

John K. Roosevelt of Oyster Bay was the first owner of #5, naming her *Esmeralda*. Roosevelt had been a NYYC member since August 1928, a SCYC member since 1907 and a CCA member since 1933. The CCA was incorporated in 1924 and the 1936 commodore was his brother George E. Rosevelt. Two possibilities for the name were given by two of John's children. Either, she was named after the Chilean Navy's flagship in the late 1880's War of the Pacific between Chile, Peru and Bolivia or she was named for an emerald John did not buy his wife when he instead bought the boat.

John was born in 1889 and died in 1974. Although he took the Harvard entrance exams and could have attended, he chose to work on a cable ship for All American Cables in 1910, becoming a civil engineer with the company. He worked on laying cable in the Panama Canal and other areas of South America. During World War I, Roosevelt started in the US Army Signal Corps, transferring to the US Navy flying corps where he was involved with trying to get planes to Europe. Roosevelt returned to All American Cables, working on deep sea cables. This company was taken over by IT&T. At the time of his death, John was a retired vice president at IT&T and a retired partner in firm of Roosevelt & Sons. His older brother was George Emlen and his younger brother was Philip J. (daughter Elizibeth's letters '05). Both of his brothers graduated from Harvard and were also NYYC and SCYC members.

In 1930 Roosevelt had S&S design a 6-meter for him. She was *Mist*, US #6. (Kinney and Bourne, 1996) shows *Mist* as design #6 with the year 1937. But both the Nevins Yard records and Lloyd's Registers show her as built in 1930.



Roosevelt raced *Esmeralda* to Bermuda in 1936. His brothers had raced in the 1930, 1932 and 1934 races aboard the family schooner *Mistress*, but John was not listed in Loomis (1936). No information about his crew for the 1936 race has been found, but he raced aboard *Mistress* in 1938 with his brothers (Mystic, Coll. 303). His daughter said that her brothers, W. Emlen and J. Alfred, sailed to Bermuda in 1936 aboard the NY32 (pers com '04). In 1937 John was back with the *Nancy Belle* (38 ft loa) having rigged her himself as a brigantine. Other than the original sails for the NY32, Ratsey (Mystic, Coll. 236, v 164) shows John and several other Roosevelts and SCYC members buying Raven sails in the winter of 1949. His were for *Whisky Jack* (#27) among the class boats at SCYC (Elizabeth '05).

Monday, June 22, 1936 saw the start of the Bermuda Race with 45 starters, by all reports, the largest fleet thus far. The start for the first time was at Brenton's Reef Light Ship off Newport, RI. in light winds. Parkinson (1960) used the adjective "horrendous" to describe the race, Alan Gray's Rudder (August 1936) headline called it "four days of hard going" and Alfred Loomis in Yachting (August 1936) called it "an uphill slam to Bermuda, largest fleet on record meets rough going". The fleet ran into an early summer gale with head winds for most of the race, all either reefing, setting storm sails and/or spending time hove-to over the 635-mile course. Among the smallest boats in the fleet were four of the NY32s -- *Apache*, *Spindrift*, *Esmeralda*, and *Geisha* -- and two of the Paine 36s -- *Actaea* and *Gypsy* -- all racing in Class B. *Kirawan*, a cutter, won Class B with sloops *Actaea* second and *Apache* third. The cutter *Starlight* was fifth and the sloops *Spindrift* finishing seventh, *Esmeralda* eleventh and *Geisha* twelfth of the fifteen finishers.

At the end of Gray's article, he took a few sentences to describe many of the entries. Here he included observation that *Esmeralda* did not carry an engine in the race and thus was the "only one of the NYYC class to have no propeller allowance." It is believed that each of the 32s was launched with her engine (Olin Stephens, pers. comm), but Gray's note would indicate that either an exception was made and it was installed later, or it was removed for the race and later installed. There is another possibility hinted at by reference to the engine for the design stated in both the Yachting article in March 1936 and that in Motor Boating of June 1936. Both noted in their description of this new NYYC one-design class that the auxiliary power was to be the Gray Light Four but that two were to have small Hill-Diesel engines. But the description of each of the twenty yachts in Lloyd's register for both 1936 and 1938 shows all to have the Gray engine specified. So, the mystery remains, as does that of which of the class was the reported fifth among the initial reports of the number to enter this Bermuda Race.

125-26 SR rearrangement for diesel drawn by AG 3/4/36 is a revision of the aft stateroom (off set companionway) for a Hill diesel. It does not say it was for a specific hull, but notes that "for a gas engine, add drawers to bureau." Design plan #125-4T shows the bureau with four drawers and a slide out seat under it.

Esmeralda was back racing on the sound for the annual race week hosted by the Larchmont Yacht Club (LYC), July 18-25 in 1936, although none of the other three show up in the summaries. James Robbins reported on that week's races for the NY Times beginning with the headline "Taylor's Barbara leads 50-footers as 250 yachts sail" (7/19/36). This first day was raced in northeast winds calling for working head sails, although only about 18 miles an hour, it blew against the ebb tide, kicking up the waters of LIS.

The summary of the first day's races for the 25 classes gives further insight into the race. The start for the NYYC 32-foot class was 2:20pm and *Valencia*'s finish is recorded as 4:43:47pm and *Esmeralda*'s finish, seventh of the class, was 4:51:39. The course was fourteen and a quarter miles. *Folly* finished 2 minutes and 25 seconds after *Rampage* with *Swell* one minute

and thirty-seven seconds after her. The closest finishes were *Revonoc*, 6 seconds after *Swell*, and *Clotho* just 7 seconds after *Revonoc*.

The report for the racing on July 21st among the eight 32s was limited to the summaries in the New York Times with nothing mentioned in the text. The course length was fourteen and a quarter miles which *Esmeralda*, the first to finish, covered in two hours and twenty minutes. *Wynfred*, eighth to finish, covered the course in two and a half hours. It would seem that among the first six finishers there might have been some exciting times as they finished within a minute and twenty seconds. Six seconds separated *Esmeralda* and second finisher *Clotho* with *Rampage II* third, eighteen seconds later. *Valencia* was only two seconds in fourth followed fifty-two seconds later by *Swell*.

Esmeralda beating Clotho during
Larchmont Race Week, 1936



Photo Rosenfeld Collection
(76193F)

Esmeralda, was not among the class racing in the NYYC annual cruise. She was the first of the class to leave LIS as Yachting reported in the Lake Ontario news (December, 1936). *Esmeralda* had been bought by William Barrows, past commodore of the Rochester Yacht Club. Barrows became a NYYC member in December 1936 being proposed by Drake Sparkman and seconded by Herbert Stone. His address on the class list for 1937 was the McFarlin Clothing Co., Rochester, NY. He had served as commodore of the RYC in 1934 and won the Canada Cup in 1930, skippering the 8-meter *Thisbe* (Stolze, 1977). Barrows was the subject of "in the world of yachting" column of Yachting (October, 1927). He was well known on the south side of Lake

Ontario where he had worked to build the RYC back up after the first World War bringing in modern yachts. With his Alden (1927 design, Lawley built) "20 rater" *Vitesse* (French for speed), he won the George Cup for RYC. The NY32 #5 became *Vitesse II*. Ratsey (Mystic, Coll. 236, v.119) provided Barrows with estimates for a NY32 mainsail at \$395, genoa \$224, and a large CC rule spinnaker \$195 in February. In 1935, Robbins included Barrows' winning of the Silas George Cup with 6-meter *Meteor* (1930 S&S design, Nevins built) in the Lake Ontario series with other news of the year in "Yachting in U.S. had record year" (NY Times 12/29/35). Robbins also mentioned Rod Stephens and *Stormy Weather* winning the Fastnet race and Cornelius Shield's successful defense of the Seawanhaka Cup in the 6-meter *Challenge*. Near the end of the article, Robbins wrote -- "Distance racing, in addition to that on the New York Yacht Club and American Yacht Club cruises, played a more prominent part than ever." And then went on to mention several and the winners.

