

The NYYC list of first owners (NYYC history,1975) shows Johnston de Forest as the first owner of NY32 #7. Her name was given as *Nepsi* . A NYYC member since May 1907, de Forest was also a member of SCYC, CSHBC and Bar Harbor YC (ME). According to his obituary (NYT, November 26, 1952), he was a graduate of Yale University and Columbia Law School. He was described as a business executive and banker. "In his early years he built a reputation as a small-boat sailor, having acquired the nickname of "the old fox of Long Island Sound. During the America Cup races at Newport in 1930, he served as American observer aboard Sir Thomas Lipton's Shamrock II."

At sixty-three years old in 1936, de Forest would have been the oldest first owner. SCYC (history, 1965) listed de Forest's war experience with the Red Cross in France. "In the World of Yachting" (Yachting, February 1932) featured de Forest, who had taken his 8-meter *Pricilla III* to the Clyde in quest of the Seawanhaka Cup and whose long racing career "certainly entitles him to a place in the nautical "Hall of Fame." This column outlined some of his yachts, which included two NY30s – *Nepsi* (#7) in 1907 and *Minx* (#13) a few years later. After the SCYC requested international racing with the British in the 6-meter class in 1922, de Forest had his first *Pricilla* built. She was active in the 6-meter fleet until 1925. In 1927 de Forest had *Pricilla II* built for the Scandinavian series. In 1929 he moved into the 8-meter class with *Pricilla III* , "one of the best so far turned out in this country." All of his meter boats were built at the Nevins Yard, with Charles Mower the designer of the first and Clinton Crane the designer of the second and third *Pricilla*. Schoettle (1945) showed de Forest owning NY30 #7, originally *Tabasco* from 1907 until 1916 and then #13, originally *Minx*, from 1916 until 1919. In 1934 de Forest owned *Pricilla III* and also *Wawapek III* , a Matthews 38-foot LOA power boat. The Matthews was owned by Robert de Forest in 1930 (Lloyd's Registers). The 1936 Lloyd's Register listed de Forest as owning NY32 *Nepsi* and *Wawapek III*, but in 1937 only *Wawapek III* was listed as owned by de Forest.

The Ratsey Collection (Mystic, #236, v155) listed de Forest with the sails ordered for NY32 #7, but there is evidence he never picked up any of those sails. In this volume of sail data, the page that lists the "N.Y.Y.C. OD" is dated "Jan 13th/36" and includes other sails ordered that day. The NY32 sails had a "?" in the order number column. The sails were listed as mainsail and jib by boat number beginning with Ratsey tag number 611 and 612 for boat #1 to 638 and 639 for #15. Tag number 640 was for a jib for number 16. The tag numbers 641 through 655 are Genoa jibs for boat numbered 1-16 and continues from the page dated January 13th to the next page dated January 24th. Tag 666 is for the mainsail for #16. Then the tag numbers are listed in triplets for jib, Genoa jib and mainsail for boats #17-19 (tags 667 through 675). The sails for #20 are tag 615 for the mainsail and tags 676 and 678 for the jib and Genoa jib. When a count is made of the NYYC one-design sails ordered there are nineteen sets. Other sails on this page were a parachute spinnaker of some 143 yards listed to Olin Stephens and "Fantana" (tag

656) and four sets of Comet sails, one of which for #318 for Drake Sparkman. There is a column for when the sails were wanted (blank in the case of these sails) as well as four columns-- cut, rubbed, cleared and stack --which were checked as the sail made its way from cloth to finished product. There was a column ("a/c") with what appears to be an account number. That is a guess, but for each set of sails a different number appears in this column. Since most orders have a line through them with an 'a/c' number entered in that column, it probably meant the order was completed and paid. In the case of the NY32 order for the mainsail, jib and Genoa, all rows for number seven's sails do not have a line through them and in the 'a/c' column is written "transferred". In the case of the mainsail for #7, the note after 'transferred' is "sold to J.B. Shethar see tag 1621". Nineteen spinnakers are listed in this volume on a page dated "Feb. 18 /36" with tag numbers 836 through 853 with the order column empty. The row listing that for #7 lacks a line through it and had written in "Sold to F.T. Moses see tag 1665 D373". Shethar was the first owner of #1 and Moses was the first owner of #11.

A letter sent in 1975 to the then new owner of NY32 #7 from Robert Garland, then a broker at S&S, stated that she was completed in 1936 and first launched in 1937. He wrote "I sold this boat when she was new and also when she went to Texas." The copies of the original Lloyd's surveys of each of the vessels showed that #7 was surveyed for de Forest on September 15, 1936 and for James Gordon Gibbs on October 29, 1936. Her Nevins hull build number was 415, the last of the 32s with #1 being 396 and #20 hull 402. So Johnston de Forest never sailed #7, nor was she launched in 1936. De Forest's daughter, Pricilla, said (per com 5/04) that her father never owned a NY32, but did own the NY30 named *Nepsi*. The name she said was the nickname of a cousin. Lloyd's Register lists Gibbs as the owner in 1937. Brooks Brothers listed Gibbs as owner of NY32 #7 for the years 1937, 1938 and 1939. In those years *Ragamuffin* only appeared at Edgartown YC's July regatta and the NYYC cruise in August of 1937. In the spring of 1940, Gibbs ordered a 180% CC spinnaker (Mystic, Coll. 236, v 158).

Gibbs was elected to the NYYC on October 1, 1936 (proposed William Lundgren, seconded Egbert Moxham) apparently before being able to buy de Forest's contract on NY32 #7. At that time an owner had to be a member of the NYYC for this new class. He named her *Ragamuffin*. In the appendix of Best of the Best (1996) design #69 is listed as a proposed 39-foot waterline length yawl for J Gordon Gibbs. But she was never built. The plan was drawn in February and March 1935 and includes a sail plan, construction and profile plan and a midship section plan (in the S&S plans at Mystic Seaport). Gibbs was one of the youngest first owners. Born in 1900 in Providence, he died in 1986 (obituary, The Standard Times, New Bedford, MA, June 16, 1986). At the outbreak of WW I, he enlisted in the US Army and drove ambulances in France and Italy. After the war, he was vice-president of the Katherine Gibbs secretarial schools, which his mother founded in 1911. Gibbs attended Columbia University. In 1936 Gibbs joined the Beverly YC and was the commodore in 1955-56. He was later a CCA member and a Key Largo Anglers Club member.

For the 1937 racing season, the second for the NY32 class, *Ragamuffin* entered the fleet and *Esmeralda* (#5) left the NYYC. *Valencia* (#1) the 'queen of the fleet' from their first season, started this one with some exciting competition. This was also an America's Cup regatta year.

The Boston Saturday Globe (July 24th) reported on the 14th annual Edgartown Yacht Club regatta with over 200 yachts racing. On the first day, July 24th, the races started in light winds, which increased during the afternoon making all the finishes fast. The article is unattributed by said in part :

"The highlight was the race of the New York 32-footers, in which three started. John B. Shethar's *Valencia* won, but only after a tough contest.

