

Louis Lee Stanton, was 39 years old the year the NY32s were launched. Rosenfeld took a photograph of Dixon (one of his three children), age 6, with Ann Manny (daughter of #3 owner), aboard *Geisha* at the launching of the two sisters on May 22nd. Lee was a Norwalk (CT) YC member. He joined the NYYC in January 1934, being proposed by Charles Havemeyer and seconded by John Shethar (first owners of #2 &1). He was a graduate of Yale in 1919 (Yale archivist, em). His son, Louis, says his father was always known as Lee (letter 1/07).



Prior to *Geisha*, Lee commissioned S&S to design a boat for cruising on LIS. According to the S&S design plans, it was #81, drawn from late March to late April 1935 for "L. Lee Stanton, ESQ" (taped over on the sail plan, Mystic Ship Plans Coll. 41). The May (1935) Rudder carried the design under caption "A real cruising class for the Sound" stating that three were under construction at the Kretzer yard on City Island with "two more expected before the season opens." The piece began stating the plans "represent concrete evidence of the forming of that long predicted and much talked about one-design cruising class for Long Island Sound -- a class to be composed of yachts which, though not designed for racing, could be expected to take part in races among themselves or with others with some chance of affording interesting competition." The yacht was 30' LOA, waterline length 22' 4", beam of 8' 2", draft 4' 4", sail area 430 sq. ft and displacement of 9460 pounds with a center companionway, galley at foot and

a toilet room just aft of the mast. Stanton's was named *Pixie*, according to Lloyd's Register for 1935. According to Gifford Pinchot (Loki and Loon, 1985) the Kretzer were "the trial horses for the famous New York 32s..." (p. 7).

Lee's son (per com 04 & 07) doesn't know for sure, but thought the boat was named from the Japanese "pleasing female being" such as with Madame Butterfly and/or with the family being familiar with the orient since Lee's brother was living in Hong Kong at the time. He remembers going to Nevins to see the 32s being built and cruising aboard *Geisha* later. Lee was a CCA member. During WW II he commanded the *Colleen* in the Eastern Sea Frontier out of Boston, looking for German submarines, and later was the executive officer aboard the USS SHELBY at the landing on Okinawa. Prior to the war, he cruised in the Bahamas aboard his Fishers Island sloop, *Surprise*, and sailed on the Columbus expedition ketch *Mary Otis* (Parkinson, 1960).

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." *Valencia*, according to the news item, 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*. Both *Geisha* and *Swell* had been launched just the week before and all four would be surveyed June 1st.

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.

June 17th (NY Times 6/18/36) brought the evening start of the annual American YC 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 the three classes a fast race under star-light sky. The Cruising Division was split into two classes -- one handicapped under the Cruising Club Rule and the other under the AYC Rule. The former included several that would start the Newport to Bermuda race the following week, including *Geisha* and *Swell*. For them this 76-mile run was a good shake-down. This was apparently the first meeting of the Paine-36 with the NY32 as the news article said there was much interest in *Actaea*'s performance against the 32-footers, *Valencia*, *Swell* and *Geisha*. 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* and was seventh on corrected time.

Monday, June 22nd saw the start of the Bermuda Race with 45 starters. The NY32s raced in Class B where *Geisha* placed twelfth, while *Apache* placed third in the class. Havemeyer's log for *Apache* (see section for #2) has sightings of *Geisha* as well as the three other sisters racing that year. This was not Stanton's first Bermuda Race. He was among the crew aboard *Dorada* with Olin and Rod for the 1934 Bermuda race (Loomis, 1936 appendix). Stanton's son Louis wrote (5/ '05) that they were short-handed for the race and meet Captain Weed on the dock in Newport. He not only raced with *Geisha*, but became her live aboard captain doing maintenance work and the various Sound races. Louis identified Captain Weed by his hat (as seen in the photo) as well as his mother and father aboard.



Geisha during NYYC cruise 1936 with Stanton's and Captain Weed among crew.

Levick photo (128469)

It appears that Stanton was probably most interested in the NY32 for her 'off shore' racing ability. After returning from Bermuda, *Geisha* and Stanton did not participate in Larchmont Race Week, nor the AYC cruise. She did the runs, but not the Astor or Navy Cup races, according to the Report of the NYYC Race Committee for 1936. Among the 24 races that season among the class, this sister placed second and third just once. In 1937, 1938 and 1939, she did not show in the first three places in any of the 24, 27 and 15 (respectively) races of the class found in the news reports. In the August 4, 1938 NY Times, Robbins spelled out the particulars for the AYC annual cruise, which began off Rye, NY. A fleet of 59 were expected to start including five NY32s and two NY30s. The 32s included *Valencia*, *Swell*, *Rampage II*, *Folly* and *Geisha*. E. H. Leslie was reported to have chartered *Geisha* for the cruise, but she did not turn up in any of the results. *Geisha* was also reported chartered to Henry Maxwell, but

did not appear among the NYYC racers. A guess would be that those charters were for day sailing or cruising not racing. All of the class survived the Hurricane on September 21, 1938 and several others since that one.

Stanton appears to have sold #4 in 1940 or 1941 because Lloyd's Register listed her in 1941 being owned by Edward Buker, Jr. With Buker, *Geisha* moved to the Chicago YC and changed her name to *Barquita*. According to the Chicago YC yearbook for 1951, Edward became a member in 1942. In 1951, he owned a power boat named *Barquita*. The Lloyd's Register for 1951 described her as a 49' LOA, 47' LWL power boat with 3' draft designed by Buker and built by James Brady in FL in 1949. In 1956 he owned another *Barquita* -- an S&S designed ketch with LOA 41' and LWL 35' 10" -- the former *Gray Ghost* -- built in 1938 at Davis & Sons, MD, for H. Dewey Everett of Rye, NY (Lloyd's 1938). While he owned this sister, Buker ordered a new Ratsey CC spinnaker for her in spring 1942 (Mystic, Coll 236, v 160). She appears to have gotten a new Gray engine in 1942 from the Lloyd's Register description.

Among the news in the September, 1941 Yachting "Spun Yarn" reported that 85% CCA membership was already in service in one capacity or another. In the South Shore Lake Erie column by John G Robinson was a report that *Carina*, Jim Rider's yawl, won the Falcon Cup in the race from Rocky River to Mentor Harbor on July 25th. In "Fast Time to Mackinac" column, Field Beam reported on the July 18th start of the 333 mile Chicago Mackinac Race. *White Cloud*, racing last year in the Chesapeake, was winner in Class A and overall. Also in Class A were *Gentian*, of the Chicago YC, finishing fifth, with an elapse time of almost fifty-nine hours, and *Barquita*, from Chicago and Jackson Park YCs, finishing seventh. Her elapsed time was just over sixty hours. It says that for each of the NY32s this was their first Mackinac race. Neither of them did the Port Huron Mackinac Race.

A 1941 note in the S&S file indicated that *Barquita's* owner had a displacement request. A yellow lined sheet has her LOA of 45.38, a total of overhangs of 12.63 and LWL 32.75. However, no displacement calculation or other information appears.

The November, 1944, Yachting 'From the South Shore of Lake Erie' noted that Frank White of Mentor Harbor YC sold his Weekender *Escapade* to S.K (Scrubby) Wellman and bought the NY32 *Barquita* from Edward Buker Jr of the Jackson Park YC in Chicago. "She is the former *Geisha* and will become *Tigress*." On September 23rd they left Chicago with Ray Boales and Clarence Playford of Cleveland and professional Eric Anderson of Chicago and arrived in Mentor Harbor October 3rd. Wellman was one of *Escapade's* summer crew and a top Snipe sailor in Mentor Harbor.