Barrows sold *Vitesse II* after one season. Brooks Brothers and Lloyd's Register for 1938 shows Lucius Gordon of Rochester, NY the new owner. Bob, as he is known, said he bought her from Barrows as he had bought the Alden before (pers com '04). He said he had crewed on *Thisbe* and was able to buy *Vitesse II* at a "reduced price" in 1937 (pers comm '07). Barrows, generally winning during the season, had done poorly in a race being hit by lightening and with damage to the yacht. She was white hulled, "beautiful" and a "wonderful boat". He was rear- and then vice- commodore of the RYC (*Yachting*, January, 1940). But with the war he sold her, being unable to sail weekends due to work, and was no longer eligible for the commodore-ship. While at Yale he was in the Naval Reserve until he learned that he was color blind. He owned the Mixing Equipment Company, which made fluid mixing machines for industry (pers com '05). Bob found the NY32 designed beautifully and sailed fast. He both raced, doing very well, and cruised in her. After the war he went to power boats, traveling in the Thousand Islands as well as along the Atlantic coast from ME to FL. He is a past commodore of the Key Largo Angler's Club. *Vitesse II* won the 1938 Baldwin Cup, the 1941 Founder's Cup and Lake Ontario Trophy of the LYRA (Stolze, 1977). In June 1941, *Vitesse II* had a new 1060 yard RORC spinnaker and a 465 yard genoa estimate from Ratsey (Mystic, Coll. 236, v.120).

Among the S&S collection at the Antique Boat Museum is a brokerage sheet for *Vitesse II* from October 1942. At that time she had her original Gray engine. Ratsey sails from 1936 and also 1937 "in new condition, used very little". She had two berths in the main cabin plus the two in the aft stateroom and the crew berth forward as per the original plan. The remarks section says --

"In 1941 VITESSE II won Founder's Cup, second in Freeman Cup and won the Lake Ontario Trophy. Fast cruising and racing sloop built to rules of N.Y.Y.C. specifications include mahogany planking fastened to white oak frames by Everdur bronze screws, hallow mast, stainless steel rigging new 1938, lead keel, bronze diagonal hull strapping, copper tanks, rubber engine mounting. Has 2 Ratsey Genoas, 2 spinnakers, storm trisail & storm jib. All running rigging new 1941 --Life lines, air foam mattresses in cabin & boxspring mattresses in aft cabin."

In 1943 Cletus (Clete) Welling of Detroit, MI became the new owner of *Vitesse II*. They raced in the Port Huron Mackinac, finishing second on corrected time to *Apache*. The Detroit Jottings of November (Yachting) told that *Vitesse* had won the Grosse Point YC Blue Nose Regatta. It was her first win of season after taking second eight times. *Minx* (NY30) was first to finish, but placed third on corrected time. *Apache* finished second.

In 1944, the Invasion fleet on D- Day was the subject of a pictorial article in the August Yachting issue. On the South Shore of Lake Erie column, on June 24-25th Welling's *Vitesse* of NYC won the Merrill B Mills Trophy of the Toledo YC in a tough battle with Gmeiner's *Apache*. *Vitesse* also won the Commodore Russell Cup for the boat with the best corrected time in the racing-cruising class. In Detroit Jottings, the news was that *Blitzen* was third in 70 mile Mills Trophy race, having trouble with the NY32s. Only thirty-seven seconds separated *Vitesse* and *Apache*.

This competition between these two NY32s continued as shown below and George Van's River Notes column in the Detroit YC Main Sheet (July 1950) on that year's Mills Race.

“There is no greater rivalry in sailing around here then between Wilfred “Toot” Gmeiner with his *Apache* and Cletus Welling with his *Vitesse*. It has been going on since 1944 and is now ingrained with both of these clever skippers. They are friendly enough around the club but on the lake they're a couple of sea-going tomcats. Their intense sailing is the kind that pays off. *Vitesse* and *Apache* always seem to be up somewhere near the top, or at the top after a race.

“Welling and his hard driving crew turned in the best job of sailing this spring when they won the Mills Trophy Race, the Toledo Yacht Club classic, in a boat-for-boat encounter with *Apache*.

“Yes, you guessed it, *Apache* was second. The two were together all around the course. One covers the other but most of the time it is Welling who keeps on top of Gmeiner. At one juncture in the Mills Race, on the second leg near Middle Sister Island, *Apache* tacked away from *Vitesse*. It looked like a bad move for Gmeiner because *Vitesse* was in the clear. But Welling wasn't letting Toot get away. He tacked *Vitesse*. It was pretty much like that all around the 70 miles which, this year, proved a tortuous ride in a variety of airs, mostly light. It took more than 17 hours to cover the distance,” (p.13)

As when other of this class have found themselves racing in mixed fleets over the years, the race is really between the sisters.

As reported in the two articles in 1944 September's Yachting, both Mackinac Races were raced. In "Port Huron -Mackinac : 32 out of 27 starters staged a seesaw battle in varying weather" by George E Van, the author was aboard *Blitzen*.



Vitesse won the race finishing, after forty-three hours and almost thirteen minutes of racing, second after *Manitou* and just ahead of *Blitzen*. *Apache*, second on corrected time took forty-five hours and three and a half minutes to cover the 250 mile distance. She had been first to finish and winner in 1943 race. Their Racing-Cruising Class was the largest with sixteen starters. There were six starters in the Cruising Class and five, all 8-meters, in the Racing Class. The NY30, *Minx* raced with her new owner, HR Schwegler, turning in an elapsed time of sixty-four and a quarter hours. According to Van, on Saturday afternoon

"*Vitesse* got the start with *Apache* right behind her..... Most of the bigger boats and all of the racing class had Harbor Beach behind them by sundown on Saturday night. There was good wind until midnight and it was about then that the breaks which make all Mackinac racing something of a gamble started to take shape. *Vitesse* was well back in the pack and not doing too well. Charley Buysee's 44-foot cutter *Last Straw* had both *Vitesse* and *Apache* well astern as the fleet moved across Saginaw Bay. Here *Vitesse* tacked well into the Bay while most of the fleet went out near, or beyond, the steamer channel which is directly on the course to Mackinac. ... On Sunday morning the breeze piped up to 25 and 30 miles out of the northwest -- right on the button for *Blitzen* but the yacht she converged with as she came up under Thunder Bay Island was *Vitesse*, which had reached out of the Bay...."

Two maneuvers -- that Saturday night tack into Saginaw Bay and sticking to the Michigan shore early Monday morning -- had paid off in the glory of a Mackinac Race victory for *Vitesse*.

Vitesse II was not so lucky in the 1945 Port Huron Mackinac -- a very rough, nasty race with only 4 of 40 finishing in the strong northeaster -- when she ended up forced into shore and grounding out. Welling's daughters (Sue and Marilyn) described the event as "sailing into an apple orchard during a hurrific storm."

