Swedish Gold Cup Races in which Ralph was asked to race Jack Shethar's *Ripples*, placing second overall and winning the first race.



According to photographs from the Rosenfeld Collection, #3 *Swell* and #4 *Geisha* were launched on May 22nd. This event was as colorful as the launching of the first two sisters, but with less of a crowd. The first four were surveyed June 1, 1936.

Both Ella and Sally remember the cruises aboard *Swell* with AYC and NYYC and the seeing the J boats. They had a captain, or paid hand, and their mother was a good cook aboard. On one cruise returning from Edgartown in the fog, both daughters got "horn duty" and remember a break in the fog to see the 12 meters and J boats bearing down on them with spinnakers set -- "gorgeous site"! They enjoyed the social aspects of the cruises with other teenagers. Sally (02/07) remembers on the cruises they were eager to row ashore to "hang out with the other teenagers" after anchoring in the destination harbor. Ralph's older brother Roy owned 12-meter *Night Wind* (without a motor) and would ask *Swell* for a tow if needed during the cruises. According to the daughters, the Shethar's were great friends. Ella crewed with Rusty and Lois Shethar on their Atlantic and in some of the women's championships. Sally and Lois were each bridesmaids for the other. Sally wrote (05) that her "Dad and Mr. Shethar had great times racing and my Dad was always happy when he beat Mr. Shethar!" She thinks her father got the *Swell* because a group were buying them, including Shethar (first owner of #1). Neither daughter knows why *Swell* was sold, but Ralph's next boat was named the *Golden Hind* and he later owned an International and then a Sailfish. The Ratsey collection (Mystic, Coll. 236) showed Ralph got a sail for the sailfish in spring 1955 and paid \$21 for it (v. 168). The *Golden Hind* and Manny are listed among the participants of the June 1945 Off Soundings cruise (Mystic, Coll 285). Ella said (05) she has been on other boats, but the 32 was "nicest boat to be on and to race." She could sail *Swell*, but couldn't do the foredeck work. It was a sad day when they no longer had the boat.

The opening race for the NY32 one-design class was part of the two-day Decoration Day (May 30-31) series sponsored by the Seawanahaka Corinthian Yacht Club (SCYC) with the 6 meter and S classes. Four of the newly launched 32-footers competed for a trophy offered by NYYC Vice Commodore E. Townsend Irvin, a former SCYC commodore and pictured aboard *Apache* (#2) at her launching. 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* (#1) 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* (#4). 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 has 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 to early to make an 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 (first owner of #18) 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.

The same four raced in the SCYC Spring Regatta in early June. *Swell* beat *Valencia*, *Apache* and *Geisha* in races June 6th according to records of races among the SCYC collection (Mystic, Coll. #198, v 56). Three of the NY30s competed that day as well.

June 17th (NY Times 6/18/36) brought the evening start of the annual AYC race down the Sound to New London to join a gathering for the Harvard- Yale rowing races on the Thames River. The breeze was southerly giving the thirty-two racers in three classes a fast race under starlight sky. This was apparently the first meeting of the Paine-36 (modified from Frank Paine's design submitted to the NYYC request for new one-design class) with the NY32 as the news article said there was much interest in *Actaea* 's performance against the 32-footers, *Valencia*, *Swell* and *Geisha*.

According to Robbins' (NY Times, 6/19/36) the first finisher was *Windward* in the Racing Division. She covered the course in eight hours and not quite 7 minutes, which had her "traveling at more than 10 knots an hour" through the night. However, she was second on corrected time to *Cotton Blossom II*, a smaller yacht finishing almost two hours later, to which *Windward* owed two hours and a bit over 34 minutes. The interest in the Paine 36 vs. the NY32 in the Cruising Club Rule Division was reported as follows:

"Ralph P. Manny's new New York Yacht Club 32-footer *Swell* was third on time, beating H.M. Sears's new 36-foot Paine-designed *Actaea*, which will race to Bermuda, 4 minutes and 28 seconds. It was thought that *Actaea*, with her 4 feet more waterline, would well out reach the 32-footer."

From the summary of the finish results given, *Swell* finished the race about 21 minutes on lapse time after *Actaea* and five minutes ahead of *Valencia*. *Swell* made the run in just over ten hours. *Geisha* finished almost six minutes after *Valencia*.

In the Larchmont Race Week racing on July 19th by Robbins (NYT, July 20, 1936) again saw *Valencia* lead her class at the finish although *Swell* had led much of the race. At the start, there was a light southerly which shifted to the east and then back to the south as a squall moved off to the north. Those boats on the second leg in Hempstead Harbor

discovered only cat's paws of breeze. The course was fourteen and a quarter miles. Among the large handicap division, *Actaea* was seen using a new double-clewed genoa jib.

"At that point the new 32-footers, which had started five minutes after the handicap boats, caught them. Ralph Manny, in his *Swell*, had led the thirty-twos. Over along the Glen Cove shore Harvey Conover's *Revonoc* began going as if she had a private breeze made to order. *Valencia* moved up second. The 32-footers then passed *Actaea*.

All of a sudden the southerly came up. It struck but half way across the Sound, though. It made a spinnaker run to the finish, but the last half of it was little more than a drift. *Valencia's* parachute spinnaker set better as she took her class lead."

Robbins' report of the racing off Larchmont on July 23rd fell under the headline "Regatta on Sound draws 293 yachts." This was the most yachts to cross a LIS regatta starting line to date. There was a fine breeze approaching a "smoky so'wester such as one might expect out Nantucket way." Eight 32s started the fourteen and a quarter mile race. *Swell* finished 42 seconds ahead of *Clotho*. The report by Robbins centered on an exciting race within the NY50-footer class. The three racing covered their nineteen mile course (reach, windward, reach) three seconds apart. "Bearing down on the finish, *Spartan* was ahead by a nose. *Barbara* luffed her almost on the finish line and then bore away to win by one second. ... *Ibis* was only two seconds behind *Spartan*."

The NYYC fleet gathered off New London, CT, August 12th for the Club's Annual Cruise (Robbins, NYT 8/13/36) 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. The 32-footers were competing for the Cup put up by George Cormack, Club secretary, under their one-design class rules and starting five minutes after the first class, the J-boats. Although it was announced earlier in the season that this Cup would be raced for on June 16th off Glen Cove during the Annual Regatta, when the decision was made to incorporate the Annual Regatta with the Annual Cruise in 1936, this competition moved to August. Mr. Cormack raced in the first race among the NY30s in 1905 and had been secretary of the Club for the last 25 years.

September brought some of the last racing of the season with the annual SCYC regatta. Lincoln Werden reported the results for the first day of the two day regatta for the NY Times (9/6/36) when 175 boats sailed in 19 classes. Five of the thirty-twos competed over their thirteen and a half mile course. "At the start the northeast wind made the first leg a reach to Great Captain's Island, then a beat to Greenwich Point and a run home. But by the time the craft were on the last lap the wind had shifted and made a broad reach out of the final leg." From the summaries given at the end of Werden's article, the five in their class ran the course in just over three hours. *Wynfred* was first and 2 minutes 32 seconds ahead of *Valencia*, she was 3 minutes and 43 seconds ahead of third place finisher *Swell*. But it must have been a bit of a race for *Swell*, *Esmeralda* and *Notus II* because only 20 and 30 seconds separated the last three of the class to finish. There were a large class of Atlantics racing over a ten mile course including *Rampage* (W. H. Page 2nd skipper). In the S Class was *Felicity* skippered by H. S Morgan. Both of their family were owners of a sister in the class not racing.

The NY Herald Tribune on October 21, 1936 reported the victors in the YRA of LIS championships at their meeting in the Yale Club. In this first season of competition among the new one-design class *Valencia* with 12 starts and a score of 0.812 points was the winner. The points given for the others in the class were *Swell* (14 starts) 0.528 points, *Clotho* (8 starts) 0.851 points, *Revonoc* (5 starts) 0.594 point, *Wynfred* (11 starts) 0.564 points, *Apache* (4 starts) 0.516 points, *Geisha* (2 starts) 0.429 points and *Esmeralda* (4 starts) 0.281points. The aim was for a perfect score of one. From a summary of the news items in the press for 24 races that first season, *Swell* was found first in six, second in two and third in three.



Swell takes a start during the NYYC 1937 cruise.

Photo Rosenfeld Collection #83478F

During the 1937 season, *Swell* shows up during some of the Larchmont YC race week events and in the AYC and then some NYYC annual cruise runs. Among 24 races found in the press, she finished first in one, second in three and third in one. The 1938 season was *Swell* and Manny's next best of the early class competitions after 1936. During 27 races of that season in the press, she finished first four times, second twice and third five times.