This third owner, Frank F. White, filled in some details saying (pers com 2004+) that he saw her on a mooring off the Chicago YC when he and his boss went to look at a Weekender for sale there in 1944. At the time White owned the Weekender *Escapade*, buying her earlier from a retiring commodore of the Rochester YC. His boss had enjoyed sailing aboard Frank's

Weekender and asked for help finding one he could buy. Hence the trip to Chicago where Frank says the "long, black beauty of a boat with a surprisingly tall mast" caught his eye and he fell in love with her. It turned out her owner (whom Frank never met) was interested in selling her so Frank bought the NY32 and his boss bought his Weekender, the one in Chicago they had looked at being in need of much work. He, with the help of friends, brought *Tigress* (a name he "thought up" at the time) from Chicago to Cleveland and Lake Erie on weekend trips. At Mentor Harbor YC she joined *Falcon II* (#6) already there. According to Frank in any early race between the two, *Falcon II* on port tack tried to clear *Tigress* on starboard at a mark approach, but failed and the two collided. Later at the dock the two crews enjoyed cocktails together.

Tigress' first Port Huron Mackinac Race was in 1945, but she turned back like many others after ripping most of her sails in the rough wind and sea conditions. Four of the 32s -- *Apache*, *Vitesse*, *Soubrette* and *Tigress* -- started the race, but of the four, only *Apache* finished.

The September Yachting is always the one in which the two races to Mackinac Island in July are reported. In 1946, George E Van reported on "The Port Huron-Mackinac Race -- The fastest ever sailed for the 243-mile course" Four of the NY32s raced in the Cruising A class. In the June issue's Detroit Jottings column, this author had mentioned that *Vitesse*, who had "bounded up into meadow during a stormy race" last year, was again commissioned with pretty much same crew. Also in the June issue (South Shore of Lake Erie) *Tigress* was mentioned to be planning to race with crack Mentor Harbor crew consisting of Hal Kneen, Clarence Bower, Charles Stewart, Jack Allen, Dick Newpher and Frank White. In the race, *Blitzen* was first to finish (in just over 32 hours) of the 22 starters in the Cruising A Class but finished sixth on corrected time. The winner on corrected time was James Rider's *Carina* of the Erie YC with Charles Buysee's *Last Straw* of DYC second. *Apache* was the first if the 32s to finish -- just twenty seconds ahead of *Tigress*. They were third and fourth on a corrected basis, but with an elapsed time of 34 hours 25 minutes and 30 sec vs 50 seconds, respectively. *Soubrette* was ninth and *Vitesse* eighteenth. "Ledyard Mitchell's N.Y.32 *Soubrette* and Charles Buysse's 44-foot Fishers Island sloop, were so close together at the finish that the judges gave them the same finish time as the 13th and 14th boats." White related that one of his worst early experiences was in the 1946 Mackinac Race when being ahead of *Carina* with Rider (future owner of this 32), the race winner, when they took a different course and lost the race by nine minutes.

Displacement and ballast questions in a quest for up to date ratings from the mid-1940s were among the many requests to S&S by owners competing in the Great Lakes and Bermuda races especially with the 1946-7 deck and rigging design plan changes -- so called 'Mustang' plans #125--39 and 125-40. Requests also show along with weighing in Detroit mid-1960s (see section for #2) that the hulls were sitting lower than their design LWL of 32-feet. For example, rating and ballast were included in a letter dated January 1947 from Rod at S&S to Frank White, owner of *Tigress*, which also talked about sail inventory. Mr. White must have sent S&S a copy of his measurement certificate among other sail questions, probably with eye toward coming Mackinac and Bermuda races. Rod noted the "coincidence" that the square root of Mustang's sail area was the same as that of *Tigress'* (34.26), although Mustang had a foot longer fore

triangle and a bit more than a foot less of mainsail hoist. Rod noted an error on the certificate for ballast. Tigress' apparently said 10,400 pounds, which Rod corrected to 11,400 pounds (10,200 + 1200). But in the margin of that part of the letter is written "wrong". Rod suggested a "standard 32" Cruising Club rating would be 36.5 or 36.6 from the certificates he had seen "and my own boat was 36.7 last year. I am adding a little more ballast and taking off a little more area in the mainsail, which I think will probably keep the rating about as it is." Toward the end of this letter Rod states that he feels the "additional ballast as recommended for OLD SALT and as carried on MUSTANG is a definite help in all breezes over 12 miles in strength. In lighter weather than that I am afraid the rating increases faster than the boat's speed." In a June follow up letter to Frank, Rod said they had rechecked Tigress' displacement, which should be 424 cu. ft. and draft of 6.67 ft. Rod guessed that when the figures were applied that the rating would "come down to approximately 37.1 ft."

A July 1947 letter, also found in the S&S files, brought four areas difficult to reconcile with measurements of three NY32s (*Tigress*, *Vitesse* and *Apache*) all having been measured under good conditions on the same day. The areas of question were 4% measurements, vertical measurements to the waterline, LOA and displacements. The LOA measured were 45.18 for *Apache* and *Tigress* and 45.17 for *Vitesse*, which were an inch (0.08ft) short. Mr. Heftler wrote toward the end that he expected the vertical measurements "to come out with remarkable consistency; but by comparing measurements from one boat to another I can see that they are not consistent. ... Do you suppose the boats could have hogged or sagged enough to introduce discrepancies of this order; or do you feel that the measurements are not correct?" The comparison most troubling it appeared were those Heftler included in Table V of his letter -- displacements for different waterlines taken from various sources. Here is his data with sail numbers added --

LWL	DISP	Boat	Source
32.20	388.8	Soubrette (#10)	1947 June S&S
32.2	412	Vitesse (#5)	1943 certificate
32.29	393.6	Vitesse	1947 June S&S
32.3	405.2	Tigress (#4)	1946 certificate
32.53	412	Apache (#2)	1940 certificate
32.86	424	Tigress	1947 June S&S
32.89	453	Vitesse	1947 July S&S

Of this data, Heftler wrote that when it came to selecting a proper displacement for these boats, he was "wholly in the dark. If you plot displacement against waterline the various reported displacements are irreconcilable." Near the end of the letter, which apparently was part of a series trying to settle these measurement questions, he wonders if these inconsistencies are normal or usual and if they are then "it is a waste of time to try to make the figures agree exactly with the plans." The letter closes with a request, which appeared to be the simplest solution, for a set of figures showing waterlines of 32.5 and 33.00 the "designed overhangs, 4% overhangs,

freeboards, draft, propeller depth and displacement in cu. ft." from which whatever necessary corrections could be made. Data from another fresh water NY32 -- *Gentian* -- can be added to the above from information found in a 1946 S&S letter to that owner. It would add LWL of 32.88, displacement of 433.9 and weight of 27,100 lbs. It is too bad that the response from S&S to Mr. Heftler did not make it through the various office changes at S&S. But it may have been this kind of request which led to design plan #125-45.

Plan #125-45 is Measurement data for NY32 drawn by AM (Alvin Mason) on July 22, 1947. The plan says it is "125-45 ALT 1" and "mid-section added 7/23/47". It shows bow, midships and stern waterline sections with colored lines labeled for different NY32s with a year. The lines are closer together at the bow and more widely separated at the stern. At the stern, the Great Lake boat (freshwater) lines are somewhat above those of the Sound boat (sea water) lines. At midships, the lines are mixed.