George Van (Yachting September 1945) reported on the race which started calmly on July 14th but turned nasty with torn sails, many seasick and all but six dropping out before the finish. He wrote: "Only four, *Blitzen*, *Manitou*, *Apache* and *Last Straw*, out of a record entry of 40 stayed out to slog their way through the nor'easter to finish at Mackinac Island. *Apache* completed the distance in sixty-two hours and ten seconds. She was perhaps only racer to carry her mainsail all the way and she "didn't even break a batten which lends credence to the estimate that the wind was in the 30s Saturday night." *Vitesse* didn't finish because she went aground about 35 miles from the start at Foster. At the time, she was sailing with her main down and a working jib up. They did not think they were that near shore until they hit and fired off a Very pistol which showed the trees.

"Seas lifted her up on the beach and Les Nevins, one of her crew, jumped overboard. The water was up to his waist and he made his way to a sapling where he tied a guide line. The rest of the crew then came ashore and slept for several hours. By that time the water was only ankle deep all around the ship, which made it possible for them to unload everything portable. A week later *Vitesse* was skidded off and towed to the Fisher yard in Detroit. She wasn't leaking and her motor still ran. Her lead was considerably chewed up, but will be replaced, and she'll be back in commission later this year."



Welling succeeded in getting his NY32 off the bank and the headline in Detroit Free Press (May 31, 1946 sports section) proclaimed -- "It cost \$8,450 to make this picture possible" - over picture of several yachts. "Vitesse II (foreground), damaged in last year's Mackinac race came back Thursday to win a Memorial Day event." On another page, an article, "Owner says it's worth it," described what it took to get her back racing in 1946. A channel had to be dug to pull *Vitesse II* off the shore. She was pumped out and tow her nine miles back to a Detroit River yard for repairs (\$2450). She got a new rudder and keel repairs, replacement of 14 broken planks and repair/replacement of damaged rigging (\$6000). Her record according to Welling was winning eight straight races in 1943 and 1944. And, with the Memorial Day 1946 win on the 18-mile triangle course (run, reach and beat to finish at NYC), she seemed to pick up where she left off.

The daughters said they did lots of sailing aboard *Vitesse II* with cruises after the Mackinac Races. There were also many pleasure sails with family and crew family.



Welling became NYC commodore for the 1949 year. In 1950 she did both Chicago (2nd) and the Bayview Mackinac (5th) according to Yachting (September). She was the only 32 in Chicago and one of four in the Bayview Races. In the 1951 Chicago Mackinac *Vitesse II* finished second in Class B (elapsed time of 62:51:20) just fifteen minutes behind *Soubrette* (62:36:41), according to the results in The Rudder (September). While Welling owned *Vitesse II*, he ordered several sails from Ratsey in NY (Mystic, Coll 236). In fall 1943, it was a genoa (v.157). In November 1946, it was a mainsail and working jib (v.162). In May 1949, it was a cotton mainsail (v.164) and in 1951 an orlan genoa (v.163). *Vitesse* was Welling's first sailboat having sailed the NYC catboats, as did Ament and Taylor. After selling *Vitesse* for health reasons, he got back on the water in a 'stinkpot', a daughter recalled. When Welling sold the NY32 to Pat Collins in 1952, Collins presented him with a full model, made in Saginaw, MI.



Lloyd's Register for 1953 lists Percy Collins of Detroit as the owner of *Vitesse II*. The 'Detroit Jottings' column by George Van in the August 1954 Yachting told of Collins' *Vitesse II* and Gmeiner's *Apache* sailing the wrong course in the Detroit YC Memorial Day Regatta of 134 boats. Both boats sailed a 21 mile triangle instead of the 15 mile one. *Apache* won finishing a minute and three quarters ahead of *Vitesse*. In the 1954 30th Port Huron Mackinac Race, *Vitesse II* with Collins place eighth in Cruising A just ahead of *Tigress* and her owner White. *Apache* finished fifth and *Falcon II* twelfth (Yachting, September). A Detroit News 'sports profile' of *Vitesse II* said that Collins "maintained her as a queen." They did all the local regattas and 16 Mackinac races, both Chicago and Port Huron until 1959. Collins ordered sails from Ratsey (Mystic, Coll. 236) – a spinnaker in January 1956 (v.169), working jib, drifter and genoa in October 1956 and a genoa replacement in July 1957 (v.170).

In the S&S Collection at the Antique Boat Museum here is a brokerage folder for *Vitesse II* dated September 25, 1957. There was a description sheet, pages of sail and equipment inventory lists, pictures and letters. The description sheet stated she had a life raft, but no dinghy and a 1956 Gray 20hp engine (a model 112 with 2-1 reduction gear was on the equipment list description). She had a large sail inventory -- eighteen sails on the canvas inventory page dating from 1951 to 1957 plus winter cover and dust cover for inside storage. All are Ratsey sails including a cotton mainsail as well as a dacron one. She had three dacron genoas and one in nylon, two older nylon working jibs and a new dacron one as well as new nylon reacher. There were four spinnakers listed -- nylon (1952), nylon cross cut (1953), nylon piebald (1956) and a

zeta (1957). Also on the list were a storm trysail and a storm jib with no year but notation saying they were "still good - not used." Possibly they were the original ones that she had from 1936. The equipment page showed she had a new *Mustang* rig installed in 1952. She got a Nevins fiberglass "Mustang type" hatch installed over the galley in 1953. Her bottom was wooded, seams pulled and re-payed in 1956 and her topsides were wooded and re-payed the following year. It also stated that her running rigging linen and nylon were replaced every two years. The race record list included three Chicago Mackinac Races -- 1955 a third in Class B, 1957 fourth in Class A and 1957 a second in Class A. In the Port Huron Mackinac Races in Class B for the same years, she finished third, second and fifth, respectively. The list included first in Class A of the Mills Trophy Race in both 1956 and 1957 as well as first in Class A and overall in the 1956 Bayview Long Distance Race.

The remarks section on the brokerage sheet stated that "VITESSE II has been maintained without regard to expense, with a professional captain aboard. ... She is offered for sale because owner wants a smaller boat which he and his wife can handle alone..." In a September 10, 1958 letter to Drake Sparkman at S&S, Collins outlined his plans for the boat and the winter. She was being hauled for bottom painting and installation of an "Aqua Clear and a Depth Finder" then launched for trip to NY. He felt they would be on the way to NY by October first and looked forward to seeing Drake. From NY the plan was to go on to Annapolis where *Vitesse* would stay while Collins went to Ft Lauderdale to open his winter house. He would bring the boat to FL and, if she wasn't sold that winter, "race her in at least the Nassau race." Collins, known as Pat, said he had thought the matter of price over and "think I should get 21,000 net, that could be slightly less if I take off some canvas and some navigation equipment which I could use on another boat. In the meantime, I am going on with my plans as though the boat was not for sale." He added a P.S. that they "won the A class in the D.Y.C. sweepstakes last Sat." One other item in this collection is a commission form for *Vitesse* stamped with the date September 25, 1957 in red. This is crossed out in pencil and the date "9/11/58" written in pencil at the bottom. It said she could be seen at the "Detroit Basin -- sails Detroit Yacht Club" and that "captain who lives 3 hours away can show by appointment." Offering price including commission was \$25,000. In pencil was written "take 22,500" and 'sold'. Detroit Basin was crossed out and Belle Isle Detroit written in pencil as well.