F.M. Sturgis' *Sapphire* fought the *Valencia* every fathom of the way and stood an even chance of getting the gun but difficulty with his jib on the last leg cost him the lead.

Twice the *Sapphire* sacrificed opportunities to blanket her opponent, and still hold her position. The third time she swung about across the *Valencia*'s bow, making a perfect blanket, but her sheet jammed in the blocks and a length was lost, enough to lose the race."

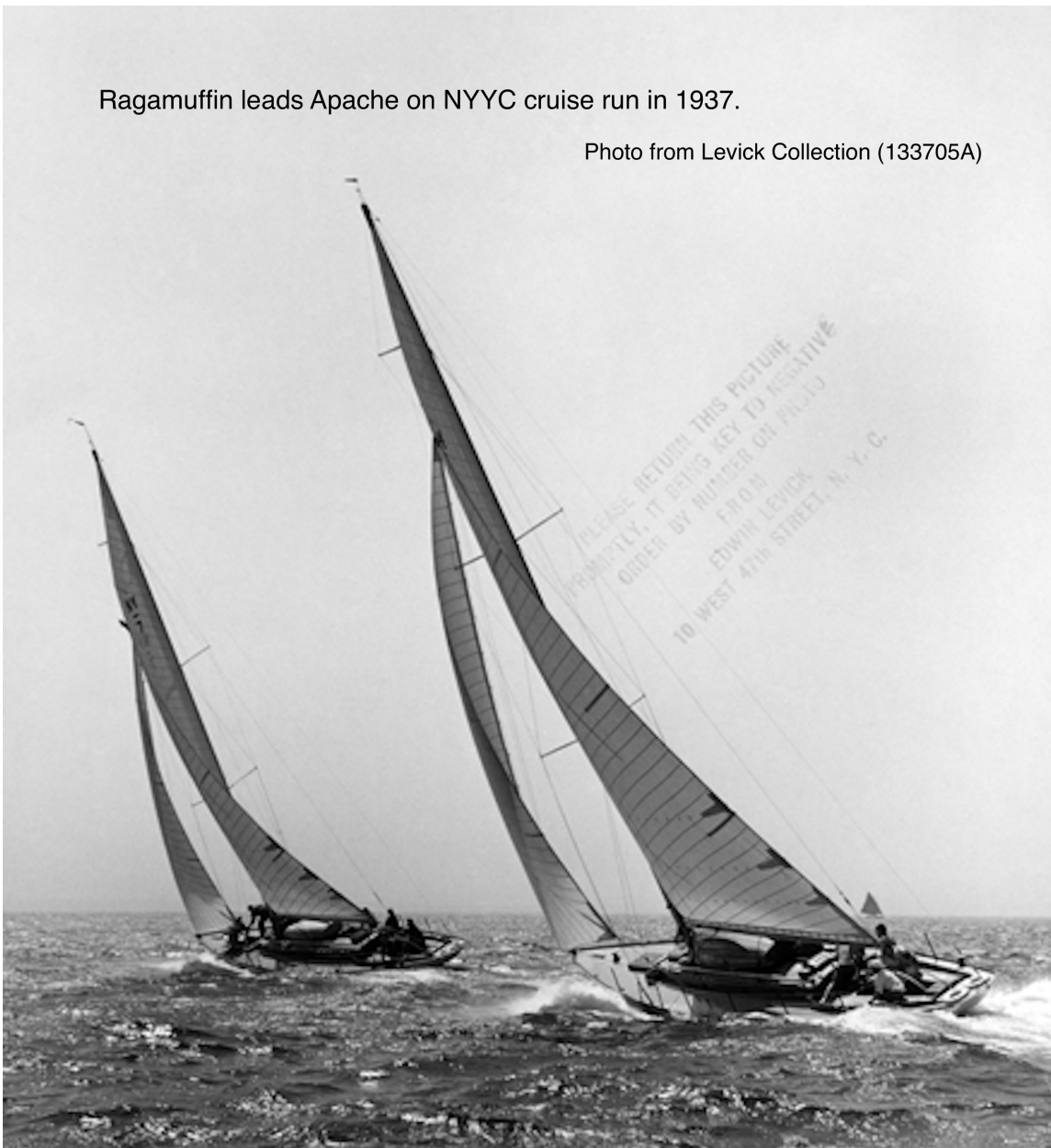
The following day's race was reported (Boston Sunday Globe) under the headline "Turn Out in Half-Gale Off Edgartown, *Valencia* Noses out *Ragamuffin* -- *Volante* Beats Big Boats -..." The 32s sailed a fourteen and a half mile course with fifty seconds separating first and second with third placing three and a half minutes after second. The article said the following about the 32s race :

"... *Valencia* won but by so narrow a margin as to keep the race committee guessing until she had actually received the gun, and her close opponent was *Ragamuffin* which finished last in yesterday's contest. This close opponent was J. Gordon Gibbs' *Ragamuffin*, which finished last in yesterday's contest.... *Valencia* near defeat ...

The *Ragamuffin* made her position on the long beat home up Cape Pogue Bay after hanging in the wake during the run down wind. Passing F.M. Sturgis' speedy *Sapphire*, she ran up and nearly overhauled the *Valencia*, which she crowded for the last three miles of the race. The *Valencia*, overstanding as she neared the finish line, was barely able to maintain her lead in crossing."

Ragamuffin leads Apache on NYYC cruise run in 1937.

Photo from Levick Collection (133705A)



The NYYC history (1975) is mostly about the America's Cup races in 1937 where *Ranger* beat *Endeavor*. The Annual Cruise began from New London August 17th after the Cup races and both *Endeavors* joined the other J-boats in the group racing in Buzzards Bay. The Race Committee reported that there 61 yachts on the first run. The Committee boat was *Wilhelmina*, the same as in 1936. This run from New London to Newport (NYYC RC report 1937) had ten of the 32-footers racing in the clear west to southwest winds of 8-15 mph. *Apache* was first to finish, covering the course of 37.5 miles in six hours and nine minutes. She was followed by *Rampage II*, *Notus II*, *Valencia*, *Sapphire*, *Dolphin*, *Folly*, *Ragamuffin*, *Larikin* and *Swell*. The ten NY32s finished within the space of almost four minutes and not quite minutes separated the first three finishers. The second day, August 18th, in Newport had the race for the Astor Cup

won by *Ranger* in the sloop class and *Queen Mab* in the schooner class. Seven NY32s started in their class of fifteen sloops and yawls, which was won on corrected time by *Persephone*. *Valencia*, the first of the 32s to finish, ran the 24.3 mile triangular course with the wind under 10 mph, but from the north to north-west to south-west by the finish, in five hours and eleven minutes. *White Lady*, the only Paine 36-footer to finish, ran the course in five hours and twenty-nine minutes. *Ragamuffin* started but did not finish.