On the plan is written "ballast 11200-11700 #" and ---

Displacement

@ 32' 0" design LWL	383.6 Ft 3[cubed]
@ 33' 0" LWL parallel design LWL	434.0 Ft 3 [cubed]

Displacement increase

18.95 Ft 3[cubed] / inch immersion on 32' 0" WL
19.45 Ft3 [cubed] / inch immersion on 33' 0" WL

In 1947 *Tigress* raced in both the Port Huron Mackinac (with *Vitesse II*, *Soubrette* and *Apache*) and the Chicago Mackinac Race with *Gentian*, that years' class winner, for a third in their class. The October Yachting (1947) brought the results of the Falcon Cup in the South Shore of Lake Erie column. In the 10th annual race on August 16th, *Falcon II* won the Cup, originally donated by her owner in 1938. It was named for his first *Falcon* (see section for #6). The course raced is from Rocky River at the Cleveland YC to Mentor Harbor. *Tigress* was second among the 47 boats in light winds. According to the 1997 Notice of Race, during the years these two raced from Mentor Harbor, *Falcon II* won the Cup in 1943, 1947 and 1948. *Tigress* won the Cup in 1949 and 1951. A future NY32 #4 owner, Jim Rider won the Cup with *Carina* in 1942, 1945 and 1946. There was real competition at Mentor Harbor between *Falcon II* and *Tigress*.

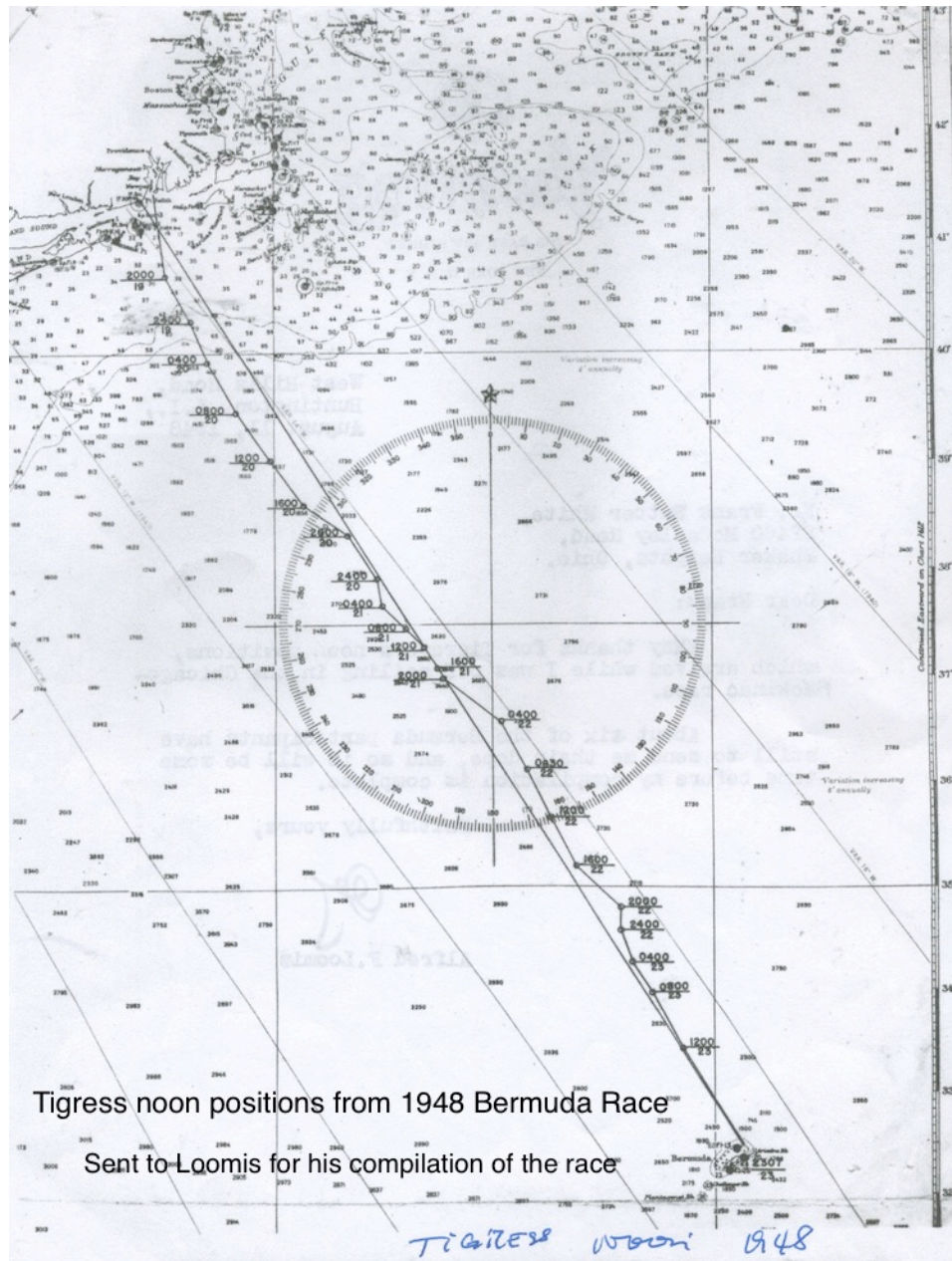
Frank White wrote up *Tigress*' first Bermuda Race experience (which he shared) with her 31-yr old owner after the 1948 race. He began her preparations for the race at the Nevins Yard. *Tigress* left Mentor Harbor with owner White and crew Stan Truesdale, Robin Colchin (light canvas man) and Clem Playford (cook), motoring to Buffalo where they picked up 'Toot' Gmeiner. 'Toot' knew the way down the NYS Barge Canal to City Island, as he had with *Apache* and her mast on the deck. Although this was *Tigress* first barge canal trip, she would make it again with other owners. With the help of Rod Stephens, who Frank and his wife later sailed with aboard *Mustang*, she was put in shape -- gimbals for table, radio direction finder and oven,

improved ventilation with Dorade vents, giant bilge pump, additional keel ballast [the extra 500lbs as Rod had installed in *Mustang*] and a midstay for extra mast support. Refitting included new paint for her black hull, red boot stripe and gold cove stripe and name. Frank wrote that "it was a thrill to see a refitted TIGRESS." With Rod's help they found a navigator, Commander Robert Theobald from the Naval Academy. After sailing and testing her on way down the Sound, the crew was joined in Newport by Dick Newpher and Clarence Bowers, helmsmen. The crew for this race were all fresh water racers. As any Bermuda Race, there were winds from all directions and speeds during the four and a half days. During the race, the other 32s in the race that year -- *Mustang*, *Alar* and *Lord Jim* -- are noted 'nearby, ahead, not seen, etc' For *Tigress*' owner and crew it was, like most races where more than one of them is present, a race among the NY32s. Frank said he had always dreamed of doing a Bermuda Race after the experiences of the long distance Lake races. For him, it was "his dream come true!" In Class B, *Lord Jim* placed second, *Tigress* third, *Alar* sixth, *Mustang* seventh with *Malabar XIII* first, after four days and seven to seventeen hours of racing.