George Pearson knew Norb Taylor and had him among the crew aboard *Goldbrick*, his NY32 #1. He related the story about how Norb bought *Vitesse* from Pat Collins. Norb and his wife knew Collins was going south with the boat and stayed up all night to catch him. They brought *Vitesse II* back from Lake Erie to Detroit. George said Norb never asked him about buying his 32 because Norb figured he wouldn't sell her and Collins' was for sale. George also related that both the Taylors were now deceased and they had no children (pers comm '04).

The 1959 Lloyd's lists Norbet Taylor, Detroit, the owner of *Vitesse II*. Taylor and *Vitesse II* were active racers in Detroit. They appear in all the Port Huron Mackinac Race results from 1959 - 1969, but 1963 seemed to be their best season. In the Detroit News (July 10, 1963), George Van profiled Taylor, who was 60 years old. Taylor said he did not know why

Vitesse II was sailing so well that season. He had crewed for seventeen years on both *Apache* and *Vitesse II*. The article quotes *Apache*'s long time owner "Toot" Gmeiner as saying --

"Norb is modest He's not sure what he's done But he has *Vitesse* going. A boat can be right but she still must be well sailed and he has the crew. There is plenty of sailing know-how in Norb's gang, Frank Kirsten, Don Baird, Stan Puddiford and Norb's brother, Vic Taylor, are all 25-year men. He's got the technical man, Johnny Trost, up forward setting his light canvas this season. Jack Kendrie, like all the Hendrie family, is a cracker-jack helmsman."
(p.1D)

In Yachting July 1963, George Van's 'Detroit Jottings' column began with

"*Vitesse II*, Norbert Taylor's NY32, a rather somnolent lady in racing performances in recent years, got her season off in fine style by mopping up the cruising fleet in the first two regattas on Lake St. Clair. *Vitesse II* ran away and hid in the Detroit YC's Memorial Day Regatta when she not only licked the Class A but had minutes to spare on corrected time over the other cruising divisions.

.....

In the St. Clair YC's 42-mile Thames River Race *Vitesse* stalked the 52' sloop *Tamara* of Floyd Hinsby the entire distance in the moderate-light going and won the fleet prize on corrected time. *Tamara* moved to fourth place in Class A behind *Vitesse* and the two other 32s, *Falcon* and *Apache*."

In his column in the August 1963 Yachting, Van wrote:

"Norb Taylor's NY32 *Vitesse II*, which went along as just another starter in Class A for years, often in the money but never winning any big ones, became the hot boat in these parts in the early summer regattas. In her first five starts, *Vitesse* came home with three firsts and two seconds and twice had the best corrected time in the whole cruising fleet. Taylor attributed his lady's high-flying ways to re-cut sails and the addition of some seasoned hands, including Don Baird, Stan Puddiford and Jack Hendrie, to his crew."

In the 1963 Port Huron Mackinac Race (September Yachting) *Vitesse II* finished five and a half minutes after *Falcon II* and twenty-two and a half minutes after *Apache* for third in Class A.

In December 1963, Norb sent a note to Skip Gmeiner saying the information he had on *Vitesse II* was correct. "As for the 32 Club, Great you have my vote - and help if you should need it. See you in Florida." In April 1964 Skip wrote Norb back saying -

"We of the New York 32 Owner's Club officially want to congratulate you for winning the 1963 season's championship in the DYRA. The New York 32's again were first, second and third. We believe that your participation in all eleven races combined with the team spirit of your crew should be recognized. ... This year the competition will be even greater but we are confident that the fleet will be looking ahead at the only New York 32 with a varnished transom."

The NY32 Owner's Club was born in early 1964. That was also the year that both *Apache* and *Tigress* went south to race in the SORC races. For more on the Owner's Club beginnings, please see the section for #2.

In the September 1970 Yachting, George Van noted that NY32 #5 had been sold to Don Schneider of Racine, Wisconsin. In 1971 *Vitesse II* and Schneider placed twelfth in Division 1, section 2 of the Chicago Mackinac Race. She was the only 32 in the race.

The next owner of NY32 #5 was John (Jack) Frost of DePere, WI. Frost bought *Vitesse* through Palmer Johnson Inc from Schneider in November 1975. He said Schneider was an avid racer and did a lot of the Mackinacs. Frost lent me his file on *Vitesse* in 2005 from which the following comes. He said he guessed it was the look of the 32 that got his attention. When Frost had called Rod at S&S in December to get some information on plans -- they would send plan list and there was \$5 handling fee plus \$2.50 per print -- his phone notes indicate Rod said to never put the rail in the water, not to overload the back stays, the 32 heads up beautifully and mentioned the metal mast step on *Mustang*.



Vitesse, cover girl for Sailing, 1977

Photo from Jack Frost

Vitesse was the 'cover girl' for the August 1977 Sailing magazine. The picture was taken on summer cruise on Lake Charlevoix, MI, by Jack's son, David. Frost also provided the close up of the rest of the crew that day –Gary Kirkpatrick, Craig Hessler, Betty Frost and Jack. Rod Stephens wrote Frost in mid-August complimenting him "for the lovely condition of VITESSE as shown in the lovely picture on the cover" of Sailing. "I have yet to see another boat which is either as pretty or as desirable from so many considerations as the New York 32."

In the picture caption from Sailing the NY32's length was compared - "substantially longer " - to the new NYYC one-design 40 by Douglas Peterson. Frost provided several other photographs of *Vitesse* -- under spinnaker watching the Chicago Mackinac race one year and close hauled leaving Frankfort Harbor on the northern part of Lake Michigan.



Vitesse watching the Chicago Mackinac racers

Photo Jack Frost

Prior to the 32, Frost had an Eastern Interclub which was a 35' sloop designed by S&S and built at Palmer Johnson in Sturgeon Bay for Palmer. Frost said when he bought the NY32,

he left *Vitesse* in Racine for the first winter and Schneider agreed to keep the sails and rigging at his house until spring. There was a fire, however, during the winter in which the sails and rigging were damaged. The insurance covered the cost of new North sails and new rigging. The fire occurred before early January when Frost wrote Rod at S&S to ask about rigging changes since he had to redo the standing rigging due to fire damage. He said that *Vitesse* had winches on the running back stays "and I understand from the former owner that he really ran them pretty tight. This is contrary to your suggestion and makes me wonder if lever operated back stays might be better." Frost had also asked about the furling headsail. Rod had written in early January with some general observations and history for the new NY32 owner. In later January, Rod responded with rigging list, the *Mustang* sail plan and a "strong" recommendation against runner levers. Rod wrote he was "not much of an enthusiast for any kind of a furling headsail as I think when you are through with the sail it should be taken down and stowed below and there should be several different sails for different wind strengths." *Vitesse* had the *Mustang* rig (design plan 125-44, dated 1947) installed in 1952.

Frost said his hobby was metal working. He was an engineer and vice president of TEC Systems, Inc according to various letters. Frost said it was a company that made ink dryers for the printing business from which he retired about 1980 when it was sold. The company is still in business with some 600 employees (pers com '05). In early May 1981, Frost wrote Rod for his thoughts on an idea that came up when he and Jim Cramer at Palmer Johnson were "chewing the fat" about what boat he should get after he had sold *Vitesse*. "We got to talking about building a new NY 32 in aluminum. Combine those great lines and powerful rig with today's "state-of-the-art" materials and know how." In mid-May, Bill Langan, S&S chief designer, wrote back with some information on the idea since Rod was on vacation.

"As you probably already know, the NY32 is Rod's favorite boat so his enthusiasm has infected some of the rest of us. I am sure he would love to see a modern version built and we would all go a long way toward supporting that goal. He probably has all sorts of ideas on how to modernize the boat, so I will withhold my own comments until he returns. What I can give you are details on the costs associated with such a project."