The second run was from Newport to Mattapoisett, a distance of 32 miles. This time *Sapphire* was first to finish among the ten in the class racing. She covered the course in seven hours and twenty-seven minutes. *Dolphin* was second, *Valencia* third and *Swell* fourth. *Ragamuffin* was fifth, eleven minutes behind the leader but finishing only thirty-two seconds after *Swell*. *Notus II*, *Folly*, *Rampage II*, *Larikin* and *Apache* finished next. The wind at the start was south-east about ten mile per hour and a bit more out of the south at the finish. As on the first run there were three NY50s and two NY30s racing as well as listed in the Club's racing fleet. August 21st, the third run, from Mattapoisett to Edgartown was a distance of 43.8 miles. The winds were 18 mph from the south-west at the start and 25 mph west-south-west at the finish under cloudy to clearing skies. Only eight of the 32 class finished the run. *Folly* withdrew. *Sapphire* was first after seven hours and forty-five minutes of sailing. *Swell* was second and *Apache* third followed by *Rampage II*, *Ragamuffin*, *Notus II*, *Larikin* and *Valencia*. *Ragamuffin*'s finish was just ten minutes after *Sapphire*'s and all the 32s finished within twenty-one minutes.

The Rudder's November issue ran an article by Everett B. Morris entitled "The "Thirty-Two's" Prove Their Worth" with a Rosenfeld photograph much like the one (see section for #6 of the class) from 1936 Larchmont Race Week. WoodenBoat (#73, 1986) on the occasion of the class's 50th anniversary quotes the beginning of the piece. It is quoted in its entirety here, being a view of the events when they happened and a wonderful summary.

"Worthy successors in the New York Yacht Club register to the famous "Fighting Forties" and the "Thundering Thirties" are the 32 foot waterline auxiliary cruising cutters which made their appearance as a one-design class with the opening of the 1936 yachting season.

In two summers of competition in squadron runs on club cruises, in long distance races along shore and off soundings, in the weekly events of the Long Island Sound Y.R.A. and on leisurely cruises, the Thirty-Two's have proven a fine class and have more than come up to the expectations of their sponsors, designers, and owners.

Hardly before they had been thoroughly shaken down and tuned to racing pitch, they began to show their all-around capabilities last year. And in the season just closed they built an enviably consistent record of success in all manner of going. They removed all doubt as to their superiority over most yachts

of similar size and purpose and in races for cruising windjammers they have been well-nigh unbeatable.

This summer, members of the class won five major long distance races, were second in another and finished first in the cruising division in four of the squadron runs of the American and New York Yacht Club cruises in which they were pitted against some of the fastest and best handled racing-cruising yachts on the Atlantic seaboard.

Others confined their activity to casual cruising in coastal waters, or engaging in red-hot class racing in the weekly championship regattas conducted by Long Island Sound yacht clubs.

Whatever the inclination of their owners the Thirty-Twos have well-earned their reputation for sturdiness and slipperiness. They were designed by Sparkman & Stephens and built by Nevins for a reasonable turn of speed in racing and an equally reasonable amount of staunchness and comfort in cruising. Their record indicates the realization of these qualities in a boat designed expressly to the rule of the Cruising Club of America.

The class began to make its mark last year when, in a fleet of thirty starters, four New York 32-footers finished second, third, fourth and fifth in the Stamford Yacht Club's Vineyard Lightvessel race. Only Commodore Rudolph J. Schaefer's speedy yawl Edlu was able to beat them. That same weekend another of the class, John B. Shethar's Valencia, remained on the Sound to participate in the Seawanahaka Corinthian Yacht Club's race from Oyster Bay to Stratford Shoals Lighthouse and return and she wipped a large fleet.

Earlier in the season, C.F. Havemeyer's Apache took third place in class B in the Bermuda race, an exceptionally good performance for so small a boat in the boisterous, stormy conditions which prevailed for this ocean thrash to the island of Easter lilies and onions.

Taking up the skein of success where they left it in 1936, the Thirty-Twos sailed to one victory after another in 1937. They participated in nearly every event for which they were eligible and went right on winning. Ragamuffin scored the season's first hit by winning the New Bedford Yacht Club's testing Whalers' race, a passage from Buzzards Bay out around Block Island and Nomansland and home again.

Then Apache took the American Yacht Club's race from Rye to New London after a prolonged struggle with light airs and calms, rested her crew for a day and tackled the Eastern Yacht Club's race around Cape Cod from New London to Marblehead. Once again Apache finished on top under trying conditions.

The largest fleets in years took part in the American and New York Yacht Club cruises and in the squadron runs which attracted the cream of American cruising yachts, the Thirty-Twos stepped out with the best of them. Apache and Rampage each took one of the American runs and two of the five New York Yacht Club cruiser events were won by classmates.

The season's winning record of these cutters did not end there. Revonoc, owned by Harvey Conover of the Larchmont Yacht Club, took the class B prize in the Fire Island race, won the Stamford-Vineyard event with another Thirty-Two in third place and then finished second to the Gibson Island race-winning yawl Avanti in the 137-mile contest for the New Rochelle Cornfield Challenge Cup. A fitting climax to the season was the clinching of the New Rochelle--Stratford Shoal-Price's Bend overnight race by another Thirty-Two—Henry H. Anderson's Clotho."

Those mentioned above in the class other than *Ragamuffin* were #1 *Valencia*, #2 *Apache*, #12 *Rampage*, #17 *Revonoc* and #9 *Clotho*.

Gibbs' daughter Lori (per comm 1/05) said that the NY32 was her father's first boat. Her parents were married in 1934 and she was an infant when they owned *Ragamuffin*. Gibbs' daughter said her father loved wooden boats. The class address list in 1937 had a Park Avenue address for Gibbs. In 1940 Gibbs owned a Casey power boat named *Tidal Wave* (Lloyd's Register). Sam and Peg Francis of Marion MA crewed with Gibbs after 1946 on his Yankee one-design, *Hap Hazard*, and then his Loki yawl, *Finale*. Sam wrote (12/04) after the Loki, Gibbs had a motor sailor he took to FL. Gibbs had a seaplane in which he commuted to NYC from Ram Island, off Marion. Howland (The Bedford Yacht Club, 2002) wrote that the 1954 Whaler's Race of the New Bedford YC included two new S&S designed Loki yawls, *Finale* and *Hosanna*. "Only two of the entrants chose to sail to the west of Cuttyhunk. One of them, Marion maestro Gordon Gibbs in *Finale*, won Class B and overall." (p216). Gibbs' again winning in this whale of a race.

Ragamuffin moved to Houston, TX with her next owner, Harry Hilliard, according to the Lloyd's Register (1940). Hilliard was commodore of the Houston YC in 1937, according to the HYC historian, Sam Akkerman. A news article from 1940 with byline of Port Arthur from April 21st (the paper's name was not in evidence on the copy from Mary Lipscomb's files), reported that *Ragamuffin* appeared to be the winner of the third annual Galveston to Port Arthur Race. She was first to finish of the fourteen in the fleet, beating *Gulfstream* by four and a half minutes.