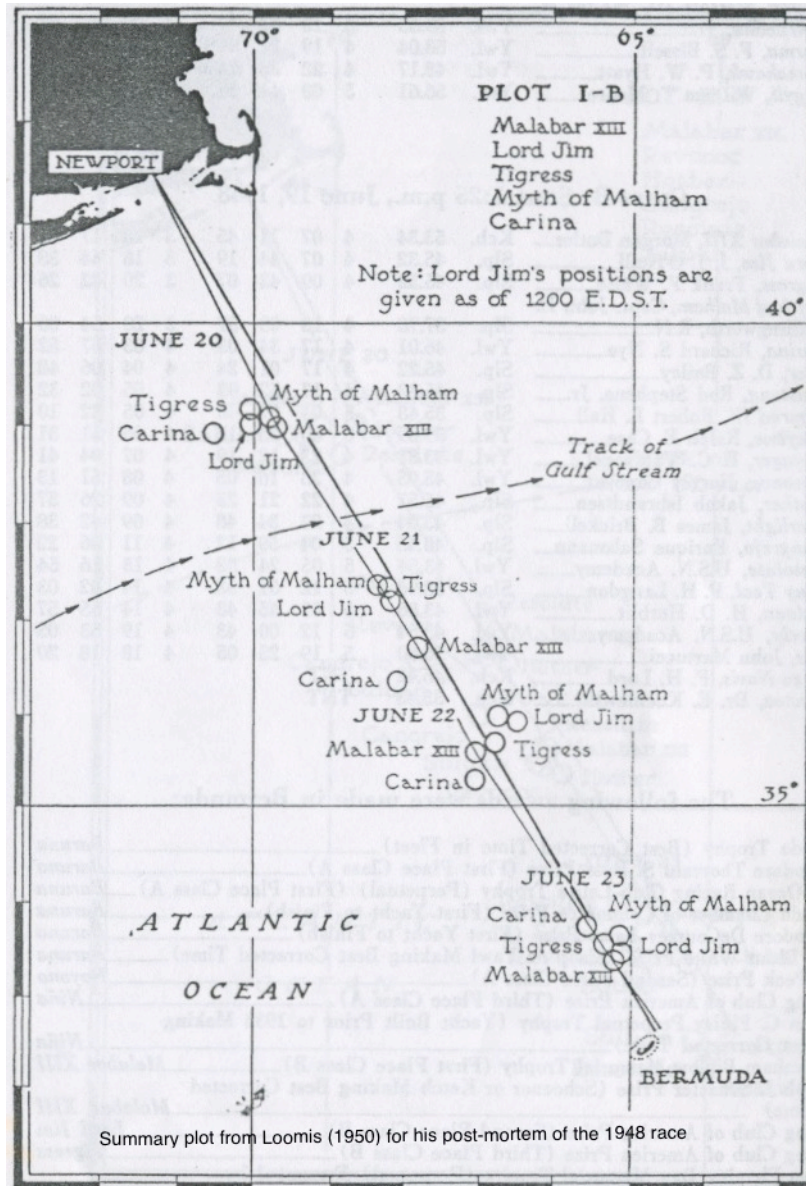
Start of 1948 Bermuda Race with Geisha and Lord Jim

Photo Rosenfeld Collection (120243F)



Loomis reported (both in Yachting, August, 1948 and in his 1950 Post-Mortem) that once through the Gulf Stream, those that tuned in weather forecasts heard 'southwesterlies' or 'southeasterlies'. Those finishing well in Class B chose to sail close to the rhumb line believing in the shortest distance principle. "The second night before the finish, when *Tigress* was hewing to the line, her watch was surprised to see the other '32' cross directly astern, bearing up on a course to the eastward which seemed to *Tigress* to be exactly eight points away from their common destination. But, as explained to me by *Lord Jim's* owner and crew, they were merely tacking down wind, as they had been doing on each side of the line for better than a day, and were now getting 20 miles to the eastward to meet a southeasterly." Aboard *Tigress* (as recorded by her owner in a journal he shared) "... Late in the night "Jim" crossed our stern,

evidently tacking down wind. With dawn, we replace the little spinnaker with the big blue nylon "kite" now taking us along at a rapid rate. Wave motion would collapse the big sail if the helmsman was not on his toes. We put miles and miles behind us with Lord Jim nowhere to be seen. We picture her slatting in the doldrums behind us. Last day we hope! ... We are on a close reach, our fastest point of sailing, on the rhumb line and clear of outlying reefs .. We are finishing in the dark..." As Loomis pointed out in both his publications about this race, the usual -- getting west of the rhumb line with the current setting eastward while sailing course to Kitchen Shoals Buoy -- experienced from earlier races did not apply in this race.



White allowed that, for him, *Tigress* was a racer, although there was some cruising among the Lake Erie islands in addition to the trips to the sea and back. The up-dating of

Tigress' sail inventory was certainly that of a racer and one interested in the modern sail cloth becoming available. From Ratsey (Mystic, Coll. 236) on City Island he got a new mainsail and jib in early 1946 (v.161) and a genoa in late 1946 (v.162). In early 1947, he ordered a spinnaker and #2 nylon jib (v.162). In late 1950, there was a nylon spinnaker and working jib (v.163) as well as a 3.7 oz nylon genoa (v.164). In 1953, it was a 1.2 oz nylon spinnaker (v.167) for the following season.

At Detroit YC (Yachting, 1948, Detroit Jottings) 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*, having traveled 150 miles to attend. She won, becoming "King Gizmo for 1948". The Detroit NY32s *Apache*, *Vitesse* and *Soubrette* all raced. [for more on GIZMO, see section for #2] A week later on the way back to Mentor Harbor, *Tigress* tangled with a freighter in, what Van called, a "miracle collision" on the way back to Mentor Harbor.

Tigress is the only other of the class besides *Away* that had a 'freighter' story in her past. In this case she was hit, not saved (as #19, had been) by the freighter, but all ended well. It was October 16, 1948 in the North Passage on Lake Erie when the S.S. SASKADOC appeared bearing down on *Tigress*, with her small jib and double reefed main drawing. White wrote --

"Fortunately SASKADOC pushed a wall of water at her bow. *Tigress* was pushed by the wall and slid away -- missing the freighter's bow, but her steering sprit snapped our permanent backstay.

There was immediate panic aboard the freighter! As bells rang SASKADOC slowed her course. Her searchlight finally found our dark hull. Everyone was astounded that tragedy had been averted!

Tigress continued on without further incident. A spare halyard temporarily replaced the broken backstay. No other damage.

Later, an admiralty attorney found that in poor visibility, the freighter had not reduced speed or sounded a foghorn. The captain had been asleep in his bunk, and there was no bow watch. I settled for a brand new mainsail!"

According to a June 1949 letter from the Paterson Steamships Ltd. attorney, the check for damages was for \$1150. The mainsail White said he bought was a Ratsey & Laphorn hand sewn flax one.

In the 1952 Bermuda race *Tigress* almost sank before the start after her propeller shaft slipped out of the coupling. Her crew retrieved the shaft and propeller when it hung on the strut and the Race Committee computed a smaller time allowance given the lack of propeller drag. The crew in 1952 was the same as for the 1948 race. Frank wrote that they "had a good start, and with no bad weather had an otherwise happily uneventful race. We made second in class "B", beaten by Mustang by 15 minutes! With the additional time allowance a propeller would

have given us, we might have beaten her!" Yachting reported that White was the Mentor Harbor YC fleet captain for 1953.

Tigress did many Mackinac Races and *Apache* was her favorite rival and usually out sailed her. Although *Apache's* owner 'Toot' Gmeiner raced aboard *Tigress* for the two Bermuda races, White said he did not know him well, but described him as having "the appearance of someone in an adventure novel". One of the races for just the NY32s Frank remembered as a fun late season event was the GIZMO Series. It was raced in Lake St. Clair around a triangle course. For each race, the crews changed boats. Racing were *Apache*, *Tigress*, *Soubrette*, *Falcon* and *Vitesse*. *Tigress* usually got the trophy for coming the farthest, not best boat or best crew. White recalled it was one of his favorite races (em '06). In Detroit Jottings column by George Van for the December Yachting (1957), the GIZMO race results were a three way tie between *Tigress*, *Apache* and *Falcon*. But *Tigress* was awarded the Gizmo having won all the starts.