Langan went on to say that all the plans would cost \$2500, drawing the aluminum construction would be about \$3500 and would take most of three weeks and gave \$2000 as ballpark estimate for modernizing changes to plan. The total design cost of about \$8000 "sounds like a lot until you compare it to the \$20,000 price for a new design." The construction costs he said could vary from \$200,000 to \$350,000, but felt that Palmer Johnson could provide a better estimate than S&S for that. In early July, Rod wrote Frost beginning: "On two occasions recently, I have talked to people who had been involved with the New York 32s and their comments are so universally favorable that I think the decision you made on 15 June was very correct that the 32 lines should be held." Rod suggested keeping the propeller offset and making small modifications to the rig. On the interior arrangement (for original 1935 plan see [Lines](#), Stephens, 2002) he wrote :

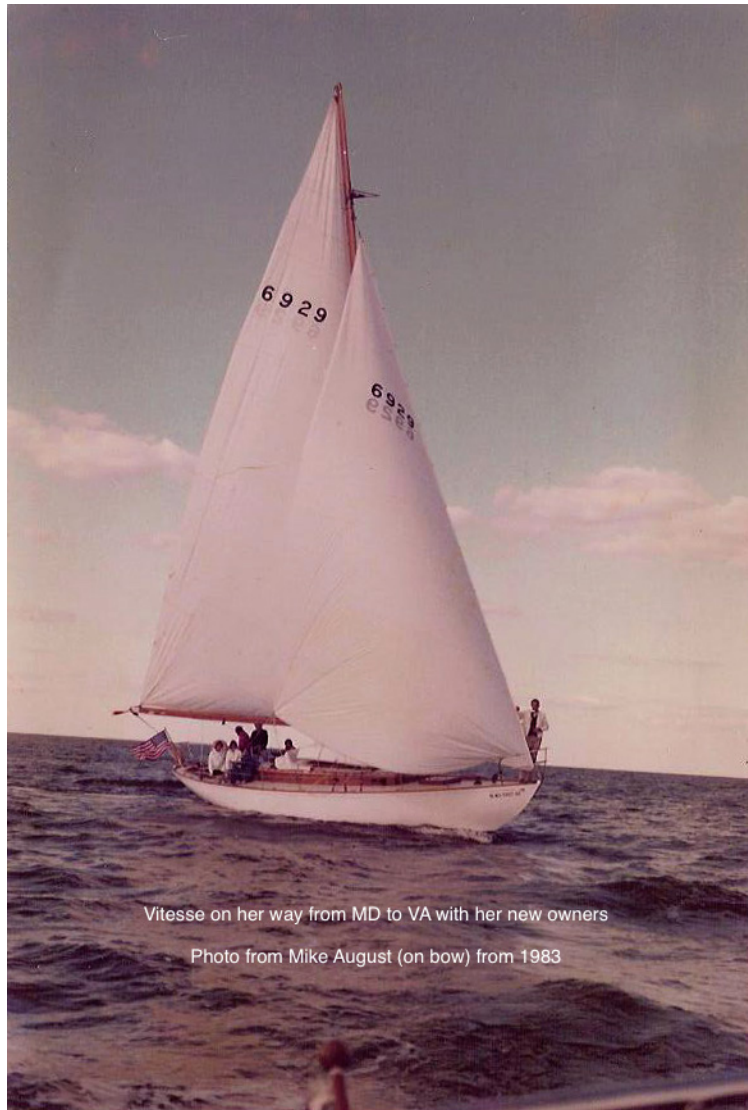
... "My thought would be the biggest improvement would simply be to have a conventional opening from the after cabin to the bridge deck which would

place those in the cockpit much closer to those below deck and I would feel that privacy lost from the after stateroom is not an important disadvantage as there is very little real privacy in any case on a boat of this size and type.

The end result of all this would be that you would have all the virtue of the 32s together with a strong hull which could be pushed as much as you wished without compromise and I feel the 32s have so many enthusiasts that it would be nice to bring out a new version that could carry the name along for a good time into the future."

During this exchange, a letter from Doug Gmeiner (Skip's collection) to Full Sea in Cold Spring Harbor listing where the known 32s were at present has *Vitesse* at Palmer Johnson where she "has been for sale for two years." *Vitesse* was sold in May 1981 to Ward Mead of St. Mary's City, MD. Frost wrote Mead to congratulate him on the purchase of *Vitesse*, "like a member of our family." Some material on the boat which might be of interest was apparently sent with the letter. There was a P.S. "Hope the delivery went okay. They got off to sort of a shaky start." Frost said the cost of materials was too high for him to take on the aluminum 32. He did have an aluminum trawler of 38' built named *Vega*, which he still has. In 1992 he did an eight month 'great circle' cruise aboard her going from Chicago down the Mississippi River to the Gulf and then to the Keys and up the east coast to Washington DC and then NYC and back via the St. Lawrence Seaway.

This next owner of *Vitesse* does not appear in Lloyd's Register. It has been suggested he was a broker. Among Frost's files are several letters and notes from the next owner Barry August of Hampton, VA. One note appears to have been from a telephone call from August to Frost in December 1983 about getting the boat documented. August said he bought the boat in September from Ward Mead for "\$35,000 (was asking \$65,000)" Frost noted that the new owner liked to talk about the boat and said that a Seafarer 45 was very similar to a NY32.

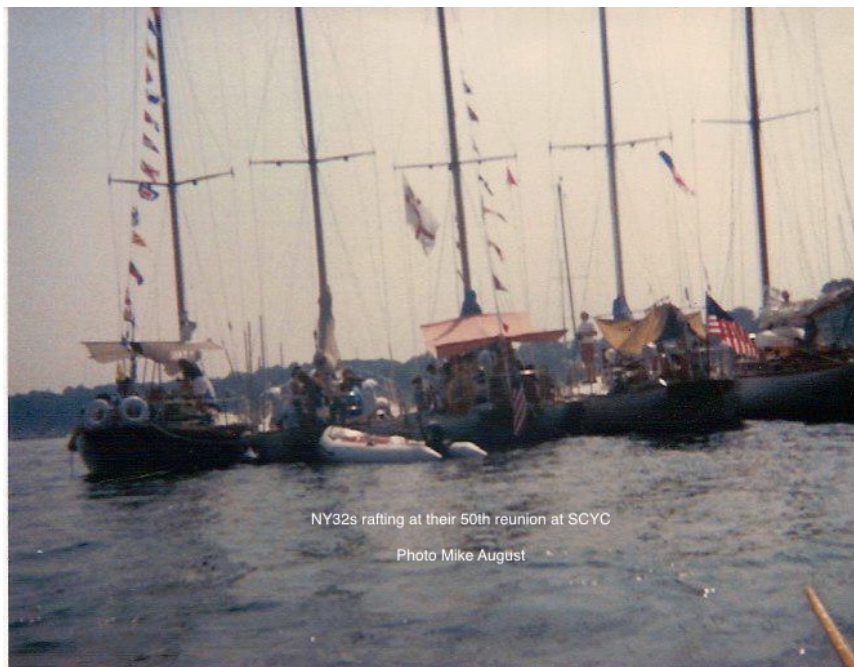


In early April 1984, August wrote Frost to thank him for "that very special issue of SAILING. I knew she was "Cover Girl" material the first time I laid eyes on her." He went on to state that in the past winter he had "given up my friends, relations, sex and most everything else to totally re-do *Vitesse*'s interior -- something I had said I wouldn't do this first year. I have re-done the head and all the green is finally gone. She is all white and varnished trim below." The light green had dated from the Taylor's ownership. He also reported correcting a rigging "snafu" he discovered shortly after taking delivery -- 3/8" lowers on starboard side and 5/16" on port side. August said on both sides he made the aft lowers 3/8" and the forward lowers 5/16" to fix the problem. He reported a full racing schedule and cruising planned as well as get together with three other of the NY32s (#6, 12 & 17) on Chesapeake Bay. In summer 1985, he planned to do the Opera Cup classic yacht race off Nantucket and then be in NY for OpSail 1986 and possible golden anniversary for the 32s. In a P.S., August asked what the mahogany board in the dresser was for -- said Rod couldn't remember and not knowing was driving Barry "nuts".