The SCYC Decoration Day series, May 28 - 30, saw a good group of the 32s racing on a 15-mile course. May 28th *Revonoc* led the fleet of nine, followed by *Notus II*, *Arbela*, *Clotho*, *Valencia*, *Sapphire*, *Ibis II*, *Rampage*

II and *Swell*. On May 29th *Arbela* won followed by *Valencia*, *Swell*, *Clotho*, and *Notus II*. On May 30th *Notus II* beat *Arbela*. *Swell* was third followed by *Revonoc*, *Rampage II*, *Clotho* and *Ibis II*. These records also show that Henry Morgan raced his 6 meter *Djinn* during the weekend and that *Dolphin* was not out (Mystic, Coll. 198, v56). The NY Times (5/31/38) reported for May 30th that the 32s sailed a triangle course with the beat on the second leg in a moderate and steady easterly breeze. *Swell* had the start but finished third. *Notus II* won five seconds ahead of *Arbela* and 35 seconds ahead of *Swell*.

June 21st saw the start of the race to Bermuda, which was the first of nine races NY32 #3 would do -- the most of any of the sisters. *Swell* raced that year, finishing sixth in Class B, along with a sister, *Revonoc*, finishing third in Class B. Ella said that there was rough weather and the boat came back "looking like hell" which her Dad did not appreciate. Jim Mertz (pers comm '04) said he knew Ralph and "talked him into doing the 1938 Bermuda Race" He said the crew included Hamilton Hitt, William Crow, Bill Corwin, a professional and Ralph. The entry form (Mystic, Coll. 303) dated May 23, 1938 lists Dennis Puleston as navigator, but does not list Bill Corwin. Yachting of August 1938 lists the crew as Ralph, master, Puleston, navigator, Crow, Mertz and Hitt. Sally wrote (02/07) that the crew plate after the race included Bill Corwin as well as the others. The official measurers of the CCA that year were listed—Charles D. Mower, B. Karl Sharp, Olin J Stephens 2nd and Dwight S Simpson. For the race that year, Olin was the navigator aboard the winner *Baruna* with CF Havemeyer (owner of #2) and John H Page (a son of #12 owner) among the crew. Rod was master aboard *Blitzen*. Two other first owners of the class who raced their 32 in the 1936 race were Col. A E Peirce (#6) racing *Sonny* and John K Roosevelt (#5) aboard *Mistress* (Mystic, Coll. 303). Mertz said it blew hard, although they had a spinnaker, it was not used, and it "was tough hanging on to the tiller." Jim went on to do 26 more Bermuda Races, becoming know as the "Iron Man of the Bermuda Race" (Cruising World, April 2006). In April, Manny had ordered a balloon jib, storm jib and trysail from Ratsey (Mystic, Coll.236, v120).

James Robbins' headline in the NY Times on July 17, 1938 read -- "Record fleet of 368 competes as Larchmont Race Week opens, Thirty square miles of Long Island Sound blocked out by sails -- Crane's Gleam is first among 12-meter yachts". This was the 40th of this week of races,

opening with a westerly breeze in a scene "like some great water pageant in white." *Gleam*, owned by Clinton Crane, was sailed by C F Havemeyer, defeating F T. Bedford's new *Nyala*, sailed by Arthur Knapp, by five minutes and twenty-six seconds over the 18.5 mile course. Roy Manny's 12-meter *Night Wind* was 3rd. Ralph Manny's *Swell* (NY32) and S C Pirie's *Oriole* (NY30) lead their classes. F T Bedford's *Fun*, sailed by Briggs Cunningham, won the 6-meter class by 54 seconds over George Nichol's new *Goose*. The results of the 32s race were *Swell*, *Ibis II*, *Notus II*, *Rampage II*, *Clotho*, *Valencia*, *Arbela* and *Revonoc*. The NY Herald Tribune's report by William Taylor (7/17/38) carried the famous Rosenfeld picture of *Gleam* chased by *Northern Light* down the Sound [featured full page in LIFE magazine that year]. This picture "Flying Spinnakers" is described by Stanley Rosenfeld in A Century Under Sail (1988) together with others of the five 12 meters in that race. Rosenfeld, who was driving the photography boat that day while his father shot, states that:

"This photograph could only have been made in that decade, because spinnakers today are cut and set differently. Close-reaching, they would not form the soft billowing curves seen on *Gleam* and *Northern Light*. The juxtaposition of sail on sail occurred for only a few seconds in this instance. When I saw it happening, the composition was so compelling that I moved in to catch the shot, regardless of our wake ahead of *Nyala*."

In a NY Herald Tribune report for the racing on July 19 (7/20/38) there was a picture of three NY32s off Larchmont. All appeared to have dark hulls, which would include *Valencia*, *Swell* and *Revonoc*. There was a fleet of 295 on this day. The results for the class were *Swell*, *Arbela*, *Notus II*, *Valencia*, *Rampage*, *Clotho* and *Revonoc* (she withdrew). For the races on July 21st in the 32 foot class, *Valencia* finished about three minutes ahead of *Clotho* followed by *Swell*, *Revonoc*, *Notus II*, *Rampage II* and *Arbela*.

Swell was among the four sisters -- *Rampage*, *Swell*, *Clotho* and *Notus II* according to the article -- on July 30th in Stamford Yacht Club's annual regatta (NY Herald Tribune 7/31/38). This year the AYC annual cruise included a joint run with Shelter Island YC on August 7th and the start of the NYYC annual cruise starting August 10th with a run from New London

to Newport. *Swell* is reported in the NYYC Race Report among some of the class on various runs including the disbanding one to Newport. It appears the Manny's stopped over in Vineyard Haven between runs.

The AYC cruise was reported by the NY Herald Tribune on June 19, 1939. It was a 26 mile race in light winds. The 32s sailed in a mixed fleet - Division 3- and not their own class. *Swell* won the class with *Valencia* third and *Revonoc* seventh. The 58th Larchmont YC annual regatta was reported in the NY Herald Tribune. July 5th. Among the 32-footer class the results were *Valencia* first followed by *Swell*, *Rampage II*, *Ibis II*, *Larikin*, and *Apache*. The July 23 summaries showed *Swell* first followed by *Valencia*, *Apache*, *Rampage II*, *Ibis II* and *Revonoc*. She did not appear in NYYC annual racing 1939.

The September Yachting (1940) reported on the NYYC Cruise in an article by William Taylor. There were five NY32s competing in their own class. *Sapphire*, *Rampage II* and *Swell* each took a first. A look at the NYYC Race Committee report for 1940 gives more details. For 1940 the ratings of the NY32s in both the racing and cruising fleets were the same as those of 1939. Seven were listed (*Swell*, *Clotho*, *Rampage II*, *Sapphire*, *Notus II*, *Revonoc* and *Dolphin*) among the racing fleet and eight (same as racing plus *Larikin*) in the cruising fleet.

The NYYC cruise first run was on August 12th from New London to Block Island (24.3 miles). The report says it was foggy at the start with winds less than 8mph from the south throughout the run. *Swell* raced but did not finish well. The second run of 30.8 miles was from Block Island to Newport. Winds were southwest from 12-18mph and *Rampage II* beat her classmates with an elapse time of four hours and eleven minutes. Again, *Swell* did not best any of her sisters.

August 14th saw the Astor, Fales and Navy Members Cup races off Newport. According to the report of the RC it was clear for the 14 mile races and winds went from northeast to east but about 12mph. *Swell* won the Navy Members Cup* by five minutes over *Sapphire*. *Rampage II*, *Dolphin* and *Notus II* followed. *Swell* finished the race in two hours and thirty-three minutes. The next day the squadron made the 32 mile run to Mattapoisett in clear weather, beginning with light (8mph) east winds and

ending with moderate (13mph) southwest winds. *Sapphire* was first in her class followed by *Dolphin*, *Rampage II*, *Notus II* and *Swell*. [**Valencia* had retired the U.S. Navy Cup in 1939 having won in 1936 and 1937. For 1940, the Cup was replaced by the Navy Members Cup, designated for one-design or open classes. In 1940 *Swell* won this Cup during the NYYC cruise. It was not won by another NY32 until 1968 when *Sirius* (x *Dolphin*), then owned by Henry Boschen, won in Class II. After 1978 this Cup was raced for by the NYYC 40-footer class. (NYYC, 1986 yearbook)]

The 89th Annual Regatta was held in Buzzards Bay on August 16th in clear weather and south-southwest winds of less than 12mph. *Rampage II* topped the class with an elapsed time of three and a half hours for the 15.8 mile course. *Notus II* was second just a minute later with *Sapphire* third, *Swell* just three seconds behind her in fourth followed by *Dolphin*.

The fourth run, Cape Cod Canal to Provincetown, was 18.8 miles on the 17th in clear weather. The winds were south-southwest from 9-18mph. *Sapphire* was first with an elapsed time of three hours. *Notus II*, *Swell*, *Dolphin* and *Rampage II* followed within five and a quarter minutes. The last run on the 20th from Provincetown to Marblehead was 40.8 miles in overcast northerly to northwesterly breeze of 18-20 mph. *Rampage II* finished in ten hours and forty-three minutes with *Dolphin* listed as not finishing. This appears to be the last of Manny's races with *Swell*, although he chartered *Larikin* for the 1941 AYC cruise.