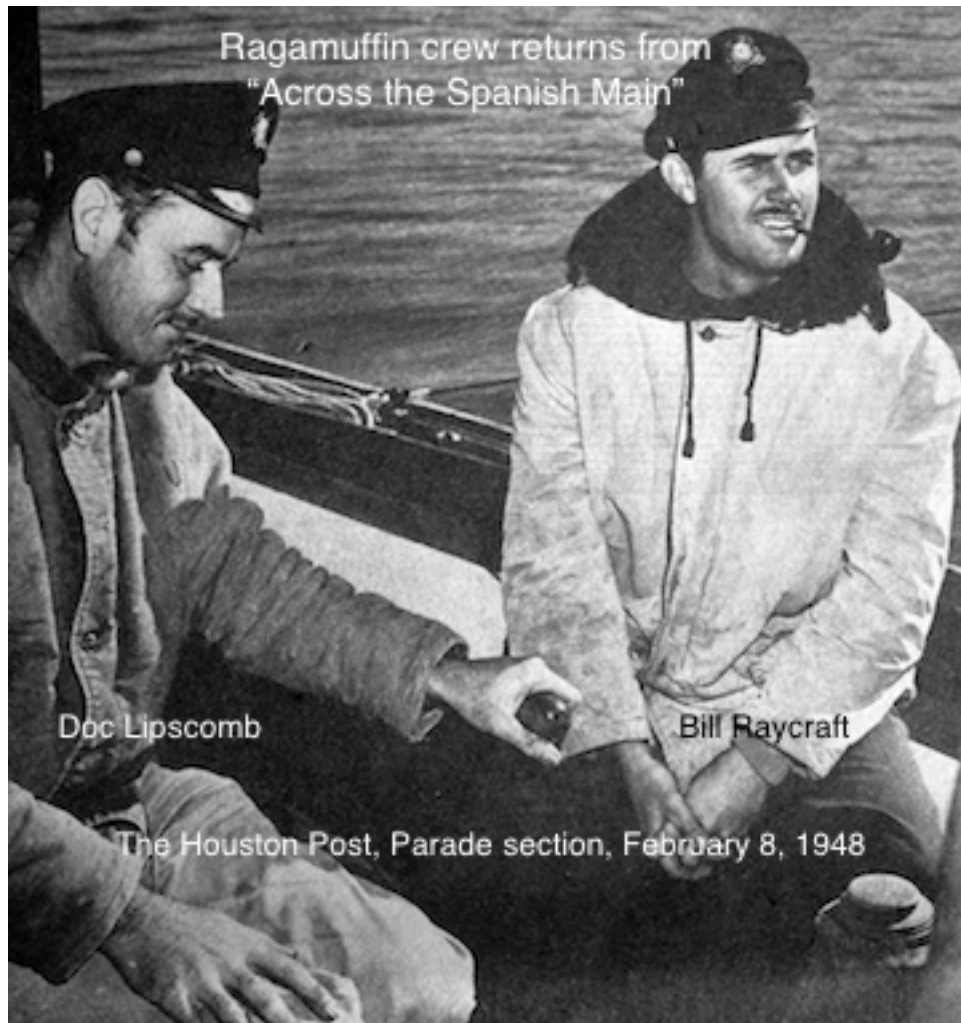
In 1941 with co-owner Billie Hilliard, son of Harry, she was forced back to Galveston without reaching St. Petersburg for the race to Havana. *Ragamuffin* had planned to enter the St. Petersburg - Havana Race but was forced to abandon according to The Houston Chronicle (February 26, 1941). She left Galveston, TX on February 19th for St Petersburg. They had spent six days sailing in heavy headwinds but only reached the mouth of the Mississippi and with 400 miles to go decided to return. The crew

aboard included her co-owner Billie Hilliard, Harold F Shore, owner of *Caribee*, Fred (Fritz) Waahrenburg, Captain Converse and Buddy Morrow. Three others, Tommy and Howard Lee and Dan Ryan were to have joined them and were contacted before they had left for Florida. Her other co-owner was Billie's father, Harry, Houston YC commodore. "I wanted so to have a chance in the race, and who knows but what I'll be in the army by next year and miss out then" Billie had said.

The next owner of NY32 #7 was Dr. William Lipscomb. The Lloyd's Register recorded this for 1948, but various other sources indicate he owned this boat in 1947. The Rudder article (May 1947) about the St Petersburg - Havana Race reported that *Ragamuffin* with WE Lipscomb of the Seabrook YC finished seventh in Class A. Another NY32, *Away*, finished third in that class. The class address list showed NY#7 belonged to Dr. Walter E Lipscomb at the Medical Arts Building in Houston.

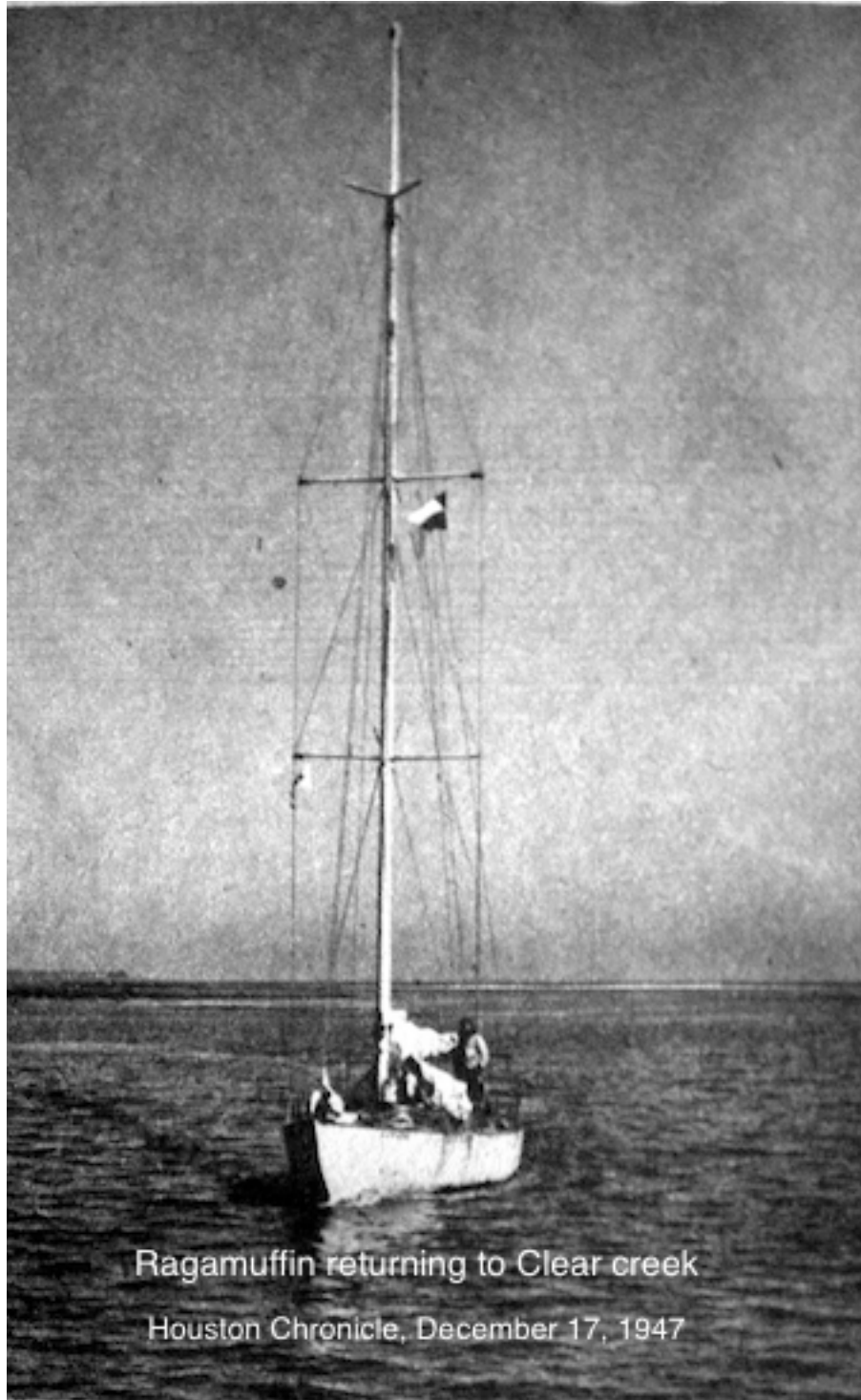
The Houston Times (March 1947) reported that *Ragamuffin* and her third owner, Dr. Walter Lipscomb arrived in St. Petersburg for the race to Havana. She had covered the 850 miles from Houston in seven and one-half days in heavy northeast winds. She was the twelfth entry and second from Texas among the reported fleet of 27 expected, the largest thus far. The caption of a picture of *Ragamuffin* claims she is "... one of four New York 32's entered in the race made a record crossing of the gulf...." It lists her sisters as *Away*, *Ciclon* and *Starlight*, although all S&S designs, only *Away* is truly a sister 32 (#19). It turns out that Havana was just the beginning of a 12,000 mile voyage into the Pacific with a stop at the Galapagos before returning to Houston in December.