Frost responded later in April to say that the rigging 'snafu' must have happened when the new mast was rigged. I know exactly the board you are talking about in the aft cabin. All we could figure out was that you either sat on it or put your feet on it to tie your shoes." Others have suggested it to be used in climbing into the berth or a seat for fold down chart table from the aft companionway bulkhead...

In April 1986 Yachting's Cross Currents is a note headed "Calling All 32s" It reads in part --

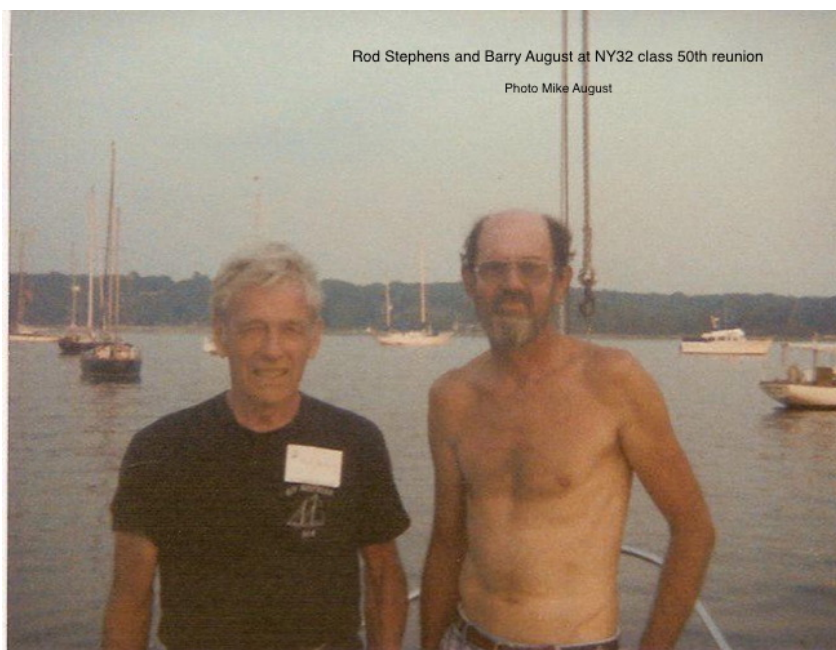
"Mr. Barry August, of Hampton, VA, has written us a plea that we can hardly fail to respond to. Mr. August is the exuberant owner of a New York 32, one of the finest cruiser/racers ever built. He reminds us that the New York 32 is celebrating its 50th year in 1986, and he wants to organize a Golden Anniversary Rendezvous to coincide with or follow immediately after the July 4 OpSail event in New York City, which will celebrate the 100th anniversary of the Statue of Liberty. ... Mr August has already made contact with the New York YC to arrange a place in the club's OpSail parade, ... We would like to see that rendezvous take place this summer and so we are passing the word along here to all past and present owners to get in touch with Mr. August, who judging by the enthusiasm of his letter to us, is sitting by his telephone while watching his mailbox," They gave his address and phone number.



NY32s rafting at their 50th reunion at SCYC

Photo Mike August

A Newsletter sent by Barry August on The New York 32 Owner's Club letterhead in May 1986 was found among the files with *Ragamuffin* (#7) at the IYRS in Newport. In a 1986 article, Maynard Bray compiled on the NY32s, Barry was acknowledged as the club secretary. The subject was the Golden Anniversary Rendezvous at SCYC for July 6th & 7th. Six of the class planned to attend -- #5, 6, 9, 12, 17 and 20 -- but only four made it. Some owners from long distances planned to be there, but without their boats -- namely #2, 4, 7 and 10. The itinerary outline began with arrival at City Island YC from June 30- July 2 and then moving down the East River, Thursday, July 3, to get a spot in the anchorage for the "Liberty Festivities" and fireworks on the 4th. On Saturday July 5th, the NY32s moved down the Long Island Sound to SCYC. August gave forewarning that during the general get together aboard on Sunday, "the Southerners on *Vitesse* plan to seek belated revenge on the North by serving Chatham Light Artillery Punch which will surely accomplish what muskets and rifles were unable to do in 1865." He suggested bringing "your photo albums to share with others when the "sea stories" begin." Monday, the 7th, was set aside for a class race off SCYC with departure set for the next day.



Mike August, one of Barry's sons, remembers the reunion well (pers com & em '05). Rod did make surprise but brief appearance at SCYC. Those from the Lakes included Gmeiners (#2), Brecks (#15) and Sears' (#4). Belair (#7) came from CA. Locally, Byam Stevens, son of the first owner of #13 helped with the arrangements. Emlen and Elizabeth Roosevelt, son and daughter of #5's first owner, were there. Emlen said that it was the first time he had been aboard the boat since he was eighteen years old crewing in the Bermuda Race. *Raider* (#12) arrived with the younger members of her family, who according to Mike, called their father on the marine telephone after they were underway so he would not think the boat had been stolen. The race Monday included only three of the four and *Vitesse* won handily.



Mike wrote of the Sunday activities saying (em 2/28/05):

"One of our crew members made this punch called Cheatham Artillery Punch (pronounced chat-am). It was made with iced tea and bourbon and sat on a porch fermenting for a week in a glass jug before we left Virginia. We broke it out at the reunion and most who tried it were debilitated for a while. It was very strong. It was an old recipe from the days of the Confederacy and there was much joking about that. Other than that, we all basically hung out and talked and looked at each others boats. I was able to see first hand the many similarities and differences of the boats. I remember when Rod Stephens saw our old Wilco kerosene stove and told us that was the original issue. We were the only folks who still had one. ...

We were given dining privileges for the day at the YC so we all went to dinner that night. Rod was not there as he had to leave after hanging with us for about an hour."

Mike left the reunion helping to take *Falcon* back to VA. There were four aboard -- "two sailors and two landlubbers, and they did a non-stop run from NY to Cape May, NJ, by rotating two-person watches for six hours." He said he would never do that again. Experiencing the center companionway set up of *Falcon*, he did not think it provided the "coziness of the off set one with the stateroom." He had also sailed aboard #18 *Gentian*, while at graduate school in Chicago.