Swell moved from Rye, NY to Southport CT and Edward English Foster, according to the Lloyd's Register for 1941. Her clubs were Corinthian and Pequot. She is not shown among any racing reports with this owner or with her next one. The 1942 supplement for Lloyd's stated that *Swell* was owned by Walter S Frank and renamed *Old Salt*. In a 1947 letter from S&S files, Rod mentioned that *Old Salt* had the extra ballast added. The USCG abstract of title (created with a letter in 1955) shows sale of *Swell* from Manny to Foster in 1941, then a sale from Harold Lane to Walter Frank in 1946 and from Frank to Lincoln Warehouse Corporation in 1947. The 1947 Lloyd's Register lists James J O'Neill of Port Washington as the owner of this 32, now named *Lord Jim*.



Her new name was suggested to O'Neill by a friend from the Conrad novel Lord Jim (Mrs. O'Neill, pers comm '05). They did day races and sails on LIS from Manhasset Bay as well as Jim doing distance races. Mrs O'Neill remembers one Sunday afternoon sail when a boat came by taking pictures. They thought nothing of it until they got a call to ask if it was alright to use the photo. It was in Life as center spread with an article on sailing on LIS. She thought it was 1947 issue. O'Neill was president of a number of corporations including Lincoln Warehouse. According to *Stormy Weather* crew member, Harry Anderson (note '06), this corporation was the first fire-proof storage facility in New York City on Third Ave. It was converted to an office building and the FBI headquarters took up about two-thirds of it. Mrs. O'Neill said *Lord Jim* was sold because Jim wanted a larger boat. She described him as a racer rather than a cruiser. He bought *Stormy Weather*, a boat he admired and knew her history. Both boats were painted a special paint by Nevins called Abaco Red, a maroon color but in

certain light looked black. O'Neill became a member of the SCYC in 1949 and NYYC in May 1947.

With *Lord Jim*, O'Neill raced in the 1947 Newport Annapolis Race, finishing ninth to sister (#1) *Alar*'s first in Class B. This was the first biennial 466 mile Newport -Annapolis Race sponsored by the NYYC with the assistance of the Annapolis YC. Ten years later the direction of the race would be switched making it the Annapolis -Newport Race. The race was reported by William H Taylor in the August Yachting issue. He began with "Ocean racing men have learned over the past eleven years that when there are any of the New York Yacht Club 32-footers in the fleet, they must always be figured among "the boats you have to beat." They figured that was in the Newport-Annapolis Race this year and they were right, only they couldn't beat David Z. Bailey's *Alar*. She not only won Class B but turned in a better corrected time, by nearly two hours, than the Class A winner, Frank S. Bissell's *Burma*."



According to the NYYC Race Committee report for 1947, none of the NY32s were listed among the racing fleet. However, the number listed among the cruising fleet had doubled from that of the previous year. *Mustang* (x *Revonoc*), *Sapphire* and *Sylvia* (x *Clotho*, purchased by Jack Shethar, first owner of #1, in 1945) were still listed. They were joined by sisters *Lord Jim* (x *Swell*), owned by James J. O'Neill, *Maane* (x *Mehitabel*), owned by Donald Kent, and *Windward* (x *Biquette*), owned by E. Standish Bradford Jr. All new owners had become NYYC members in March 1947, keeping to the original class rules. Another *Away* (x *Dolphin*) was also owned by a new member, Harlow Davock, and her second owner. There were two ratings among the cruising fleet 32s and both different from that in 1946. *Maane*, listed as having no measurement certificate, rated 37.0 and 178.75 seconds per mile, while the others all rated 36.7 and 180.19 seconds per mile.

The eleventh Bermuda Race started the afternoon of June 19, 1948 and was reported by Alfred F Loomis -- " 'Baruna' wins Bermuda Race again" -- (she won in 1938) in the August Yachting. Loomis reveals in the article that he was aboard *Cotton Blossom III*. Four of the NY32 sloops made this race in Class B. *Lord Jim* finished second on corrected time, completing the 635 mile (rhumb line measurement) in four days, seven hours forty-four minutes and nineteen seconds. *Tigress* (x *Geisha*) was third on corrected basis and finished almost an hour after *Lord Jim* in elapsed time. *Alar* was sixth and *Mustang* seventh in class on corrected time with fifty minutes separating them in elapsed time. Their ratings were 36.7 for *Lord Jim* and *Tigress*, 36.8 for *Alar* and 36.8 for *Mustang*. *Lord Jim*'s crew listed by Loomis from records filed prior to the start was James J. O'Neill, owner/skipper, William Campbell, William Conrad, Raymond Gregory, George Hinman, Frank Lorson, Robert Monetti and Philip Smythe.

The NYYC Annual Cruise began on Tuesday August 3, 1948 from New London. The run began in fog and showers with a light easterly breeze and ended at Block Island over 24.3 miles in southwest breeze under clearer skies. Three of the 32s raced in their own class. *Sapphire* finished the run in four hours and forty minutes. *Lord Jim* was about five minutes behind her. *Mustang* finished third some fifteen minutes later. The second run August 4th was called off due to lack of wind and the fleet powered to Newport. The wind was back the next day for the 36 mile run from

Newport to Mattapoisett. The fleet started in northeast winds of 15mph with clear skies and finished in more easterly than north winds of 20mph and cloudy weather. *Mustang* bested her sisters, completing the run in eight hours and two minutes. *Sapphire* followed six and a half minutes later with *Lord Jim* almost eight and a half minutes behind her. *Lord Jim* did not race next days of the cruise. (from the NYYC RC report)

According to the NYYC RC report, the fleet for 1949 included four of the NY32s with the same rating as in the prior year. The boats present were *Pavana* (x *Clotho*), *Voyageur* (x *Rampage II*), *Windward* and *Sapphire*. Among the race committee members were William H Taylor and James Robbins, two reporters of news when the class was launched.

The Annual Cruise in 1949 saw no separate class for the 32-footers. They raced with the cruising rule sloops and yawls and not on all days of the cruise. Two -- *Sapphire* and *Lord Jim* -- made the second run on August 3rd from Newport to Vineyard Haven. They placed 3rd and 4th, respectively, in class on corrected time. On the fourth run from Nantucket to Edgartown, *Sapphire* won over 15 others in the class on corrected time. *Lord Jim* also made this run. Neither of them sailed in the Annual Regatta. On August 9th *Sapphire* won the run from Edgartown to Mattapoisett in her class of seven. *Lord Jim* was not among them.

In 1950's race to Bermuda, *Lord Jim* finished ninth in Class B, in which *Mustang* took a second and *Alar* a fourth. In 1954 O'Neill raced to Bermuda with *Stormy Weather*. Among the *Stormy* crew in the 1960 Bermuda Race (Mystic, Coll. 303) were Henry (Harry) Anderson, son of the first owner of NY32 #9, and W. Mahlon Dickerson, future owner of NY32 #17. Harry (04/06) described O'Neill as "always nattily and tastefully dressed, full of Irish sayings and limited, but profesely so, to the exclamation 'Oh my godfather!'."



In 1953 *Lord Jim* moved to Oyster Bay and was altered to a yawl rig (see section for #10 for more) according to the Lloyd's Register for that year. John T. Potter, or Jack Potter, was her new owner.

In the Off Soundings 17th annual spring regatta in 1954 (Mystic, Coll 285), *Lord Jim* with J T Potter finished seventh. Other NY32s finishing in that regatta were *White Lie* (#1) second, *Sapphire* (#15) twelfth and *Windward* (#13) twentieth. Potter and *Lord Jim* raced to Bermuda in 1954 as a yawl, finishing fifteenth in Class C. *Mustang* was the only other 32 in the class, finishing fourth. Interestingly, the ratings were the same for the sloop and yawl rigged NY32s -- 45.32 (Yachting August, 1954). Among the Loomis collection (Mystic, Coll. 164) is the noon track of position which shows the navigator was J W Roosevelt. *Lord Jim* had gray topsides, cream deck and red bottom. Her elapsed time to Bermuda was 131:22:10, while *Mustang's* was 122:03:43.