White sold *Tigress* because he was moving to Florida. He observed that *Tigress* could never have raced the long races without the help of friends and their wives who took vacation time to move the boat to and from the various locations. Lloyd's Register noted an engine change to a 1956 Gray.

Tigress became a documented vessel with her next owner, James W. A. Rider. Her documentation begins December 1959 in Tampa, FL. In 1960 *Tigress*, of the Chesapeake Sailing Club, won the Miami- Nassau Race in the SORC series with a "new" masthead rig. According to Bill Haag of Mentor Harbor YC who had raced aboard *Tigress*, *Apache* and *Vitesse*, the changing of the rig on this one of the 32s upset Rod Stephens (pers com). Rider raced her in the Annapolis- Newport Race in 1961, placing eighth in Class B.

Found in a folder at the S&S office was design "125-C1" done for George Lyon for *Tigress*, although there is no S&S label visible in the faded lower right corner. It refers to #5114 (i.e., #4 with Great Lakes numbering) sail plan with masthead rig done August 8, 1959. There was no V strut, but the upper spreaders (3'10") and the lower ones (4'5") were the same as for the 1946 sail plan (so called "Mustang" plan, #125-44)). The mast was eight feet shorter with a mast hoist (P) of 46' and a boom (B) of 21" -- compared to a full mast length P of 52" and B of 23.6'. The table of sail dimensions given there are for four Genoa sizes, working jib and storm jib.

"*Tigress* , NY32, Wins Race to Nassau" was George Van's report on the Southern Circuit for 1960 (Yachting, March). "Jim Rider gave his NY32 *Tigress* a new hat for her first Miami-Nassau Race and, like any girl, it gave her new life and the needed lift to come home as the big winner." (p.66) On elapsed time, she finished a little over a half an hour astern of *Pacifica* in one of the slowest race with the greatest number of starters to that time. But she won Class A by about nine minutes on corrected time with *Pacifica* second. Among Rider's crew was his wife

and Dick Newpher, who raced aboard *Tigress* with Frank White. *Tigress* was back for the races in 1962 and in 1964. The April 1962 Yachting reported on the SORC Miami-Nassau Race where *Tigress* placed fourth in Class A and also fourth in Class A for the Nassau Cup Class. The latter was a north-south race of 15-miles. In 1961, she placed eighth among the 86 starters for the Annapolis-Newport Race -- "the slowest of the three since the course was changed" wrote William Taylor (Yachting, August). Three other of her sisters raced -- *Gaylark* (4th), *Icefire* (7th) and *Shady Lady* (10th).

One of the *Carina* crew, Richard Loesel, provided some insight on why Jim may have bought a NY32 (em). When Rider owned *Carina*, there were many races with *Falcon* and *Tigress* out of Mentor Harbor YC. At the annual Put-in-Bay Interlake Regatta several of the Detroit 32s also raced. Jim removed the mizzen of *Carina* so he could race in the cutter division against the 32s. Loesel described the competition as "fierce". Rider moved to Annapolis in the early 1950s. He and his wife lived aboard the 32 after he bought her and wintered in FL. Rider was a very good sailor and had several boats racing in other SORC races in late 1960s.

Tigress' documentation shows that Rider sold her to Mary Gardiner in 1962, which had her move from West Palm Beach to Miami, FL. In 1963 Gardiner sold *Tigress* to the Tracy Corporation. In October 1963, the Tracy Corporation sold *Tigress* to Donald Sucher and she move to Detroit. An S&S brokerage form dated April 1963 described her to have been completely refastened in 1956. Her sails included Ratsey and Boston dacron mainsails from 1955 and 1957 as well as Genoa and spinnaker from 1959. She had a 1962 Mercedes Benz 4-cycle engine. Her keel lead weighed 11,750 pounds and she had 10 Nevins winches. Her mast was shortened with all stainless rigging in 1959.

Dan Sucher raced her from the Bayview YC with six other NY32s in the area in the mid-1960s. Yachting reported *Tigress* and her new owner won the 1963 Thames River Race -- across Lake St Clair and back to finish in the Detroit River-- in Class A as well as being the over all winner (August). In 1964, she and *Apache* traveled south of the SORC races where they were third and second in the fleet for the Miami to Palm Beach leg (February, Yachting). The March issue saw both in the middle of the fleet for the St Pete to Ft Lauderdale leg. The 71-mile Miami to Cat Cay leg was described as a 'personal duel' between the two 32s, *Apache* finishing seventh overall ahead of *Tigress*. She was back to join five of her sisters in the Port Huron Mackinac, placing eighth to *Apache's* tenth.. *Falcon* was fourth, *Dauntless III* sixth, *Vitesse* seventh and *Gentian* fourteenth (Yachting).

In 1965 Sucher did both the Chicago and Port Huron Mackinac races (September). In 1966 *Tigress* was Class A winner of the Bayview regatta, part of the season series of the DYRA. In 1966 *Tigress* and Sucher were the only 32 in the Chicago Mackinac Race, but was first of the seven in the Port Huron Mackinac Race, placing sixth in Class A. The others were *Vitesse II* (11th), *Apache* (13th), *Dauntless III* (14th), *Gentian* (17th), *Falcon II* (19th) and *Ballina* (23rd) (Yachting, September).

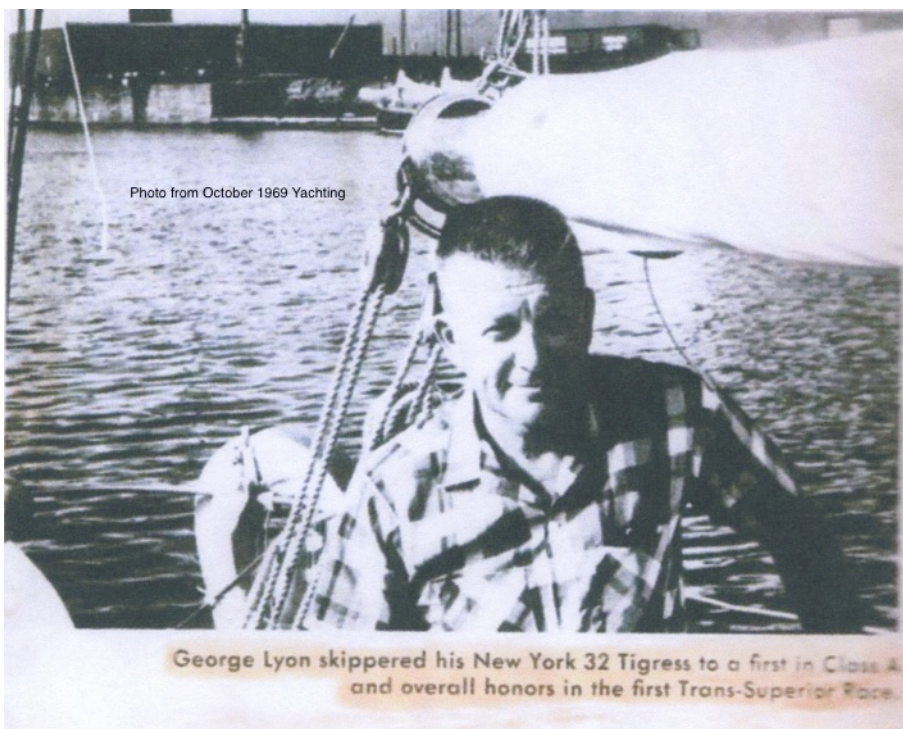
In 1966 *Tigress* moved to her next owner, George Lyon of Rochester, MI, owner of the Lyon's Gears and Spline Co. According to a former crew member of Lyon's, Ed Beebe, the shortened mast was aluminum. Ed remembered the 32 as "a fun boat". When aboard, he was the helmsman and "loved the tiller". Weather helm was no problem -- to relieve it they changed headsails or reefed the mainsail (per com '05). Lyon's daughter, Jane, supplied a copy of an album of news clippings and photos she had put together for her Father's memorial. Before *Tigress*, George had a 30-square meter, which he sold to get the bigger 32. He sold the NY32 to get into the Canada Cup series with a Standfast 40, which he also called *Tigress*. His last boat was a trawler, *Happy Bottom*. Jim Reid, owner of NY32 #16, *Ballina*, is credited with convincing George to buy the NY32 (from album, crew, wife). Both were Sarina YC (Canada) members and Lyon was also member of Port Huron YC across the river. In 1966 Lyon and Reid each brought some crew and did the SORC Miami day race on a chartered Bermuda 40, *Carissima*, and then sailed to the Bahamas. The families were good friends and the boats major competitors when they raced.