An obituary supplied by the Hampton Public Library stated that Barry had been a Hampton YC member since 1950. He had been employed by the Virginia Pilots Association for eleven years. Mike said his death was sudden in 1987 and he was the launch operator for the

pilots. Never a commodore, Mike said his father was in charge of ordering trophies and having them engraved. *Vitesse* raced in the non-spinnaker PHRF fleet at the HYC, Cruising Club of VA and CBYRA. One year, 1985, she won the Cruising Club of VA High Point trophy. She also raced and won in the frostbite series at HYC. Mike said his father had sailed on a 32 in Chesapeake Bay in the mid-1950s and always wanted one. It was *Fun* (#13) with a friend, Tom Closs. "For Dad, the NY32 had the best of both worlds with racing prowess and cruising comfort." The family had bought and restored other wooden boats, including a 1926 R-class racer, *Mary E*, in 1976 that Mike described as a "basket case" and he said they were relieved to have *Vitesse* in such great shape when their Dad bought her. Before *Vitesse*, Barry had bought (1979) a Graves Constellation, *Legacy*, (30ft) in Camden, ME and sailed her until *Vitesse* came up for sale (1983). *Legacy* Mike described as fiberglass hull with wooden top-sides with very classic lines (em 2/07). Mike said he noticed the error in Henderson (1999) about the apparent mix up of *Legacy* being a NY32 (p.169).



Vitesse was known for her all girl crews and one of her crew, Beth (pers com '05), remembered Barry as a "seat of the pants sailor" who from first seeing a 32 wanted to own one. He loved the water and had been on the water since he was ten years old. They cruised and raced in the Bay with his sons in crew too, but he shared the boat with others. They raced in the non-spinnaker class to reduce the stresses on the boat and rig. She raced once with the next owner, but felt he didn't understand the boat and over powered her, not reefing when they should. With Barry the boat was always clean, but she noticed on that one race *Vitesse* had started to get dirty.

Mike and his brother, Tony a tug captain, sold *Vitesse* in 1988 to Don Wayman after taking care of her and sailing her in farewell some that summer. The documentation August had worked so hard to obtain, so he could remove the hull numbers, shows Wayman bought the boat in September 1988 from August's estate. It is the last entry of the USCG title abstract. The Hampton Public Library provided copies of several new stories from the Daily Press about *Vitesse* and Wayman's 1989 fall races. In the York Spit Sailing Association Summer Series, three races held off the mouth of the York River sponsored by the Seaford YC, *Vitesse* won the PHRF non- spinnaker class with three firsts (September 27, 1989, p18). Racing in the October 21-22 three races in the York Spit Sailing Association Fall Series, *Vitesse* did not race Saturday, but won the non-spinnaker class on Sunday setting her up in first place for the fall series. The next series on November 4-5 at the Seaford YC was the Frostbite Series according to the October 25th Daily Press. The article included the following:

"I was very happy with my race on the second day," says Wayman, who began sailing four years ago after moving from New York. "We've done pretty well with this boat this season in the YSA Series.

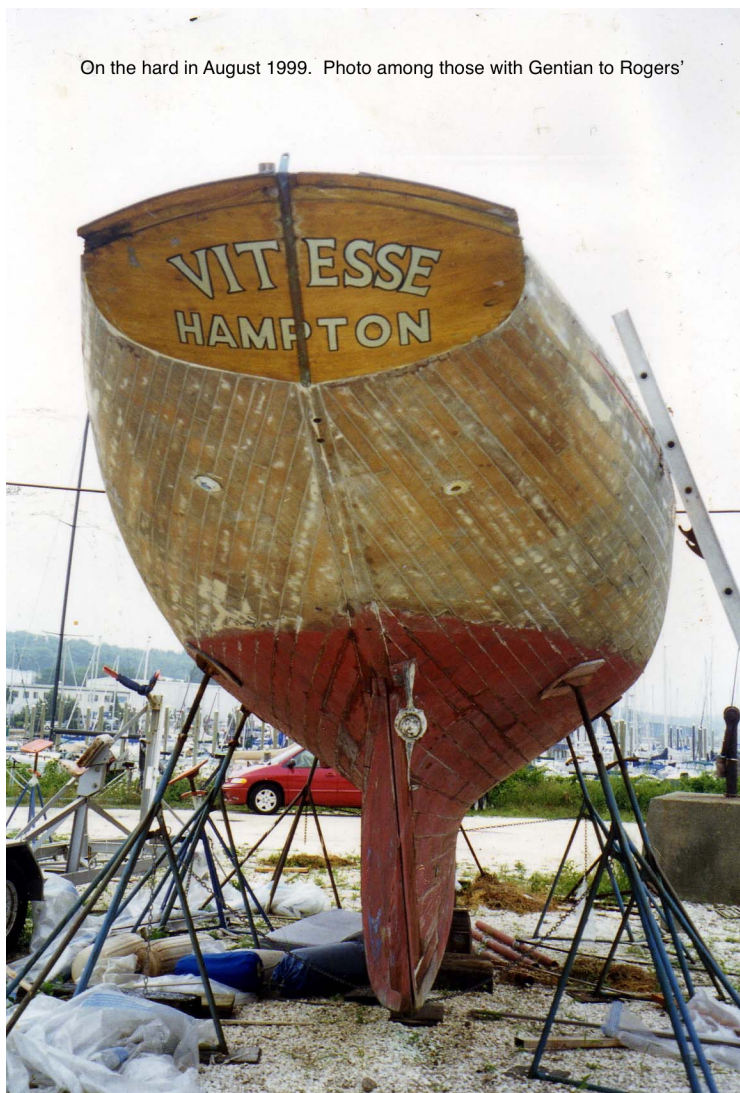
"We've won five of eight races and I believe we're in first place after three YSA Series events in the non-spinnaker class." (p 18)

Wayman, a Seaford YC member, captured the non-spinnaker title in the York Spit Sailing Association High Point Series for the 1989 season (Daily Press, November 15, 1989).

Mike August wrote (em 2/05) that Wayman kept *Vitesse* a few years before he built a modern wooden racing yacht. *Vitesse* was sold to a local fellow who

"had great ideas of restoring the boat. It didn't need much because we kept her up, but this guy wanted to take it to another level. He didn't know what he was getting into and after removing some of the planking from the foredeck, he gave up. *Vitesse* sat for about 5 years in a cradle at the boatyard.... Strangely enough, I would go up and check on her and noticed that even after all those years of being out of the water, the seams never opened up."

On the hard in August 1999. Photo among those with Gentian to Rogers'



Jack Frost's file had two handwritten notes from 1992. One from mid-March was the result of calling the Hampton YC and learning that August had died and the current owner of *Vitesse* was Wayman. It also says "VITESSE was in movie about JFK last year." The second note dated March 30th, was the result of phone conversation with Wayman and directions on where to see *Vitesse*. Wayman said he could not show Frost the boat because his outboard on the dinghy did not work. "VITESSE in movie 'Woman named Jackie' - short scene in cockpit & down below. Thinking of putting V. out for charters ... NY32 owner from FL spent time looking over VITESSE" reads the rest of the note after the directions. Mike August said he remembered seeing several clips from the movie -- Jack and Jackie with some sailing shots. A guide to movies and videos said it was made for TV in 1991 in three tapes based on a book, A woman named Jackie. Unfortunately Wayman moved from the VA address Frost had for him.

Thorpe Leeson bought *Vitesse* from Wayman ('05 em) and moved her to Newport, RI. Leeson said that Wayman had sold her to someone on a time payments basis, but since that individual had not paid him, he sold her to Leeson. Leeson also bought *Gentian* (#18) and had the two sisters in Newport in 1997.

Sergio Fernandes and Sandra Clavero of Boston, MA bought *Vitesse* in September 1999. They undertook a major restoration of *Vitesse* and renamed her *Gaucha*. Their web site had a quote from Charles Darwin -- "The Gauchos, or countrymen, are very superior to those who reside in the towns. The Gaucho is invariably most obliging, polite, and hospitable: I did not meet with even one instance of rudeness or inhospitality. He is modest, both respecting himself and the country, but at the same time a spirited, bold fellow..." -- with regard to her name.