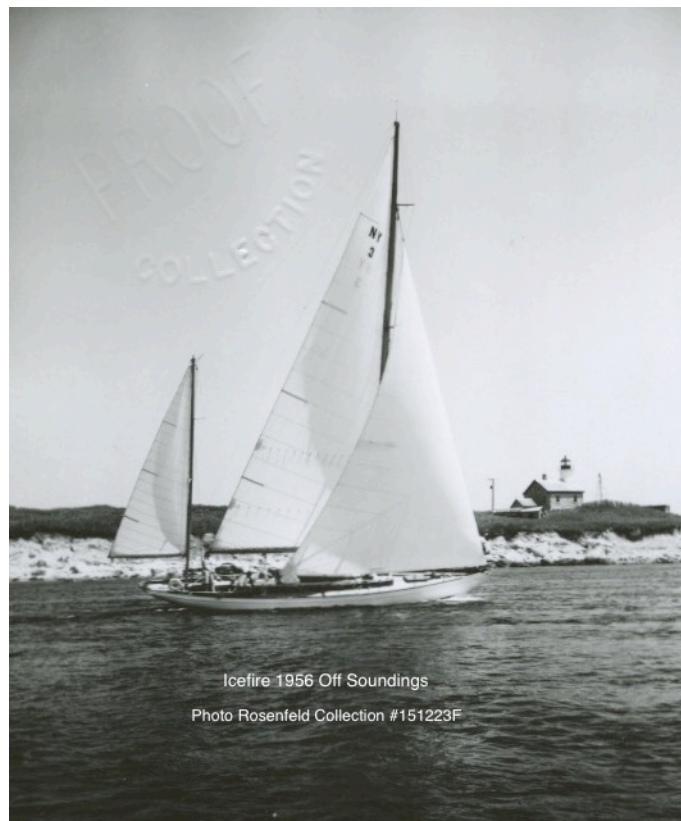
Potter had been a member of the Manhasset Bay YC since 1943. He became a member of the SCYC in the spring of 1956. According to the Manhasset Bay YC yearbooks, Potter had owned an International before the NY32 and in 1957 owned the 26-foot waterline length sloop *Touche* and in 1968 a cutter called *Equation*. This was the S&S one designed for him in 1967. In 1971 he owned a Britton Chance designed ketch also called *Equation*. Potter was the founder of the Potter Instrument Company, which ceased existence in 1984, apparently after a lengthy court case over patents "directed to a particular magnetic coded information and storage format characterized in the decision as the industry standard group coded recording ("GCR")." (BSKB NewsU vol. 15, 2002, via Google). The case -- Potter Instrument Company v. Storage Technology Corporation -- according to this review was the "first identifies existence of the concept of estoppel in enforcement of patents."

A S&S brokerage sheet describing *Lord Jim* for sale shows her as a yawl with a 1953 Gray four cycle engine and two copper fuel tanks aft (45 gallons total). There were three berths in the main cabin, a double in the aft stateroom and one forward for the crew. Her galley was forward with an alcohol stove. Her rigging is listed as 1949 stainless steel. She had a 1952 Larsen Dynel main and cotton genoa. The mizzen and staysail were made in 1954. In the remarks section it says she was "completely modernized by Nevins 1947 under supervision of designer.." -- this would have been by O'Neill. Her mainsails are now "1' 6" shorter on boom than standard for the Class. New mizzen and mast built by Jacobson Shipyard 1954. CC Rating 36.5." Under price is written \$21,500. David Noyes (pers comm '05) was manager at Jacobson's from about 1974 to its closing in mid-1990s. He did not think anyone was around who would remember the change work they did on *Lord Jim*. He said he sailed with Potter in the SORC aboard *Equation* and described Jack as a "good helmsman".

The abstract of title (USCG) shows #3 being sold October 1954 to Luke B. Lockwood by John T. Potter. Lockwood was a NYYC member (1948) and the recording secretary of the Club from 1949-1954. He served as Rear Commodore in 1955 and as a Trustee in 1956-1960 together with NY32 first owners Shethar and Havemeyer. He and Havemeyer were also both on the America's Cup Committee in 1958, as was a former first owner Henry S Morgan. Luke had been a CCA member since 1930 and was on

the membership committee in 1936. According to his obituary (NYT October 31, 1975) he graduated from Harvard in 1924 and received his law degree there in 1928. In 1936 he became partner in the law firm of Carter, Ledyard and Milburn in NY, where he was general counsel and former senior partner at the time of this death. He was special assistant to the Under Secretary of the Navy in 1940 and "commanded ships in convoy work in the Atlantic and Mediterranean and also served in the Pacific."

With Lockwood and the move to Greenwich, CT, #3 changed her name to *Revery*. In March 1955 Luke ordered sails from Ratsey for her which he wanted by May 1st (Mystic, Coll 236, v 168). This order included a mainsail (\$781), genoa (\$669), mizzen staysail (\$243) and a spinnaker staysail (\$182). She raced in the 1955 New London (Newport) Annapolis Race, placing third in Class B after *Chance* with James Rider (a future owner of sister #4). The NYYC Race Committee Report for 1955 showed that four NY32s were now with the Club and three sailed on the Cruise. Present were *Sapphire*, *White Lie* and *Revery*, but *Mustang* was absent.



In October 1955 Lockwood sold *Revery* to Jakob Isbrandtsen and she became *Icefire*. Jakob became a NYYC member in spring of 1953. He was a CCA member and past commodore of the Storm Trysail Club (1965-66). Jakob had raced *Hother* against *Revonoc* (NY32 #17) in the 1941 New London to Hampton, VA, Race of the Storm Trysail Club (STC), the substitute for the Bermuda Race that year. In the Off Soundings in 1952 *Hother* raced with three of the 32s – *White Lie*, *Windward* and *Sapphire* (Mystic, Coll 285). In the course of several conversations in 2004 & 2005, Jakob provided the following information about the boat and his time with her.

The name *Icefire* means "burning ice" in Danish, a translation of Isbrandtsen. *Icefire* was an "interim" boat for him. *Hother* had been sold to Lockwood after Jakob's father, Hans, died in 1953. Hans had founded the Isbrandtsen shipping company, which Jakob took over in 1953. Jakob later bought the American Export Line and forming the American Export-Isbrandtsen Company. *Hother* had a 700 pound centerboard which Jakob says Lockwood lowered and apparently never raised before selling the boat to Paul Hoffman, a friend of Jakob's. *Icefire* was donated to the US MMA at King's Point in parts at the end of 1957 and beginning of 1958. Jakob said he chose the Academy at the time because his brother and cousin were graduates and his shipping line hired their graduates for their officers. In 1958 S&S designed *Wind Rose* for Jakob. He wanted a boat that did not hobby-horse or take water over the bow like a NY32. She was a 48 foot LOA, 32' LWL yawl that was supposed to be 20% faster than a NY32, but she didn't turn out that way. She was tank tested with the clipper bow he wanted, but she hobby-horsed worst than the tank test indicated. With all the tests he says he "felt like he owned the tank". The 1958 NY32 tank tests were with *Wind Rose* and *Cyane* (S&S designs # 1346 & #1366, Kinney & Bourne, 1996). In 1958, Jakob was a member of the America's Cup crew aboard *Vim* which lost the challenge to defend to *Columbia*.

Icefire raced on the Sound and also to Bermuda in the 1956 race. In 1956 she was on the Off Soundings (Mystic, Coll. 285) cruise with *White Lie* (#1), *Sapphire* (#15) and *Fun* (#13). She raced on the NYYC cruise in 1957 and won the run from Dering Harbor on Shelter Island to Block Island (NYYC RC reports). There were four NY32s in the Bermuda Race that year all in Class B. *Mustang* finished seventh, *White Lie* eighth, *Fun* tenth and

Icefire twelfth. Jakob recalled the serious fire aboard her during that race from his place at the tiller. He was first to see the smoke and called to those off watch below. Yachting of August that year included this event among "Notes on the Bermuda Race":

"*Icefire*'s crew prefer to call her just plain *Ice* now, after a serious galley fire at sea which skipper Pete Isbrandtsen managed to put out with CO2 after it had got a roaring start. As they reconstructed it later; with the watch below asleep, a pot of coffee on the gimballled alcohol stove must have slopped over and extinguished the flame; liquid alcohol kept feeding down, hit hot metal and re-ignited, and off she went. It burned through the feed tube, contributing the whole contents of the tank to the fire, and the galley area was blazing before the sleepers, or those on deck, who had been changing a sail, realized what was up."

They made Bermuda without lights or any cooking with most of the forepeak and contents -- sails, anchor line - burnt!



Jakob said that Don and Vic had raced on *Kirawain II* in 1938 Bermuda Race, which was Jakob's first aboard *Two Brothers*. After the 1941 Storm Trysail Race, Don and Vic met Jakob and *Hother* (x *Kirawain II*). The three raced together from then on and worked with each other on picket patrol out of Greenport during the War. Vic had *Serva La Bari* with Don when Jakob was aboard *Java Head*. Then Vic took command of *Avanti* and Jakob commanded *Java Head* and then *Edlu II*. In late 1942 Jakob and *Edlu II* were listening for Nazi submarines and heard the sound of diesel engine in the underwater gear listening. It was later determined that what they heard was the early use of snorkel by the Germans. The full story and pictures can be found in Tony Seideman's article "U-boat Patrol, A ragtag pleasure boat fleet chases Nazi subs off Long Island's South Shore" (Offshore, December 1990, with photos by Jacob Isbrandtsen) looking at one of the yachts in service, *Edlu II*, and her commander, Petty Officer first class Jacob Isbrandtsen, during late 1942. Although Jacob was only twenty years old, he had off shore racing experience which included the New London - Hampton Race the prior year and the Bermuda Race in 1938. He had wanted to join the Navy, but a trick knee prevented that, so he joined the Coast Guard's Temporary Reserve and was given command of *Edlu II*. Seideman begins the story :

"Bright sunlight splashed over the calm, flat sea. No vessels were in sight. But the sound of diesel engines rang in the headphones of EDLU II's listening gear. That could mean only one thing : a U-boat on the prowl. Here, 50 miles southeast of the Ambrose Lightship marking NY Harbor, the crew aboard the 67-foot mahogany ketch was listening for Nazi submarines. And it seemed to have found one." According to Isbrandtsen "If you heard a propeller and couldn't see anything, you presumed it was a submarine."