Charles Blackford's article "Cuban Yacht Takes Havana Race" in The Rudder (May, 1947) reported on this fourteenth annual race, including the finishes of the twenty-one yachts. Four of those starting had abandoned the race. The winds were a steady 30+ mph when the fleet crossed the Florida Straits, shifting to the south and southeast so none of the boats could lay the finish. The racers had to choose between being carried past Havana by the Gulf Stream or making for the shore and tacking in its lee. The first two finishers, *Stormy Weather* and *Ciclon*, approached from different directions and within fifteen minutes of each other. *Ciclon* won on corrected time with *Stormy Weather* fourth. *Starlight* finished almost a minute ahead of *Away* on both elapsed and corrected time. *Ragamuffin* finished fifth in the class and seven minutes behind her sister.



After the racing to Havana, *Ragamuffin*, Lipscomb and crew member/ navigator Bill Raycraft cruised through the Caribbean, stopping in San Salvador among other islands, to the Panama Canal and then through the Canal and on to the Galapagos Islands. Pictures from their trip were featured in the Parade section of The Houston Post in February 1948. "Two Houstonians Travel 12,000 Miles in Sailboat" was the story in The Houston Post (December 17, 1947) with subheading of "Boyhood Dream Realized" on their return to Seabrook, TX. They meet all weather from sunny days with lovely breeze to squalls and just heavy weather sailing. The 32 got a rest in Cristobal, Canal Zone, when Mrs. Lipscomb and their daughter Mary and her friend joined via a United Fruit company ship. All of this group boarded the Untied Fruit Company's Cherokee for a sail and visit to Puerto Barrios. After that visit, *Ragamuffin* crossed the canal zone and sailed from Balboa to Esmeraldas, Ecuador. In Balboa, the picked up Bill Johnstone, an anthropology student at the University of California gathering data for his thesis. Leaving after a five day rest in Esmeraldas, 'the Raggy' grounded on a sand bar in the river where it took many natives with ropes to pull her off to float at high tide. Their next stop was the Galapagos, seeing albatross and whales, strong head winds, a ripped main sail and dead reckoning before hearing the barking seals from the shore.

In the Galapagos, they were the guests of Ainslee and Frances Conway, the authors of The Enchanted Islands. “Doc’ reported that the hunting and fishing “are out of this world.” He allowed that the “idea that the Galapagos have a hot climate is all wrong.” The islands are bathed in waters originating in Antarctic carried north by the Humboldt Current. “Colder than it is here today” said Bill. They explored the islands before sailing back to Balboa, again in all kinds of weather. Johnstone left *Ragamuffin* there and her two man crew continued through the canal and sailed back to Texas. “We were happy to get away, happier to get back home...” Doc said and that was used as the closing for the article.



On July 10, *Ragamuffin* of the Seabrook Sailing Club was the winner and sole finisher of the Galveston -Corpus Christi Coastwise Handicap Race ([River Oaks Times](#), July 16, 1948). Six started what turned out to be 38 hours of hard sailing in the Gulf of Mexico. The crew were Dr. Lipscomb, Bill Raycraft, George Raycraft, Bob Bilancich and Fritz Wahrenburg.

Lipscomb's daughter Mary said (per com 3/05) she was ten when her father got the *Ragamuffin*. Before the NY32, he had a 22-foot sailboat. He saw the NY32, thought she was pretty and kept track of her, buying her from Hilliard. Mary said it was not unusual for her father to pick up anyone who wanted to go for a sail on his way from Clear Creek to the Bay. It didn't matter whether they knew about sailing. He enjoyed sharing the fun of sailing. Lipscomb was born in 1903 and graduated from the University of Texas dental school in 1927. Mary said she had seen *Apache* and *Away* in some of the southern races together with *Ragamuffin*.. During the cruise to the Pacific, she and her mother would meet the boat in different ports including St. Pete and Havana. Over the years Mary Patterson has kept track of *Ragamuffin*, or 'Raggy' as she calls her, through this 32s travels along the California coast and then back to the northeast.

Tragedy struck the *Ragamuffin* in April 1961 when a crew member was swept overboard when delivering the boat to Port Aransas for the race to Tampico. Lipscomb said in the news article from The Houston Post (April 17, 1961) that in his fifteen years of sailing he had never seen "a sea so violent." Daniel Carrington was not found. Lipscomb said Carrington was among the crew many times including the last five yearly races from Galveston to Corpus Christi. Both Lipscomb and Carrington were in the cockpit when a huge sea hit. Carrington was steering "with only one hand on the tiller. The sea hit him with such violence that it pitched him through a metal stanchion used to hold life preservers. The stanchion was bent at a 45-degree angle" said Lipscomb, who had a double hand hold on two objects in the cockpit. There were four others aboard and they searched the area but never saw him again. *Ragamuffin* did not race.