1967 Chicago Mackinac *Tigress* placed fourth in Division 1, section 1 with no other 32 in her class. For the 1968 Chicago Mackinac Race (331-miles), they were in Section 2 of Division 1 finishing tenth to *Ballina's* sixth. The race was reported as rough with high winds and seas. There were six of the NY32s in Class A of the 235-mile Bayview YC Mackinac Race. *Sapphire* placed second in the class of 28-starters. Sixth was *Vitesse II* with *Apache* seventh, *Ballina* tenth, *Tigress* twenty-second ahead of *Gentian* (Yachting, September 1968). This race had a few squalls but not any real heavy winds.



In 1969 *Tigress*, after racing in both the Chicago and Port Huron Mackinac Races, won the inaugural Trans-Superior Race -- she was first to finish, first overall and first in class. There were 22 yachts in four classes in this first race from Sault Ste. Marie to Duluth, that was reported in articles in four magazines -- Sport's Illustrated (Hugh Whall, August 11, 1969), Lakeland Boating (Robert Wilkie, September-October, 1969), Yachting (George Van, October 1969) and Boating Magazine (Gail Johnson, November 1969). All reports agreed that this 280-mile race was not in the blustery winds and heavy seas of Lake Superior's reputation. The Coast Guard cutter *Naugatuck* supported as race committee and covered each mark as well. *Tigress* reported some 600 miles racing in about three and a half days, never dropping her speed below a half a knot and going generally down the center of the lake. The winds were variable to becalmed near the finish. She finished about 1AM crossing under Duluth's Aerial Lift Bridge to a crowd of some 2500 people cheering. Two of her sisters also raced -- *Ballina* finishing third and *Gentian* fourth. Wilkie was racing his Morgan 34, *Keel Joy*, finishing third in Class C to beat another Morgan 34, *Shingebis*.

Whall quoted Lyon's -- "We came up here thinking it would be heavy weather, and we'd go good. Instead it turned out to be light -- and we did good anyhow." He didn't really sound all that surprised, however, since the 32s, although ancient by today's standards, are famously swift. But his crew had another reason for *Tigress*' success. They pointed to Owner Lyon's bullwhip draped on the backstay [the 'tiger's tail']. "I think we must have changed sails on average of five times every 20 minutes" one of them said. "We went from jenny to floater to spinnaker and back again. You don't get action like that unless the skipper arms himself beforehand." (p.19) They finished with a half-ounce spinnaker.





According to Paula Hall, chair of the 2005 race committee, the Trans Superior International Yacht Race started as a challenge between two old friends from MI -- Dr John Pierpont (finished and placed second in Class A, *Snark*, a Cal 40) and Jack Soetebier (second in Class D with *Blitzen*) -- who had discussed for several years before race in 1969 (em '05).

George's wife, Gladys said (pers comm 05) that she only did 100 mile races because George claimed the language got bad after that distance. *Tigress* did every Port Huron Mackinac Race but only three or so years of the Chicago Mackinac Race. After the Port Huron races, they would cruise in the North Channel for four to six weeks with various family and friends coming and going during that period.

Lyon's and *Tigress* raced in the 1970 Bayview Mackinac in Class B with three other sisters -- *Falcon II* (23rd), *Sapphire* (28th) and *Tigress* (29th). In the 1972 the race was beset by calm and fog with *Apache* third, *Tigress* ninth and *Sapphire* twentieth in Class G. In 1973, she raced in both the Chicago (tenth in Division II B) and Bayview (eighth in Division IB) with no other 32s racing. Again in 1974 she was the lone of the sisters racing in both the Mackinac races, placing fourth in each of her classes.

The documentation shows that *Tigress* was sold to Ernst Niederbuehl in July 1975 and stayed in the Detroit area. Ernst Niederbuehl purchased *Tigress* in 1974 after seeing her in a slip on the Black River in Port Huron with a "for sale" sign on her deck. The Niederbuehl's wrote (12/ '08) that

"this occurred on his return from the Sarnia-Alpena race on his Hunter 25, RUNAWAY. Some of the crew helped bring RUNAWAY back to Lake St. Clair with an overnight stop in the Black River and Ernst said to them, "If TIGRESS doesn't cost more than \$20,000 I'll buy her and race her in DRYA (Detroit River Yachting Assoc.) A trial sail was planned and we fell in love with the boat and bought her! We took her down the St. Clair River to Mike Thompson's Yard on the Clinton River."

The boat was hauled for the winter. In early spring, they had a call from the yard saying there was a "small problem." As David McDonald, one of *Tigress*' regular crew members, described it --

"during the spring thaw and after some significant rain, *Tigress*' winter shoring collapsed dropping her over on her starboard side. Her hull was breached by the shoring posts in several places. I believe if she had not been a New Yorker this would have been the end of her story. However, a skilled craftsman was obtained and the substantial damage repaired later in 1975." (em'08)



The Niederbuehl's arrived at the yard to this horrible site amazed that she did not take any other boats down with her. Being a "classic yacht built by S & S" the insurance company was willing to have her repaired. She had thirteen planks replaced. Luckily, there was no damage to her engine, a Mercedes 35 diesel. The job took all summer with Ernst (aka, E.J.) and Linda working every day along with the yard. She made the Port Huron Mackinac that July, "but did not finish well."