This was late 1942 and they heard both diesel engine and propeller noises at the same time. Upon reporting their observation, *Edlu II* was ordered to report immediately to the Naval Operations Base pier where a car picked up Isbrandtsen and rushed him to the Eastern Sea Frontier Command in Manhattan. There he was grilled by the Commander, Admiral Adolphus Andrews for over an hour. Mr Isbrandtsen said at the time he left the 'grilling' to return *Edlu II* to her patrolling, it was without any idea if they believed him or reason why they were so interested in his finding. He later

learned that his report was early evidence the German submarine was using a snorkle, which allowed them to run their engines while staying submerged (pers comm).

The US Merchant Marine Academy at King's Point, NY, owned *Ice Fire*, as she became known, until October 1966 when she was sold to Charles Conway. With the help of the alumni office, several former cadets were located who were happy to share experiences aboard her. She was raced and cared for by the members of the Windjammers Yacht Club. According to yearbooks (1962, '64 & '66) and the former cadets, the members took care of maintenance and equipment during the winter to put the boats in shape for the sailing season. The members, in addition to crewing in the Bermuda and Annapolis -Newport Races, sailed in the STC Block Island and Vineyard Races and other LISYRA races for cruising yachts. The also represented the Academy at regattas at the Naval Academy.

According to the August Yachting of each year with the results of the races to Bermuda, *Ice Fire* finished twentieth in 1958, fourth in 1962, eighth in 1964 and twenty-first in 1966. In the 1958 race *Sirius* finished fourth, *Shady Lady* eighth and *Fun* withdrew. There were four other NY32s in the 1962 race. In the 1964 and 1966 races she and *Proton II* were the only NY32s racing. In the 1964 race, she and her crew won the Destroyers Atlantic Award for the service yacht with the best corrected time. Her last Bermuda Race was that of 1966. All together, with various owners, she raced three as a sloop and six as a yawl.

Ice Fire also raced in 1959 Annapolis- Newport Race with three other 32s in Class A, finishing eighth and first of the sisters. She raced against *Shady Lady*, *Fun* and *Sirius*; the latter would later attend USMMA. In the 1961 Annapolis-Newport Race she finished seventh with *Gaylark* fourth, *Tigress* eighth and *Shady Lady* tenth. In the 1963 race, *Ice Fire* was seventh in Class B, *Proton II* fourteenth and *Raider* fifteenth. She finished fourteenth in 1965's race to Newport, while *Proton II* finished fourth, *Raider* eighth and *Half Moon* sixteenth.

Ice Fire almost did not make the 1958 Bermuda Race. Her crew for that year was Lcdr Charles Sauerbier, skipper, Earnest Young, navigator, Stuart Mills, James Kronzer, Richard Brooks, John Sherman, J. Polsenski and Lcdr Charles Oberist (Mystic, Coll 303). Now Captain, Mills remembered their accident on June 7, 1958. The crew was engaged in "swinging ship" just northeast of Steppingstone Light in LIS under auxiliary power and he, being the only engineer among the crew, was at the helm. He remembered the accident as follows (em '06):

"Then along came COLUMBIA, under tow, on her way to Newport. I was ordered to abandon the swinging ship exercise and bring ICEFIRE along COLUMBIA's port side at a safe distance so the crew could get some pictures. That I did and there we were, motoring along on a parallel course several yards off her port side.

The relative quiet was broken by the "tic-tic-tic" of an idling seaplane approaching COLUMBIA's starboard side slightly abaft her mast. Unfortunately, the seaplane's starboard pontoon was forward of ICEFIRE's mainmast. The resulting collision caused the pontoon to drop to a vertical position, which had a decidedly negative effect on the seaplane's air speed. The top eight feet or so of ICEFIRE's mainmast developed a radical list to port.

Of course we all hove to as the seaplane settled into the water and rapidly sank. The pilot was first out and had his hands full getting the photographer to abandon his cameras and get out. I think he was from one of the New York papers. When it was determined that there were no further life safety concerns we all went on about our business.

ICEFIRE's business was to get over to City Island Yacht Yard and get the stick out as fast as possible and get it spliced and back onboard so we could make our scheduled departure for Newport and the start of the Bermuda Race."

The NY Times (June 8, 1958) had a short new item -- "Plane hits L.I. boat" - about the collision of a small airplane photographing *Columbia* shearing off the "top of the mast of a yawl and plunged into the water." It identified the photographer who was from the New York Herald Tribune and said that both pilot and photographer were "fished from the water" by a photographer

from the National Broadcasting Company taking pictures from a launch.
The yawl was identified as *Icefire* from USMMA at Kings Point.



Captain Mills remembered that at one time there was a copy of *Ice Fire* 's log by skipper Sauerbier from the Bermuda Race in 1958 in the library. It was found for me by Donald Gill, USMMA Library and a copy provided. It is 21 pages and includes preparations as well as the return trip from Bermuda. To make the race check in at Newport, *Ice Fire* needed to leave Kings Point by June 11th. The log describes the airplane accident and following trip to Rodstrom Shipyard on City Island to have damage assessed and learn if the mast could be repaired in time for them to make the race. They left the mast with assurances that it would be ready by the morning of the 11th. When *Ice Fire* arrived for her mast, they were just putting the hardware back on the spliced mast. With the help of her crew the mast was ready to re-step in late afternoon and she returned to Kings Point for dinner and the rest of their fresh stores. They motored down the Sound in rain and fog that night. They reached Newport after a day of no wind and wind on the Sound. The start was on June 14th in winds of about 25 mph off the starboard quarter. *Ice Fire* shook out a reef in the main and replaced her working jib with a genoa as they started. Others put up spinnakers and had some trouble getting them under control. They put theirs up, had trouble with the pole fittings holding the sail and ended up with the spinnaker hour-glassed. "This was the darkest moment of the entire voyage" wrote the skipper. All efforts to remove the hour glass failed after an hour of trying. It seemed the only way was to go aloft on the main halyard and release the sail from its halyard. Cadet Kronzer volunteered and with just the mizzen going downwind, he succeeded in this dangerous undertaking. "We were in the race again! As we started to lower James, he said it was certainly a pretty view from up there. To those of us on deck, with the spinnaker down, it was a pretty view below too."

Loomis in his article (Yachting August, 1958) about that race included the following observation from Bill Taylor

"aboard USS Darby, spoke of spinnakers being blown out of stops before the whistle and mentioned that Ondine, making a restart, was laid down so flat that an agile man could have walked on her keel -- provided, of course, he had wanted to."

The race committee boat recorded 35 knot winds at the start.

According to her log, the first days run was mostly in strong northerly winds, where *Ice Fire* averaged a speed of 6.4 knots over a distance of 144 miles. They crossed the Gulf Stream during their second day in moderate winds. They hit speed of 10 knots according to the Kenyon on the third day in steady northerly winds. The next day the winds lightened and moved toward the southwest. Noon the next day they "overhauled the sloop Undina, owned by E J H William. We took her to windward with ease using the genoa jib, main and mizzen. By 1230 she was 1 1/2 miles astern. About this time a catastrophic incident occurred." The catastrophe was the loss of the jib stay and the genoa coming down. They rigged the spinnaker halyard to the stem as jury rig to finish the race. The bronze fitting holding the stay to the mast had parted with a look of metal fatigue. It was wondered if the damage might have been caused by the seaplane accident. With the main down they rigged a small storm jib to the fore stay and raised the main with two reefs in a rain and wind squall. To add to their disappointment, "Undina overtook us and disappeared into the rain." They had 40-50 mile an hour winds and rain, then calm and then winds from the northeast in choppy seas. Then calm as they approached Bermuda in the dark unable at first to make out any landmarks. They finished with an elapsed time of 4 days, 15 hours, 37 minutes and 27 seconds. This was the first ocean race experience for anyone aboard. On the return to Kings Point, *Ice Fire* ran into a line squall on the northern edge of the Gulf Stream and it took all hands to lower the main. Upon arrival in New York Harbor, the engine refused to start as it had in Bermuda, but nothing Mills did had any effect this time. They ended up getting a tow from a Coast Guard cutter to Kings Point arriving "at about 0145, Sunday, June 29th, and our great adventure was over, but none of us will ever forget it."