The sale of *Ragamuffin* to William McKay, Jr. and Carl Runner (each half interest) is the beginning of her documentation with the United States Coast Guard. An S&S brokerage sheet dated November 14, 1961 showed she had a 1947 Gray 4-162 engine, alcohol stove, open fireplace for heat and two berths in the main cabin. Under remarks it says "she is fast, seaworthy." Her equipment included a portable R.D.F and sonar depth finder. According to George Francisco (em 9/98 to the then owner of #6), McKay had a shipyard in San Francisco and restored the boat to 'new condition' and replaced the canvas of the deck with teak. Mary's notes of the future owners of NY#7 identifies McKay as an engineer.

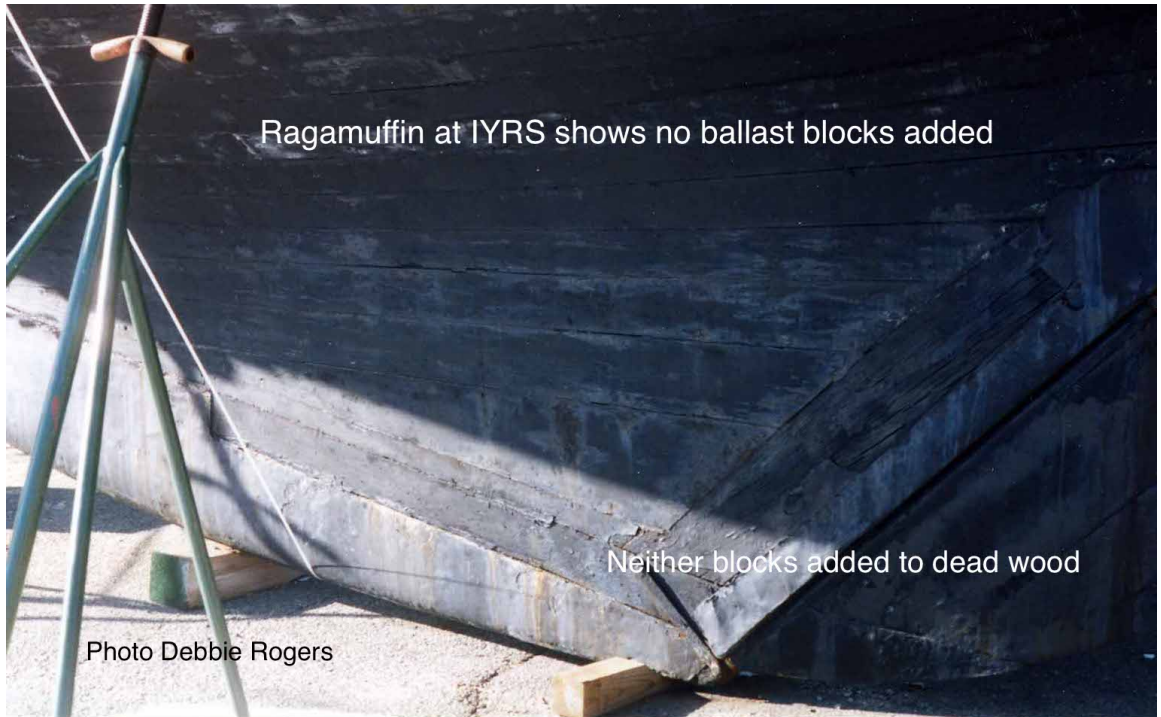
In May 1964, secretary of the NY32 Owner's Club, Skip Gmeiner (owner of #2 *Apache*) wrote to "Swede" or R M Lauretson in Dallas, TX, looking for *Ragamuffin*. He had written to Lipscomb at a Houston address without response and had heard, while sailing in the SORC that year, that she had been put in dry dock after loosing a man overboard two years earlier. In June, Swede wrote back that he had contacted Lipscomb and learned the boat was sold in 1962 to William McKay in San Francisco. He added that McKay was employed in the ship building division of Bethlehem Steel Corporation.

The USCG title of abstract shows that *Ragamuffin* was sold from McKay and Runner to Carl Jefferson in March 1968. In February 1969, Jefferson sold her to Gray

Livingston who took a mortgage on her with the Wells Fargo Bank in San Francisco for \$26,594 later that month. The date of maturity was February 1976. At the same time in 1969, Livingston took a second mortgage with Carl Jefferson for \$4,640 due in January 1973. Mary, Lipscomb's daughter, listed Livingston as a California artist in her notes on ownership. His address on the bill of sale was Canary Row, Monterey, CA. There was a license (PYL #141) in the IYRS (a future owner) files from March 1968 allowing *Ragamuffin* to enter U.S. ports with out customs inspection for a year. She had last been measured in 1962 in San Francisco and had a 50 BHP gas engine. It was a pleasure yacht license. The title abstract shows that in October, Livingston satisfied both mortgages after selling *Ragamuffin* to Hyman Jampol in September 1975. Among the file on this NY32 at IYRS, there was a survey done for Livingston in July 1974 by James McIntosh, marine surveyor in Pacific Grove, CA . She was afloat for this survey. There was a two person inflatable life raft, cruising sails, a three burner alcohol stove, a built in ice-box and a Gray, model 4-52, 45 hp gas engine with port and starboard 35 gallon fuel tanks. There were port and starboard copper water tanks under the salon berths. The surveyor further stated that the fire fighting and life saving equipment exceeded that required by law. She was "smartly painted and well kept" and "found to be sound and seaworthy." McIntosh estimated her replacement value at \$70,000 and the market value of \$33,000.

A brokerage sheet from Michaud - Iseli, Inc, yacht brokers in Newport Beach, CA, showed *Ragamuffin* was located in northern CA and was offered at \$29,500. On this sheet she was described as having a Gray Marine, model 4-52, 45 hp engine last overhauled in July 1974. Her tanks were 40 gallons of fuel in monel and 78 gallons of water in copper. Her construction was mahogany planking on oak frames with hot dipped galvanized fastenings. Her deck was teak over cedar. There were two berths forward, two in the main cabin and two in the aft stateroom. Her sails included two mainsails, genoa, loosefooted jib plus storm jib and staysail by Ratsey. She had both bow and stern pulpits, two life rafts, two anchors, 110V heating system, pressured cold water, Raytheon RDF and Apelco radiophone. Under remarks, she was described as a "sistership to Mustang -- completely rebuild in '63 at Bethlehem Shipyard; topsides varnished mahogany & oiled teak; kept in A1 condition. Vessel is double planked & bronze strapped." The sheet also said her keel was "laid in 1936, completed 1941 - rebuilt 1963."

The comment about her keel in this listing is very odd, given her ballast keel is exactly like the Nevins record print for the class. There is a figure of that in the section for #9 of the class together with a summary of the additions to the external ballast to most in 1939 by Nevins. *Ragamuffin* does not have that first 1000 pounds (in two blocks) nor an additional 500 pounds aft that was added to *Mustang* and *Salty* around 1947.