Righting Tigress after her fall. Photo Niederbuehl

Upon returning from that race, they wrote that

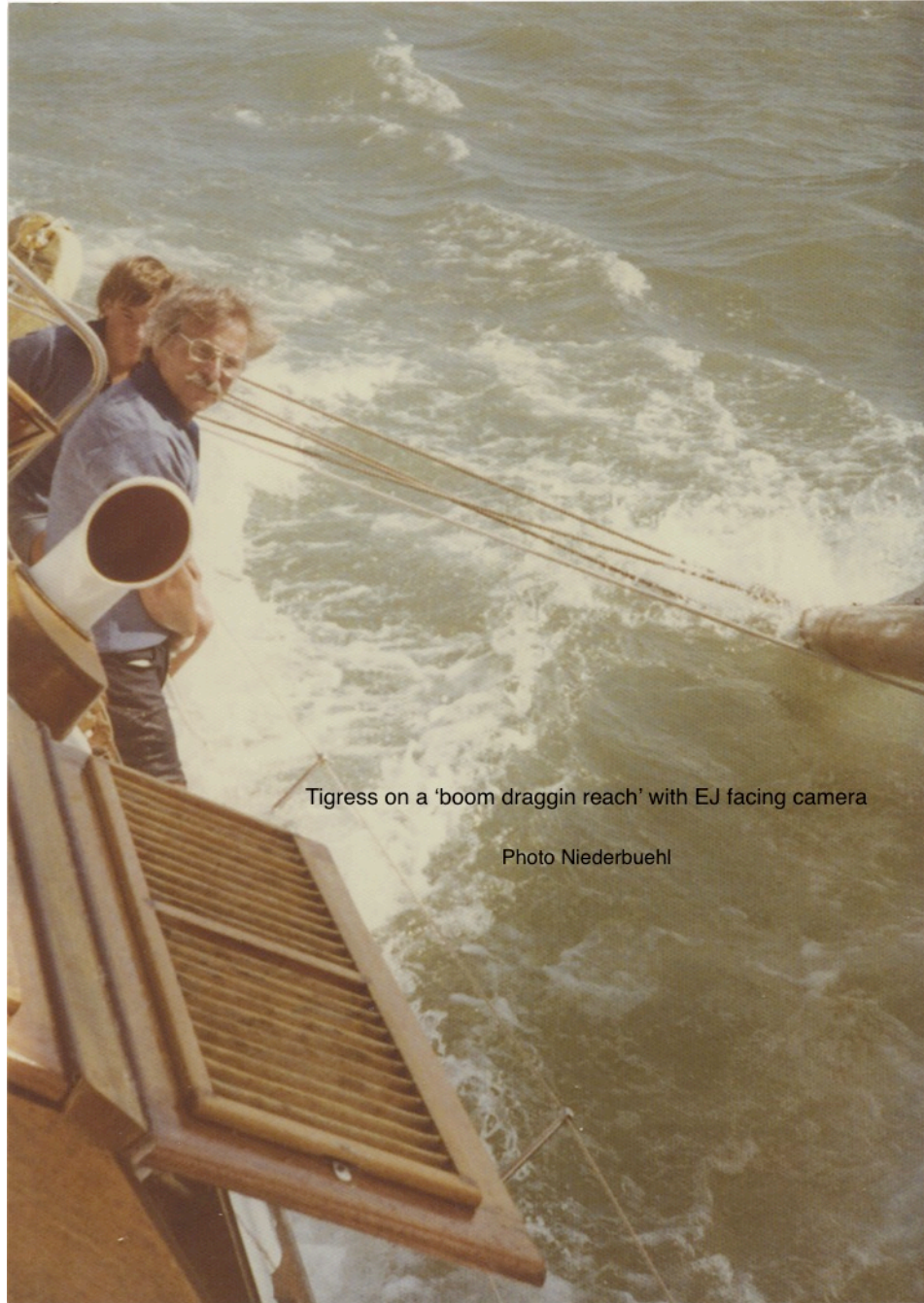
"Ernst phoned S & S and spoke to Rod Stephens about getting a larger genoa. Rod's first words to him were, "TIGRESS shouldn't have an aluminum mast". The original wooden spar was destroyed by lightning when owned previously. He said that a larger jib wouldn't hurt the boat. She was raced in every Pt. Huron-Mac race after this until 1979. Bayview YC in Detroit has a

special NY32 trophy for the first NY32 to cross the line - Ernst's name is on the trophy several times. Once the 170% genoa sail was added to the sail inventory she "smoked" the fleet she sailed in."

When they owned *Tigress*, before the start of the Pt. Huron-Mackinac race, they always spent the night on the Black River. Here at one time, they met Frank White, the earlier owner who named her *Tigress*. As one could expect, it was an event of mixed stories and seeing changes in a shared yacht. The Niederbuehl's agreed with White that her name was great -- they kept it for their next yachts -- a Morgan 42 Mk II (1980-86, winner many Port Huron Mackinac races) and the S&S Tartan 40. They saw the Tartan at the boat show in Detroit (1987) and "from that moment on she was the new TIGRESS. Ernst retired from General Motors Corp. in 1987 and TIGRESS was sailed away from the Tartan yard in Grand River, Ohio. We sailed through Lakes Erie and Ontario. Onward through the St. Lawrence River, Northumberland Straits and down the east coast to the Bahamas for the winter." In this *Tigress*, they raced to Bermuda in 1990 and then cruised to the Azores on the way to the Mediterranean, where they stayed for about eight years before sailing back to NC and some Chesapeake area cruising. After several years of summer canal boat boating in Europe, they became boatless, but loved their S&S yachts the best, having many, many fond and scary memories.

Whichever *Tigress* E.J. and Linda were racing, the primary crew included Dave McDonald, Calvin Koski, Jim Pospeshil, Bill Hohn, together with other crew members during the years. David McDonald gladly shared some of his "recollections about "the old girl" as we called her." (em 12/08)

"It is my pleasure to be among those that had the unique privilege of sailing in the New Yorker's especially when the breeze was up. We had a term -- "a boom draggin' reach" -- that says it bet. Off the wind in 20 to 25 knots with full main and spinnaker and a 130 jib as the "choke". With the main trimmed out the tip drgged in the water as we roared along. You just can't experience that in a plastic boat."



Tigress on a 'boom draggin reach' with EJ facing camera

Photo Niederbuehl

Linda wrote that "TIGRESS' career on the DRYA race circuit was great. Here were all these "modern", plastic boats and our venerable old woody. At first, they chuckled to see this old girl but after winning races and blasting them in heavy weather we earned "respect". George Van, a writer for the Detroit News [and Yachting], wrote wonderful pieces about the NY32's and was a hugh fan of TIGRESS." She included several news clippings from the Detroit paper of races in 1976-79. They never raced *Tigress* against her sisters, just in races against the modern fleets -- IOR PHRF. Some of Van's reports included one from September 12, 1977 with headline "Heavy weather aids old boats in regatta." This was the 80th Detroit Yacht Club's

Sweepstakes regatta from that weekend. "The 40-year old *Tigress*, a New York 32, tramped through the PRF-A Class fast enough to defeat 12 rivals, most of them built according to more modern designs." The course, 20 miles from Grosse Pointe YC to Detroit YC, marked the first time in more than 30 years of a river finish for the 240 boats racing. In a May 1979 article, headed "Tigress can still outsail kids," Van mentioned the other 32s there -- *Apache*, *Sapphire*, *Falcon* and *Gold Brick* -- with their sailing "confined to commodore's reviews and ventures in soft southerly breezes." This was his report of the Lake Shore Sail Club's second race of their Spring Sunset series. The winds were shifty for the thirteen starters in Class A that included *Tigress*, winner overall, after finishing "a minute behind Mike Roth's new North American -40, but took the race on corrected time." A C&C 38 finished third and placed third as well.

David McDonald recalled that "she was good at ghosting in light air for such a heavy yacht. She had exceptional sail carrying ability in a strong breeze resulting in several races where we passed through the two fleets that started 5 and 10 minutes ahead of us over a 30 mile course !" He suggested that, although Rod may not have like the idea, the shorter mast and masthead rig made her very competitive, especially when the breeze came up. During the winter, they did maintenance needed to keep her racing.

Ernst sold her to Joshua and Carol Sears of Grand Rapids, MI, who kept her in Saugatuck, MI. It was with the Sears that *Tigress* again ventured down the barge canal in 1981 to FL and then the Keys.