Ray Schmidt was USMMA crew on *Minots Light* for the 1960 and aboard *Ice Fire* for the 1962 Bermuda Races as well as the 1961 Annapolis Newport Race. He said that *Ice Fire* raced every western LIS weekend race each year and "averaged a trophy a race. Many times, Sirius was in the races with the owner" (em '06). *Sirius* (#19) was not at Kings Point until after Schmidt graduated. *Ice Fire* did not race to Bermuda in 1960, but Ray supplied a story he had written for a yacht club newsletter on both races. The crew for the 1962 race was Lcdr. Robert May, skipper, Capt. William

Hurder, navigator, and cadets William Crookes, Paul Aquilla, Raymond Schmidt, Hubert Hagan, John Cummings and Glenn Grandpierre (Mystic, Coll. 303).

According to Schmidt's stories, both years saw calm periods, but in 1960 there was a storm and *Minots Light* lost her head stay. John Rousmaniere (2006) has more on each of the Bermuda Races -- this one appeared to be one of the roughest. Ray was lead crew member in 1962 because of his greater number of years experience not only sailing, but maintaining the boat underway and in the yard. The big party in Newport was two days and two nights before the start of the race. At the start in 1962 there was a good southwesterly breeze. They crossed into the Gulf Stream the next morning and out by evening only to find themselves becalmed in the Sargasso Sea. "When the sun came up, all sails hung straight down and we saw weeds from horizon to horizon. After breakfast, the "cook" threw the garbage overboard as he had always done after the meal was over. The bag of trash sat there on top of the weeds for the next 2 days, right alongside the boat. Be reassured that it was all biodegradable in those days. We had no plastic." After finishing, about midway in the class he recalled, the Gray gasoline engine did not start, due to all the dampness and not having run in five days. They dried off several parts in the oven and, when reinstalled, the engine started right up. On the return trip, they ran the engine daily to keep it dry, which worked. They sailed back in pleasant breezes and calm seas. Schmidt now has a fiberglass Pearson 35, having done enough caulking and varnishing, but he "loved" *Ice Fire*. He said that *Ice Fire's* "varnish work and brass was always perfect. Cmdr. May insisted that we looked as good if not better than the boats we raced against."

In 1964, *Ice Fire* was crewed by Lcdr Leland Pearson, skipper and navigator, Victor Schisler, first mate, Glenn Grandpierre, second mate, and Stephen Colitz, Jerry Bowman, Walter Breyfogle, Jr, J Michael Cummings and Joseph Maco, all listed as cadets (Mystic, Coll. 303). According to the entry form the fee for the race that year was \$35. *Ice Fire* had white topsides, green boot, red bottom, natural deck and white cabin housetop. Her spinnakers were blue and blue and yellow. Schisler (em '06) said he was the acting cadet skipper aboard that year, but that "Glenn was the best sailor aboard." That was the year that Vic was commodore of the Windjammers

Yacht Club (1964 yrbk). Schisler had been aboard for the 1963 Annapolis Newport Race as watch captain. For that 475-mile race, Grandpierre and Bill Crookes were the watch captains. They finished just over a half an hour after the Service Academy Trophy winner *Frolic*, a US Naval Academy yawl. There were seven other service academy yachts competing for that trophy. *Ice Fire* bested two of her sisters, *Proton II* and *Raider*, in Class B.

Academy Yawl in Big Race

by Vic Schisler '64

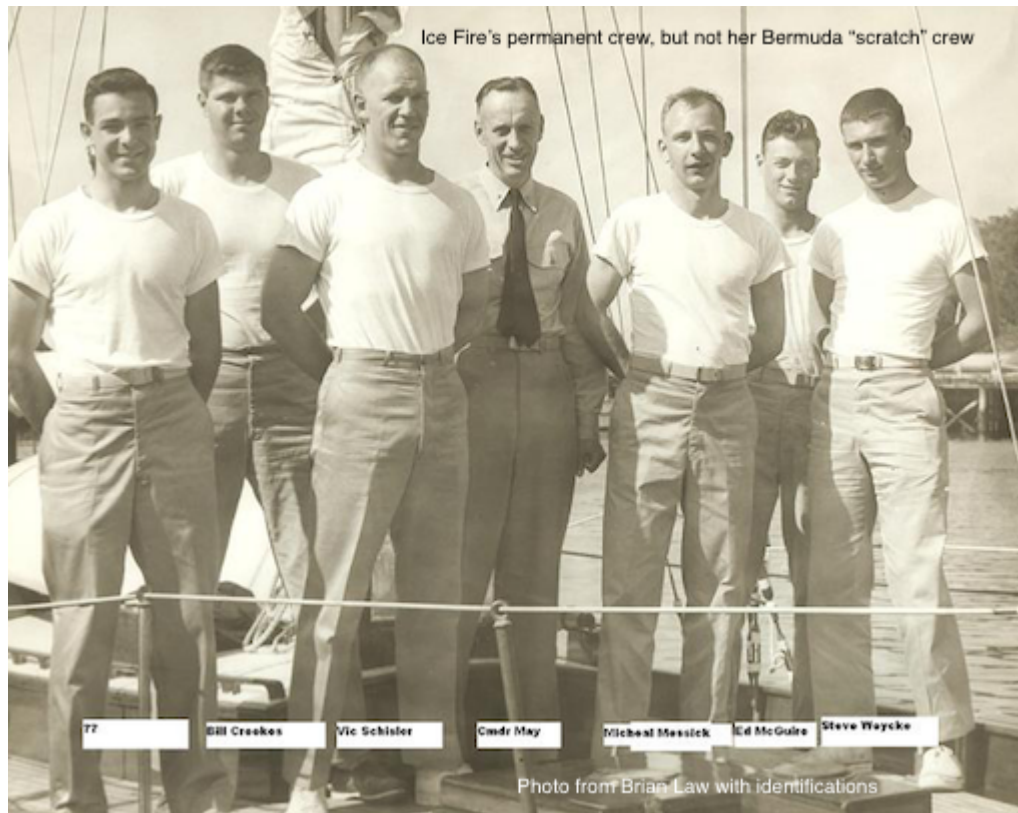


Annapolis - Newport sailors on board the yawl ICEFIRE. Standing (l. to r.): Schisler and Grandpierre. Sitting: Weld, Harner, Capt. Hurder, Lt. Comdr. Thompson, Faust, and Crookes.

Steve Colitz (em '06) was one of the two watch captains on the 1964 race. He also was part of the delivery crew for *Ice Fire*'s 1963 Annapolis Newport Race. Steve recalled enjoying the off season work on the fleet hauled out at the Minneford Yard on City Island and usually signed up for each Saturday. The work team crossed the Sound in "a 32 foot life boat and worked on such tasks as bright work, caulking wooden hulls, painting and mechanical and electrical maintenance.... Typically, we worked for about 2 hours, and then went to the local bar for beer and lunch." About the 1964 race to Bermuda, Steve wrote--

"I remember the start, off my home town Newport, was very choppy and wet. We had some cold sandwiches for lunch which did not agree with any of us. Rather than the expected reach or run the initial course was close hauled. At that time the only method of navigation was celestial, and due to the cloudy and bumpy conditions we had some difficulty getting a fix. Then we had a big problem -- over the winter I rebuilt and machined parts for the head. The shaft key I made failed and we did not have a toilet. So we just used the aft mizzen sprit as an out door toilet. As I recall it was windy and cold until the last 20 hours of the race. The finish was warm, sunny and with a light wind. There was quite a party at Royal Bermuda Yacht Club. *Ice Fire* received a trophy for the best corrected time of a service academy boat. We flew back to the USA on a military air craft."

A list of the 1966 the *Ice Fire* crew from USMMA was in the Loomis collection (Mystic, Coll.164). For this race it listed the skipper, Cdr. O. Thompson, engineer Weld and the rest of the crew were "Midn. Turner, Dersch, Wasson, Law, Riggs, Tobias and Pildatt." Dean Turner (em 07) remembered that the first classman and skipper was Norm Weld. Cdr. Thompson was the advisor aboard. Dean said that while he was at the academy, there were no day races, just practice every afternoon and weekends.



Brian Law wrote (em '06) that the Bermuda crew was a "scratch" crew, "made up of some permanent folks, and some newcomers. All the newcomers were seasoned ocean sailors, however." This was another terrible weather conditions year for the race with withdrawals, breakage and loss of life. According to Brian, *Ice Fire* had "equipment failures, sail tears, a galley fire, command issues, and the final embarrassment of having to be escorted into Hamilton by a naval warship. We also were witnesses to the dismasting of a large German steel yacht under mysterious circumstances." The galley fire was 'no big deal' that year. The tow into the harbor was primarily due to the engine not starting again due to the wetness.

The Wasson of the crew was one Robert Wasson who gained notoriety later at the center of a watershed federal court case dealing with the administrative rights of students. The case is cited as *Wasson v. Trowbridge* 382 F. 2d 807 (2nd Cir. 1967). Trowbridge was the US Secretary of Commerce at the time.