Jampol took a mortgage on *Ragamuffin* in November 1975 with the First State Bank of Southern California in Los Angeles- Long Beach. The amount was \$31,306.60 due in October 1982. The abstract of title showed he amended the mortgage in February

1978 to \$62,687.40 that was due March 1983. In June 1981, Jampol satisfied the mortgage in full. Among the file for this sister at IYRS are some letters from Jampol to S&S and their responses. The letterhead was the Beverly Palms Rehabilitation Hospital in Los Angeles, CA. An obituary found via an alumni of Stanford University said that Jampol died in April 2001 at the age of 82 years. He had an MA (1950, physical therapy) and was the owner/director of the Beverly Palms Rehabilitation Hospital, having worked in private practice for ten years. He was a speaker – Speech Pathology and Rehabilitation in a Skilled Nursing Facility --in 1974 at the March American Academy of Private Practice in Speech Pathology and Audiology (AAPPSPA) meeting. Jampol was the author of The Weekend Athlete's Way to a Pain-Free Monday (1973), which became the basis for pre-game stretching techniques of professional athletes as well as the weekend ones.

In November 1975, Robert Garland of S&S wrote Jampol, apparently in response to a letter from him, saying that *Ragamuffin* was completed in 1936 and launched first in 1937. Garland wrote that he had sold the boat when she was new and also when she went to TX. A note in The Dinghy from March 12, 1976 told that Hy Jampol was replacing all the bad wood and scraping the paint on the blue hulled *Ragamuffin*. Jampol had brought *Kirawan*, the 53' Rhodes, up to "mint condition" and sold her in 1975. The note said that Jampol hoped to complete work on the NY32 in the next year. In January 1976 Rod Stephens wrote to Jampol to say he was pleased to learn from his November 1975 letter that he now owned *Ragamuffin*. Rod mentioned that he had owned #17 of the class and shared Jampol's "high opinion of these wonderful boats." Rod enclosed a plan list and explained there was a minimum charge of \$5 plus \$2.50 for each plan requested. There were still nineteen actively sailing, one having been destroyed in a shipyard fire during the war. Rod suggested that Jampol contact Skip Gmeiner to get up to date information on the other boats. He closed by saying: "Where technical work is required, we charge on a normal time and material basis, but where questions can be handled with correspondence not requiring any particular research we are pleased to do this and like to keep in as close touch as is feasible with all owners of our boats."

Later in January Jampol wrote back to Stephens to thank him for his letter and information. "Please feel free to bill me for whatever time is necessary to answer all my questions and I hope you will not think me a pest if, from time to time, I bombard you with questions that only a "Boat Owner and Lover" would ask." Jampol asked six questions in this letter. One was to learn if the forestay should be "very tight" as *Ragamuffin's* sagged. He wanted to know the total displacement of the boat and weight of the ballast. He was considering putting in a wheel and wondered if S&S could make him some drawings. He told Rod that the mainsail had the number '17' on it, but he would use '7' hence forth. The skylight in the main salon had the number 20 stamped in it. He asked for clarification on the date of his NY32's launching, having three different ones. He lastly wanted to know who and when changed her name to *Ragamuffin*. Jampol closed with the news he was redoing the interior. "I must tell you she is a most marvelous sailing vessel, she points very well, is very fast and stable and is very responsive. As I mentioned before she is my last boat and I am doing everything I know

how to bring her up and maintain her in absolute Bristol condition. Many, many thanks for your help."

Stephens wrote in April 1976 to send a copy of a page from the 1937 America's Cup program that listed the names of the NY32 class. In that list, #7 was named *Ragamuffin*. Stephens suggested that she probably had been *Ragamuffin* since her first launching. That story, about the NY32s in the program, had been written by Walter Hines Page, a son of the first owner of NY32 #12 (*Rampage II*).

In the continuing correspondence between Jampol and Stephens, was the news in early June that *Ragamuffin's* interior remodeling was almost done. Jampol was into the varnishing, brass polishing and upholstering stages. About her name, he wrote "we can rest easy knowing that her name has never been changed." Jampol included news about a "wooden hull regatta" they had entered, "although I am not a great racer," in which 39 of the 77 starters finished the race. "The race was sailed in 35 to 40 knots of wind and since I had not seen how RAGAMUFFIN preformed in heavy weather, we decided to go with a full main and small jib. Needless to say, we were overpowered, but I am pleased to tell you that we took first place in Class A ! I now know that I can take her out in any kind of weather (but I will reef the main)." Jampol had been in NY earlier and stopped by to see Rod, but found he was out of the country. Stephens wrote back in late June to say he was glad that *Ragamuffin* had "gotten off on the right foot." He felt that she would have done even better with a double reef in the mainsail. Stephens enclosed the reefing plan, a tool list, sail combinations worked out for Mustang , a rigging list and several photos of Mustang's deck and Dorade vents. These may have been among the photos Rod sent ...





On page five from a sailing newsletter found among the International Yacht Restoration School (IYRS) files dated April 23, 1982 was a picture of *Ragamuffin* with both numbers NY 7 and 57850 on her sails doing very well close haul. She was dark hulled then. The caption said "Hy Jampol's New York 32, *Ragamuffin*, has sailed in every One More Time! Regatta since the inaugural 1976 race." Another article on the page said that *Olinka* was the winner of the One More Time! Wooden Hull Regatta sailed on March 13th in Santa Monica Bay. Don Simon (email 2012) sailed and raced out of Marina del Rey with Jampol in the 1970s. Jampol let him tie up his Laser under the blue bow of his NY32. Simon wrote that the boat was keep in immaculate condition and always ready for a sail. She was "a great boat. In spite of using an original canvas main sail, we could routinely fetch up about a point above all of the modern glass boats. It drove the 'Tupperware' skippers crazy to see this old wood boat slowly inching up above them. Of course they overhauled us downwind, but it was a blast to round the outer markers ahead of the glass boats."

By Jampol's New York 32, *Ragamuffin*, has sailed in every
One More Time! Regatta since the inaugural 1976 race.



5

In May 1981 Boyd Clampitt, a marine surveyor of Clampitts Marine Surveying in Los Angeles, reported surveying *Ragamuffin* for Jampol while in dry dock at the Windward Yacht Center, Marina del Ray, CA. Her deck material was teak and fasteners included galvanized, bronze and stainless. The engine was a Universal Atomic 4 of 30hp, no year but 21.9 engine hours were stated. Her tanks were port and starboard stainless for fuel in the cockpit of an estimated 30 gallons each plus two stainless for water of about 76 gallons in a pressurized system. The galley had a two- burner propane stove and an Avanti electric refrigerator. The radiotelephone was a Horizon 25. She had an aluminum spinnaker pole and reaching strut as well as her spruce spars. Sails listed were main, working jib, genoa, spinnaker and drifter. She had Barient and Nevins winches. The estimated replacement cost was given as \$175,000 and a market value of \$85,000. It is probable that this survey was in part to satisfy the mortgage holder. In the 'recommendations' section it says that the cabin house as well as deck was teak. She had sleeping accommodations for six in the forward V-berth, salon and aft cabin. The head included a Jensen re-circulating marine toilet and stainless steel wash basin with stowage available. Clampitt listed a variety of other equipment found aboard before coming to sixteen specific recommendations. These included items such as renewing the zinc, putting covers on the batteries and cotter pins in the turnbuckles, getting a current flare kit, labeling all deck fills, providing a horn and bell and flame shield on the neoprene fuel lines. Among the structural recommendations listed was to replace a port upper shroud cracked fitting, re-torque the keel bolts, sister two broken frames (starboard side main

salon area), refasten all original planks below the waterline and to "plug, caulk, rebed and fair hull and fittings as marked." The survey states that the owner said refastening would be accomplished as necessary. Other notes include the observation that there was rot noted in a port bulkhead, softness in three topside planks, some compression of the mast step and bleeding of the topside galvanized fasteners.