According to Josh they lived aboard her eight of the sixteen years they owned her. She was dark blue until the FL sun suggested the traditional white. The mast was 57 feet long and weighed 700 pounds which rested on a couple of saw horses on deck when traveling the Erie Canal. In a trip back up the coast in 1990 to MI, planning to go down the St. Lawrence, *Tigress* and the Sears visited some Maine harbors (em 02/08)-- Portland off Peaks Island, Maple Juice Cove ("love the name"), Northeast Harbor ("checked out the town"), and Slate Island Cove ("small cabin and barking dog"). They waited for good weather to cross the Gulf to Yarmouth. On the way, they were hit by a whale off Nova Scotia which damaged the rudder. They had to truck *Tigress* to MI from there. Josh says for the small town it was the event of the year. *Tigress* was the first and only boat the Sears' have owned. Josh wrote after listing some of the other places they had been --

"That's it in a nut shell, we had a lot of great memories and a few scary ones. While we had her, she got knocked down twice, mast to the water. Cockpit flooded a few times, a couple of sail ripping during a blow or two. Boats dragged down on her more than once in some fun anchorages. Some great spinnaker sails, some great one on one sails with the plastics and beating them. Beautiful sunsets and met a lot of people who had ridden on her or knew of the New York 32's or had some other stories about our sailboat."



In their travels aboard *Tigress*, they experienced a blow down in the Hudson River near West Point where the wind is funneled down the river. They almost sank in a gale on Lake Huron very early in the spring shortly after they bought *Tigress*. Josh described (em 12/08) this event as "maybe pushing the season a little" as freighters were heading south "with ice on them" while they were heading north. "First time we used our new radio was for Mayday. Salvage crew got her afloat again and off we go for the second try to get her over to Saugatuck." They had "taken Carol's cousin, Fred, along for help, his first time sailing." Josh wrote that he "noticed that Fred's new jeans were worn out on the knees and asked him about it. Fred, who had spent his time below as Josh was at the helm, answered -- "The knees wore out because I was either puking or praying the whole time."

Both Carol and Josh attended the 50th reunion, but without *Tigress*. In her cabin (Josh letter '04) were 34 racing plaques -- 13 Detroit Mackinac Races, 5 Chicago Mackinac Races, two Lake Superior Races and other "odds and ends". [see section on #5 for more on the 50th reunion]



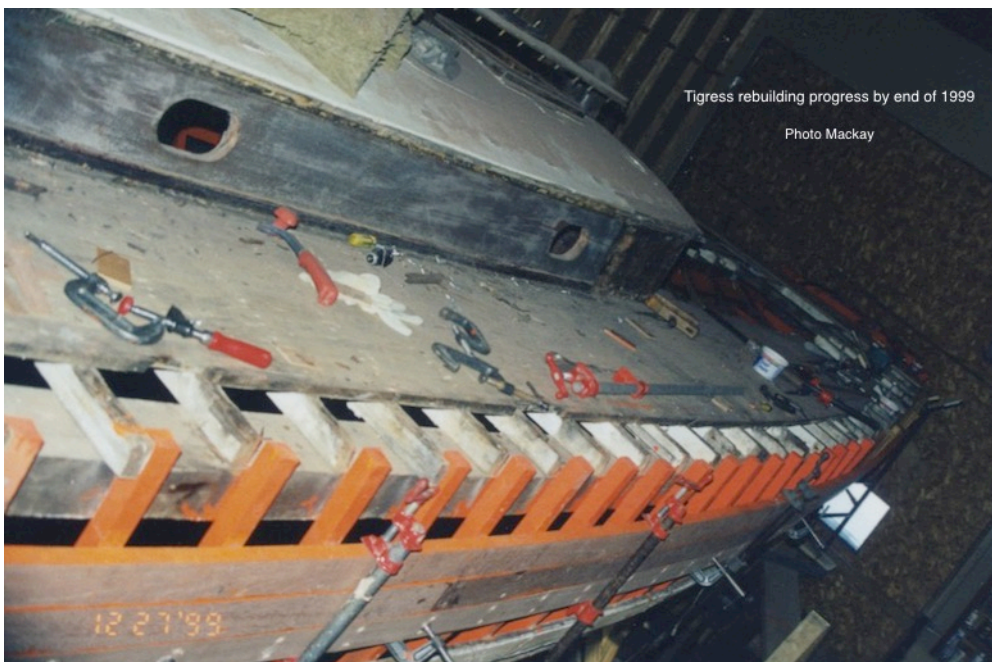
Among Patrick Matthiesen, the S&S Association secretary wooden boats, files are several related to Sear's sale of *Tigress*. In an undated notice, Josh wrote that *Tigress* was for sale "because I don't have time to use her." He was offering her in a sealed bid sale with reserve price of \$24,000 and refundable deposit of \$200 due by May 1, 1996. This notice stated that since he had owned her in 1980, she had spent the summers in the water and the winter on stands. She was in Saugatuck/Douglas, MI for viewing most any weekend. An inventory list (FAXed 3/94 when she was for sale, Matthiesen, em2/04) showed she had a 1987 Mitsubishi 33 hp engine, auto-pilot, dinghy with outboard, various other equipment and interior items including a Heritage three burner propane stove and the original five berths (two aft, two main cabin and pipe forward). Her sails included a mainsail, three genoas and storm sail. Sears FAXed a letter to Matthiesen on March 14, 1996 thanking him for his interest in *Tigress* and described her -- hull very good condition, deck fiberglass in need of replacing. He also mentioned that a Norwegian was there to look at her and someone from Detroit was interested in her, adding her to the three at NYC. He also supplied the information that "Gentian just sold for \$8000 US" Matthiesen had looked at *Gentian* in 1993, but said he did not get to see *Tigress* with her aluminum mast and steel mast step. David Coleman, a professor of chemistry at Wayne State University in Detroit, did look at *Tigress*, according to a letter he FAXed April 14, 1996 to Matthiesen. Coleman wrote he had "nearly bought Tigress" and had a recent survey for her. Instead, he purchased John Alden's Q-boat *Hope*. He offered his insights on *Tigress* and wrote that she hadn't sold, although the sealed bid approach had been dropped.



Josh Sears wrote (em 3/07) that the sealed bid approach did not get much interest so he dropped it. Instead he advertised her online and in a few magazines. The internet ads brought inquiries even eight years after she had been sold. A man from Norway did look at her but could not work out shipping her to Norway. He made a model of *Tigress*, which he sent Josh one Christmas. The Sears visited him in Norway to thank him. The 1987 engine replaced a Mercedes and was done in Ft Meyers, FL by Sears. He figured it took about 65 hours including cleaning and painting the area, and cost \$4544. The new engine is smaller, but with about same horsepower and a weight of only 408 lbs. (em 1/07).



In 1996 Bruce Mackay, an airline pilot, bought *Tigress* and with the help of six, including Ed Beebe, sailed her to the Port Huron side from Lake Michigan. Both remember the trip as wet, both above and below deck. Luckily for them, the rudder did not 'dissolve' until she was being hauled. Bruce said he sailed aboard *Tigress* with George Lyon when about seven years old. Mackay planned an extensive rebuild for *Tigress* originally spread out over about seven years.



After a few years with a Canadian carpenter, she moved to Mayea's boat yard near Algonas, MI. Bruce allowed (pers com 3/04) that the progress is slow, but steady. His family have owned other boats and have a Tartan 37 on which they do Sunday races. The mast will be returned to a fractional rig with a smaller genoa and winches. He plans her to be all new except the original keel timber, bronze hardware and shear streaks and good for another 70 years. In early 2007, she was due to be moved for a fourth time during her rebuilding. The Mayea's business was involved in a legal problem with the owner of the property. *Tigress* moved about a quarter of a mile down the road.





In a phone call about mid-March 2018, Bruce said that *Tigress'* rebuilding has moved slowly, in part because the older workers at the yard are now semi-retired fellows. She is about sixty percent complete and sound. He thinks about moving her again to another yard where the rest of the work could move along faster. There is also the \$500 a month storage he now pays to consider.



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

Debbie Rogers, rogsmu@gmail.com or 401-539-2858 (2008 updated 2019)

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
- S&S design plans are housed in Ships Plans at Mystic Seaport