In October 1966 title of *Ice Fire* passed from the US MMA (Kings Point Fund) to Charles S Conway in NJ. In the 1967 Annapolis Newport Race, Conway and *Ice Fire* are listed finishing eleventh in Class II -- the last finisher in the class. Seven others did not finish in this class, including NY32 #13 *Proton II*. NY32 #12, *Raider*, finished eighth and former owner Walter S Frank finished seventh in another *Old Salt*. The race that year was described as the roughest in the history of any offshore event based on the total number of non-finishers. The results were found on the Annapolis YC web site. In the 1971 SCYC yearbook, Conway is listed as a member since 1968 with *Ice Fire* whose sail number was 2671. He was also a member of the Thimble Island Literacy and Sailing Club and NYYC.



Charles Conway during 1967
Annapolis Newport Race

Photo from Stuart Conway

Stuart Conway (pers com '07) remembers his father buying the boat in a government sealed bid auction where there were two other bids. Prior to the 32, he and his brothers has sailed Blue Jays at SCYC. The 1967 Annapolis Newport Race was their first ocean race for which they won the Brigadoon prize for the Corinthian crew last to finish. It was a silver plated frying pan. His English teacher, Norris Hoyt, at St. George's School in Newport sailed on the boat and helped them with what they might need for the ocean race from Annapolis. When they got *Ice Fire*, she had some sistered frames, Nevins winches, an immaculate hull, bright work with brown paint in it and the interior varnish was blistered. Stuart and his brother, David, and father did most of the maintenance and system work as needed while they owned her. They did some local races, but mostly cruised in LIS, to Nantucket and in Chesapeake Bay. The dinghy aboard was a Dyer named *Ice Cube*. Stuart said that "the engine ran like a champ, when it ran." His father sailed into and off their mooring at SCYC, saying it was good practice.



Charles Conway regularly bought parts for his ships through government auctions according the Stuart. The Cosmopolitan Shipping Company was started by Stuart's grandfather. They had looked at other

sailboats before bidding on *Ice Fire*. Charles apparently like the look of an S&S yawl on an ash tray he had picked up in Annapolis several years before, knowing that someday he would own one just like her. *Ice Fire* left the Conway family after Charles helped the US MMA out of a failed sale by buying their aluminum 12-meter, *Mariner*. They then had two large boats and so *Ice Fire* was sold through S&S.

Stuart's favorite moments aboard *Ice Fire* included cruises to Nantucket with his friends and the Annapolis Newport Race. That race, he said, was a learning experience -- "both scary and exhilarating" -- when the tropical depression came through. He and his Dad did all of the watches as the rest of the crew were suffering varying degrees of sea sickness, although they could make it on deck for sail changes. He recalls "monstrous" seas with 2 reefs in the mizzen, the mainsail furled and a "postage- stamp jib". They would shoot down a wave at 12-13 knots and slow almost to a broach going up the next wave until the wind hit them again at the top. It was a 36 hour storm and the boat "behaved like a champ". The experience apparently did not discourage Stuart from sailing. He has circumnavigated and has a 1986 Concordia cutter, *Stampede*



A brokerage sheet from S&S dated February 1975 says she had a Gray Lugger 31 hp engine from 1953, overhauled in 1965. Two transom berths and one pilot in the main cabin and a double berth in aft stateroom for a total of five accommodations for the 'owner's party' plus one berth for the crew. This main cabin berth arrangement with the pilot berth on the starboard side is design plan #125-29 -Manny cabin plan (drawn 3/23/36) - which was used in #12 as well during their construction. She still had the Nevin's windlass and tiller. Under "sails & rigging" at the top it states "16 sails - mast on board - Hood, Valentine '61 new spruce spars 63/64 rigged yawl '53. " But under "remarks" at the bottom, it states

"Hull rebuilt 1954, new decks and bulwarks added, converted to yawl; Spruce spars in 1963, hull wooded - recaulked Jacobson 1970 several frames bronze sistered --

upper jumper struts renewed about 1967/8 most of the rigging unchanged for ten years. This is a unique yacht, a very fast cruiser which has been owned and cared for by several well known yachtsman. Current cosmetic conditions need attention."

Robert Mitchell bought *Ice Fire* from Conway, saying he "raced her" (pers com '04). He said she was the "most beautiful boat" he had seen at the time he bought her. He raced her at Block Island and early Opera Cups at Nantucket. She was his first "big boat" and he wanted to live aboard and travel. He says he gutted her replacing "all the ribs with laminated ash" and reinforced the oak mast step with bronze. He sailed everywhere and only put about 20 hours on her new Westerbeke engine in five or six years. He wishes now he had not sold her and remembers her as a "fast boat that cut through the sea well." He stopped by S&S one day and Rod was very helpful, spending much of the day with him. Stuart Conway (per com '07) said he saw *Ice Fire* several times when he was on Nantucket after the sale. He had heard she ran up on a bar and lost her mast.

In 1992, *Ice Fire* spent a few months with Paul Rollins in his boat yard in York, ME, before moving to Italy with her new owner, Alessandro Degano. Patrick Matthiesen (em 1/'07) wrote that 'Al' saw her "in a shed in bits with all the lumber for the new deck stacked and fell in love with her .." She was shipped to Italy for her needed rebuilding. She was returned to the sloop rig before starting her racing and cruising days in the Adriatic and Mediterranean Seas. She is one of the S&S designs featured in Franco Pace (2002). She still has her tiller and the bullworks apparently added during her yawl conversion work in the 1950s. Her interior layout was changed, removing the 'crews' quarters and adding a gimbaled stove with oven and making her "suitable for weekend sailing as well as long haul passages." According to Patrick during her rebuilding, the cabin house sides were made a little taller and the bullworks increased in size.



The S&S Association Newsletter WAVE has had several items about *Ice Fire*'s racing feats. In 2000 she "sailed short-handed in the appropriately named ICE Regatta in the Adriatic and won the Vintage Class in foggy and light conditions that hardly favored the NY32." (Feb. 2001) In 2001 she collected more trophies in the Adriatic. "For example, in the annual Adriatic Classics Regatta, after starting late in 2-4 knots of wind and calm at the first mark, she caught up and overtook the whole classics fleet, plus a number of the Sciarelli designs some 30 years younger. The wind came in at 18/22k and a battle royal ensued with Ice Fire completing the course second overall in the Vintage and Classic classes. Another S&S members who achieved a good result was Fabio Mangione in *Al Na 'ir III*." (Nov 2001). Fabio would later own #19 of the class. In 2003 *Ice Fire* won the San Pellegrino Cooking Cup. The Winter 2003 WAVE described the event as follows:

"The San Pellegrino Cooking Cup course covers 10 miles between the Lido of Venice and the Island of San Giorgio Maggiore passing through the characteristic and charming channels whose perimeters are marked by the coloured Venetian posts called 'briccole'. While the crew in the cockpit

laboured with sheets and winches, below decks the galley crew was busy preparing whipped sauces and mixing pears to prepare refined dishes to offer to the Jury on the finishing line. The Jury was made up of gourmets, sailing enthusiasts and wine experts as well as cooks of international renown and their job was to award points for the fare prepared on board. These points were to be added to those achieved by the boat, as a result of its placement in the general sailing race classification.

Even though the dishes were prepared on board sailing boats which were racing, well heeled to the puffs of the sirocco that, was blowing and the waves of the passing vaporetta, they were surprisingly complex. The atmosphere generated by this rather unique event that combined cuisine, scenography, sailing competition as well as a candle light dinner in front of St Marks, is something quite unusual. The atmosphere for the events was set on the Saturday evening with a gala dinner attended by almost 1,000 people drawn from the participants and their guests. Dinner took place on the San Giorgio pier and afterwards everyone transferred to San Pellegrino Villane where the president of the Compagnia delle Vela initiated the dancing for the evening.

The following morning there was an early call so that the judges could check the victuals in each participants galley. After this the boats left the entrance to Venice harbour at San Niccolo where at 12.30 the organising committee sounded the starting gun for 70 participating boats. The weather was perfect with a blue sky and a westerly wind of 10-12 knots with a few slight gusts in the channels towards the end of the course. Immediately after the start, sailing crew members were busy with the mainsail, spinnakers and jibs: below decks crews were cooking in the open sea. Delicious smells were wafted by the breeze from boat to boat. The products of the Cooking Cup were then consumed on board the Timoteo belonging to Mr and Mrs Missoni which was anchored beside the Isola di San Clemente. This boat housed the Sailing Regatta's Jury and the Gastronomic Jury. The individual plates prepared on each boat were transferred to an inflatable as the participant crossed the finishing line and whisked to the Timoteo for the judges to taste. A triumph of risottos, oven roast fish, fruit desserts with some of the recipes going back to 1600 such as 'La mandorla

cli Alice', or `Assaggi di mare con verdure (a taste of the sea with vegetable trimmings)' or `Zuppa di crostacei in crema di fagioli (Bouillabaisse in a bean cream base)'. `Figa sbrodega alla moda istriana', `Sarade in soar con ciliegie (Sardines with cherries)'. At 6.00 o'clock all these dishes were then taken ashore so that they could also be tasted by the guests before concluding the event with the prize giving. The crew of S&S NY 32 Icefire won first place arriving first in the sailing regatta and then by procuding typical plates from a Brazilian cuisine with examples of `Peixe Tropical (oven baked fish dish prepared in coconut milk with bananas with white rice and carrots)' as a first dish followed by a Brazilian dessert `Brigadeiros a Casadinhos'."