At the time their web site hosted many pictures of the restoration project which finished with her launching in 2002, Fernandes explained his background.

"I have been working for 18 years in the maritime industry as a professional mariner and devoted my whole life to the practice of yachting. I have Master of Science Degrees in Ocean Engineering Systems from the Massachusetts Institute of Technology (MIT) and in Maritime Management from the Maine Maritime Academy. I am also a graduate of the Argentine Naval Academy.

My passion for yachting and for the marine industry started on my early childhood days, and since then, I have been sailing almost every type of boat one could think of. I have raced in a variety of classes: from 420's to maxi racers as well as single handle. I have been skipper on major regattas such as "Copa del Rey", "Fastnet", "Salinas Galápagos", "1,000 Chilean Miles", "Buenos Aires-Rio de Janeiro", and many others. I received the Skipper Prize on maxis and coached Argentina's national sailing team on Soling and Laser classes. I have logged more than 250,000 nautical miles under sail and have sailed around Cape Horn four times, twice single-handedly.

My nautical passion is not restricted to sailing and racing but also to yacht design and construction. I learned yacht design working with the famous Argentinean yacht designer Don Manuel Campos. He taught me the art of yacht design and the fine secrets of elegant wooden boats. I have designed sailing yachts from 30 to 68 feet.

I am Member of the Yacht Club Argentino and the Ocean Cruising Club of England. I am committed to sailing and restoring yachts to preserve our nautical heritage. I hope you enjoy and share with me this new chapter on my life: the reconstruction and interior redesign of the New York 32 hull number 5 originally built in 1936."

The new owners found that first owner John Kean Roosevelt, was a first cousin once removed of President Theodore Roosevelt and a sixth cousin once removed of President Franklin D. Roosevelt with the help of Mr. Raymond Teichman Supervisory Archivist at the Roosevelt National Archive, according to their web site.

Sandra wrote that they had "two wonderful seasons that came to a tragic end on last December 20th when I lost my husband on the way to Antiqua." (em '04). Newsday carried the story of the tragedy that happened about 80 miles off Shinnecock Inlet when Sergio, trying to lower his sails in high winds, was hit by the boom and fell in the water. The Coast Guard towed *Gaucha* into Montauk, NY. Damage was done to her rudder and propeller shaft. As a memorial for Sergio, Sandra decided to have *Gaucha* repaired and present at the 75th S&S celebration at Mystic Seaport in July 2003. The work was done by McClave, Philbrick and Giblin (MP&G) in Mystic in time for the Mystic event. Two other NY32s were present -- *Falcon* and *Siren*. In 2005, *Gaucha* finished 31st in a fleet of 73 in the October 1st Boston Harbor Islands Regatta and won the Classic Yacht Trophy.



In 2006 she traveled Castine, ME for the 70th anniversary celebration of the class in conjunction with the wooden boat races in Penobscot Bay. By late 2007 *Gaucha* was for sale.



In the 2010 winter after moving to CT to work at Electric Boat, Matt Schoman came across an abandoned 1956, 36' Rhodes Whistler Sloop in Mystic. He wrote (em 4/18) that he partially restored and sailed for the next 3 years. Then during the summer of 2012, while looking for a boat that was built a little heavier and had a little more pedigree, he came across "Gaucho" for sale. Her last race had been the 2008 Boston Flip Flop regatta.

"Gaucho" was at the Crocker Yard in Manchester By the Sea, MA under the ownership of The Block Island Maritime Funding (BIMF) for sale for \$45,000. She was donated to the group by Sandra and, her boyfriend at the time, Timothy Robison, to whom Gaucho was titled. The Massachusetts deed of gift was dated November 16, 2011 from Timothy to BIMF. They had towed Gaucho (the fuel system was fouled) from Boston to the Crocker yard for a "cosmetic spruce up" in order to sell her. Upon inspection by the yard and a survey from G.W. 'Giffy' Full on August 4 2011, "the boat was determined to be in dire need of significant structural work, and required a new mast. I believe that Crockers estimated the work to cost in excess of \$200K in order to make her seaworthy again, at which point Sandra and Tim elected to gift the boat away in lieu of selling."

After contacting BIMF, Schoman went to see her during June of 2012. *Gaucho* was covered and in a storage field in Essex MA. "There was significant freshwater damage to the aft cockpit, mold, and everything needed attention. I had offered BIMF to purchase the boat for the price of their current expenditures/costs plus a \$2K donation which came to a total of \$5500." Matt purchased *Gaucho* on August 1, 2012 and had her trucked to Mystic, CT to a shed. His plans for restoring her "included rebuilding the cockpit and removing the wheel, new aft deck, stripping all the teak and fiber glassing all the decks. Some new frames, some new planks and a new mast step." He wrote that he was able to salvage the mast by scarfing in 15' of a new bottom. He didn't think this was her original mast, but one built in the 1970's in Michigan. She launched two years later on May 14, 2014 and joined 5 of her sisters that July in Maine for the Eggemoggin Reach Race (ERR) and feeder races.

Of his background in boats and sailing, Matt wrote that he lived with his parents year-round in Babylon, NY, aboard the family 42' Matthews powerboat. "When my sister came along, they finally purchased a house and moved ashore. They sold the 42' and bought a 45' Matthews which they still have today." He learned all his "boat maintenance and repair" skills early. When he attended the Friends Academy on the North Shore of Long Island, his middle school history teacher was Elizabeth Roosevelt. After buying *Vitesse* and learning some of her history, he contacted her to let her know he had her father's *Esmeralda*.



Schoman did his "sailing and racing on the North Shore [of LI] out of Manhasset Bay, Knickerbocker and Seawanhaka YCs, and ran a sailing program at Long Island YC for 4 years during college." Now he is a member of the Off Soundings Club and participates in their fall and spring race series. He shared that *Vitesse* won their overall Class A series in 2015. During the 2017 season, they made it back up to ERR to race with four of her sisters and many other classic wooden boats. There were 12 vintage yachts in their class that Saturday and as seems usual in any race among the sisters, it is really a class race. On corrected time, *Siren* (#20) was first in the class and 12 minutes ahead of *Vitesse*. *Isla* (#10) was third of the 32s and just seconds behind *Vitesse*. They were followed in the class later by *Gentian* (#18) and then *Falcon* (#6).

During the winter between the 2017 and 2018 season, Matt wrote that he finished her structural work including replacing 50 frames and their floors over two years. He had started to return her to the original interior. *Salty* (#9) is “kept nearby in Mystic for the winters and I have been able to take many details off of her to rebuild the interior as she is very much original. I also was contacted by Tony August (son of previous owner Barry) who has supplied many photographs of her interior, and even gave me her original compass and faucet for the head (AB sands hand pump).” For the 2018 season, Matt crewed aboard *Sapphire* (#15) during the ERR races and raced *Vitesse* in the Nantucket Opera House Cup with *Gentian* and *Siren*. Matt wants to get *Vitesse* back into some ocean racing with an eye on the 2019 Marblehead-Halifax race and possibly the 2020 Newport Bermuda.

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

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

Notes -- Mystic Coll. are among the Manuscript Collections at Mystic Seaport
-- Rosenfeld photographs are housed at Mystic Seaport
-- S&S design plans are housed in Mystic Seaport Ships Plans