As of late 2006, *Ice Fire* was for sale --seen on www.yachtworld.com -- for \$235,000 EUR (\$304,772). The contact was Zacboats, central agent for S&S Association. The listing included that her deck was teak done in 1998, with her mast boom and pole of Sitka spruce done in 1999. The engine was a Westerbeke 4.107 from 1971, rebuilt in 1998. Both her fuel and water tanks were now stainless steel (1998). Her sails were 2002 Phenix Sails for light Genoa, working Genoa and full battened main and a 1999 gennaker.

NORTH SEA

Tradewind association

This summer, 10 Tradewind owners in the Netherlands, Belgium and Germany created an owners' association. The Tradewind range of classic GRP yachts comprises gaff cutters and bermudan sloops. For more information, contact Gerard Tanja on +31 641 937605 or by email at ggtanja@xs4all.nl.



SPAIN

BERMUDA

Ben Ainslie third!

The eighth event of this year's ISAF World Match series, held from 7-12 October in Bermuda, saw the world's top match racers competing in International One Designs. Among those competing was British Olympic champion Ben Ainslie, who came third.

S&S classic takes high road to Spain

Barcelonian yachtsman Manel López Wright recently took delivery of *Ice Fire*, the third-built S&S-designed New York 32 vintage racing yacht, launched 1936. The yacht had been ashore in Italy for 5 years and is, according to Andrew Rosthorn of Sealand Delivery (CB240) who transported it, in good condition, though Manel is replacing the engine and electrics and carrying out some minor refastening work. Manel plans to race *Ice Fire*, one of only two NY32s in Europe, in the newest addition to the CIM series, the Barcelona Classics Regatta, next year.

Near the end of 2008 the third launched of the twenty sisters moved from Italy to a homeport of Port Balis, Spain. Her new owner was Manel Lopez Wright of Barcelona. Her new name was Almaran -- a combination of his young children's names: Alex, Marta and Anna -- as he wrote (em 11/08) "family always first." Manel created a blog to show her and the work to make her ready for racing after being on the hard for five years. This was his first wooden boat and he hoped Alessandro would come "and teach us how to manage such a mast in the next year races!" Manel owned and successfully skippered his first Almaran, a Dufour 34 performance, in 2007 and 2008 races and is a certified Spanish yacht captain. Plans include both racing and sailing with his family from place to place.

When asked 'why' the NY32, Wright wrote (em 11/08) that he had been looking for many years for a fast, reliable classic yacht. He wanted one

that was built to highest standards of construction with a strong historical background. He first saw a NY32 on the S&S web site and gained more information through the internet. *Sirius*, #19 of the class was also for sale in Italy, but "never thought of visiting since was 'too pricy,' but now being in the loop of NY32" he might visit to look at her and learn from her restoration.

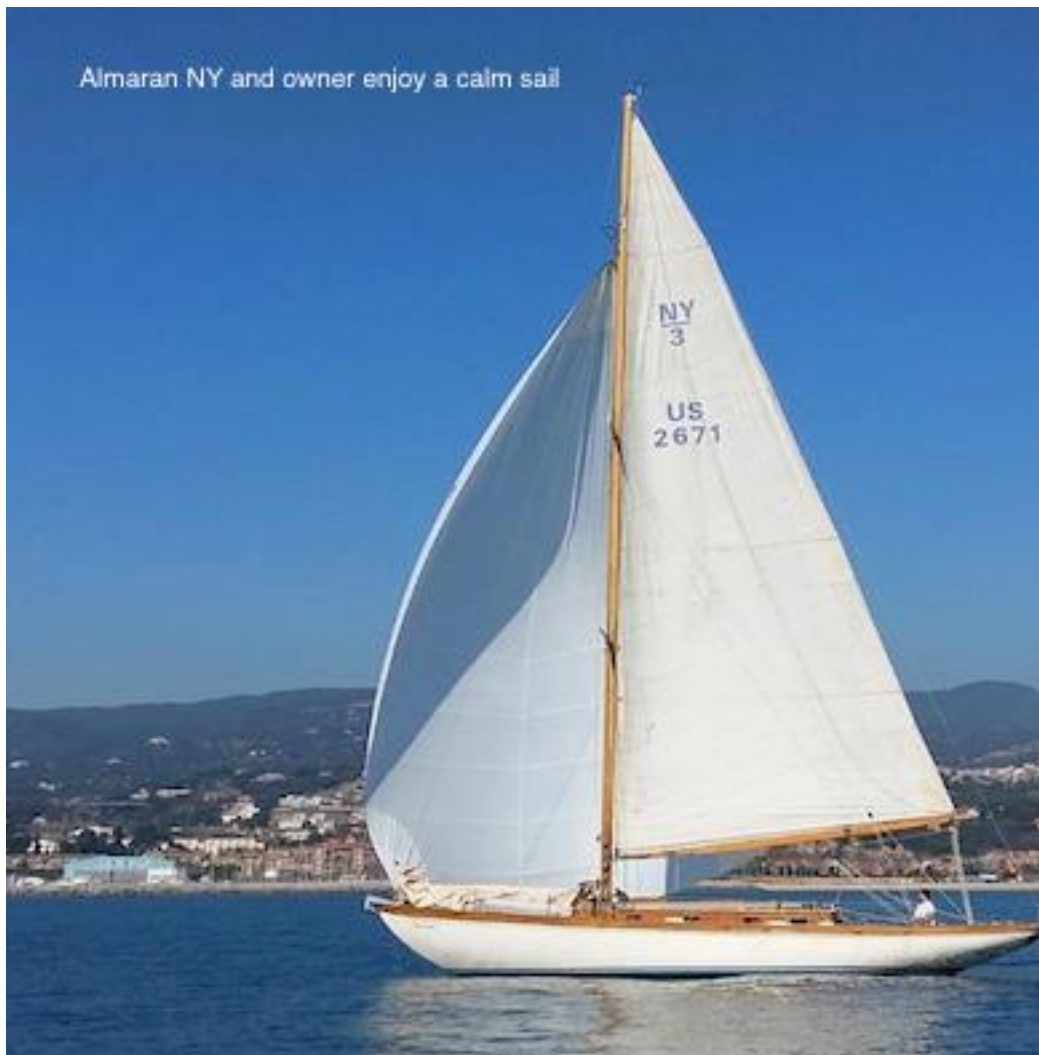
Wright decided, among other work, to replace the Westerbeke engine with a Volvo D2-55. The propeller became centered after considering the plans and preferences of other yachts. *Almaran* was relaunched in January 2009 and her last race that year was in November. It was a very busy year with Puig classic races in July, filming for a TV presentation about this yacht and her lineage and filming an ad in September. Manel explained in email (3/09) that for TV, they filmed the work in the yard and would again during May with 'sea trials' and then in July during the Puig races. All of this resulted in a 20-minute spot on Thalassa TV channel (C33) on December 11, 2009. Manel reported in later December that it "was very good and not to technical." For those interested in the September ad for Massi Dutti, the youtube address is [UkLJAI1WiyY](https://www.youtube.com/watch?v=UkLJAI1WiyY). Manel mention in his December email that the ad started airing early that month -- "lots of perfume is sold at this time of year..."



II Puig Barcelona Clasica/Foto ©Nico Martinez

The Puig Vele Classica Barcelona regatta is considered by many, including Wright, the most important regatta in Barcelona. Among the other yachts racing, this first year for *Almaran NY*, Manel wrote (6/09) that he had learned that "the extremely fast 'Amorita' will come so we will have to train a lot these weeks if we want to be close to her." This is a sister California 32 to *Cholita* that raced against *Sirius* in Italy (see section for #19 for more on competition between the 32's). *Amorita* joined her sister in Italy in about 2006 and for 2009 would be in Barcelona. The Puig Regatta has four classes -- marconi, gaff-rigged, classic and big boat. Manel wrote later that in their first races against *Amorita*, they scored the same points as she and on the last day "beat her for real." The regatta web site had a "10 years" highlights for 2017. The results for the first three places in each class were shown for seven of those years. In the marconi class in 2010, *Almaran NY* was third. *Amorita* won the class in 2011 and 2015. In the 2012 year, both the NY32 and the CA32 placed -- *Amorita* second and *Almaran NY* sixth in the class.

In addition to racing, *Almaran NY* and the family enjoy just sailing her. This photo is from a mid-February 2019 calm day sail, taken by a fellow boater.



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

Debbie Rogers, rogsmu@gmail.com or 401-539-2858 (2007 and 2019)

Notes -- Mystic, Coll. are in Manuscript Collections at Mystic Seaport
-- Rosenfeld photographs are house at Mystic Seaport