The USCG title abstract shows that in April 1984 the University of Southern California received *Ragamuffin* from Jampol. She is one of three to have been donated to schools, The other two (#3 and 19) were donated to the US Merchant Marine Academy at Kings Point, NY, at different times. A survey by William Faris with the Bill Steel, Inc., Marine Surveyors, was done in April for the USC. The boat was seen both afloat in March at the Deauville Marina and in dry dock in April at the Windward Yacht Center. The items listed are essentially the same as in the last survey. Her ballast was given as 10,200 pounds as in the previous survey. But one of the Nevins winches is identified as the #6 manual capstan on the foredeck as originally installed. For this survey, the engine hours were recorded at 65 and the steering was via a wheel in the cockpit. There were twenty-one recommendations which when completed the surveyor said would put the boat at "good physical risk." Someone had written 'done', 'OK' or 'do' next to some of the numbered recommendations. The surveyor had apparently marked the hull in yellow to identify areas needing attention. One item marked 'done' was to replug or fill hull bottom fasteners as marked. However, two other items not marked with intent were to "crop out and repair localized soft wood" at the horn timber and renew three bottom planks marked as deteriorated. These were the fifth and twelfth above the garboard near the stem on the starboard side and the ninth plank above the garboard near the horn timber on both sides. Marked as done was the recommendation to reef and recaulk the marked bottom planking at the keel and deadwood joints. Another unmarked recommendation was to repair "numerous broken frames from forward salon bilge to engine spaces.... -- many of the existing sister frame repairs appear to be delaminating and unsatisfactory.." The surveyor suggested unstepping the mast in order to rebuild the

mast step. He found that the mast step "appears too light for vessel of this type.." and that "step is fractured and sagging." When the mast was out, all of the rigging needed to be checked and most replaced. The deck was found to have numerous "soft and rotted planks" with much leaking. The teak overlay had apparently sprung and the original cedar planked canvas deck was generally rotten from the mast area forward. This suggests that the canvas was not removed during her rebuilding in 1963, but that the teak was overlain the deck as built originally. The replacement value at the time of this survey was estimated at \$150,000 and the market value as \$45,000. When contacted recently, the University had no information about this boat but did know that Jampol was deceased with no known relatives.

The abstract of title for *Ragamuffin* shows that in November 1984, Tom Belair bought her from the USC. Belair had her surveyed in January 1985. For this survey, by C.L. Driscoll, an associate of Frank K Wyatt Marine Surveyor Inc, she was seen hauled out at Kettenburg Marine and afloat at Marina Cortez in San Diego. The report said that her hull had been refastened "and expoxied." New sister frames had been fitted. The spar was unstepped and it and the rigging were being refinished and renewed. Her tiller steering had been restored. The replacement value suggested by this survey was \$145,000 and "upon completion of the refurbishment of the vessel the Present Value will be \$45,000 to \$50,000." The cost of this survey was \$184 plus an expense of \$9.20, a Longshoreman's Harbor Workers Act Surcharge. In February 1985, Belair took a mortgage of \$25,000 on the boat with the Electricians Federal Credit Union which was due in September 1990. In March 1986, Belair amended the mortgage which was then due in February 1993. In February 1988, Belair satisfied the \$25,000 mortgage.

In 1986 Belair came to the 50th year reunion of the class at Oyster Bay on LIS with NY32 #5, 6, 9 and 12 attending. There were also owners of #2 (Gmeiner) and #15 (Breck) among the celebrators. The NY32 Owner's Club mailing to Belair was stamped received by Southland Electric Inc. of San Diego on May 27, 1986. The owner's list accompanying the notice listed owners for the class, except numbers 1, 3, 8, 11, 13, 14, 16, and 19 were missing. The IYRS file contained a fishing and entry permit for Belair from Mexico to San Diego for year of May 1986 to May 1987. In December 1987 *Ragamuffin*, via deed of gift, was now jointly owned by Tom and Suzanne Belair. Skip Gmeiner's son Ron sailed aboard *Ragamuffin*, with Belair when he was stationed in San Diego in the Navy. Ron said her mast attracted him to the 32.

In a September 1998 email to Bob Scott (owner of #6 of the class), George Francisco related that Lipscomb's daughter, Mary, had visited *Ragamuffin* with each of her various owners. She visited Belair in 1991 when the boat was berthed at the Harbor Marina in San Diego. In 1994 Mary called the Marina to learn from the Harbor Master that Belair had "contracted cancer, gotten a divorce, become despondent and refused chemotherapy or radiation treatment. One day he said he would like to die on the boat, cast off and sailed away into the Pacific. The harbormaster never heard of Mr. Belair or the boat again."

Ragamuffin was not lost at sea with Belair. In March 1991 she was sold by Tom and Suzanne Belair to William and Mary Kisko in Long Beach. In an emails (4/06, 3/07) Mrs. Kisko explained that Belair, having cancer, had sold *Ragamuffin* because he wanted to spend his remaining time traveling in their RV with his girlfriend. He also had found the boat was becoming too much work for him. She continued writing to say

"Ragamuffin needed extensive work when we bought her; in fact, our broker advised us not to buy her. She was leaking badly from the deak and seams, and her mast step was rotten. But we had been looking for a classic wooden boat for a long time, and we could see how beautiful she could be if cleaned up a little. So, we went ahead and bought her and she spent her first several months in the boatyard while we installed a new mast-step and sistered many of the ribs, as well as sanded and revarnished/painted every square inch of her. Anyway, we loved her dearly, leaks and all! "

She had teak decks and she chose French Vanilla as the top side color. Kisko graduated from the University of Arizona in aerodynamic engineering.



They made a video of *Ragamuffin* under sail which included scenes of their rabbit that lived aboard the boat. The rabbit was named Thai because of its Siamese cat coloring. The Kisko's eventually moved to the San Juan Islands, WA and planned to take *Ragamuffin* with them. But they discovered that they couldn't take care of her and build their new home on Orcas Island at the same time.

" For the first year, my husband was still working in California and living on *Ragamuffin* during the week, then flying up to Orcas Island for the weekends. We realized during that first year that we could either develop our land, or maintain our boat, but not both. Plus, we felt that *Ragamuffin* probably couldn't handle a trip up the coast, and shipping her by truck would have been very expensive and hard on her, too. Anyway, though it was a very difficult decision to make, we decided to sell her, but only to someone who would be willing to rebuild her."

When the buyer paid to fly a shipwright (Ted Carr) out from New York to inspect her and then to accompany her while she was being shipped back east, the Kisko's felt that this was someone who would take good care of *Ragamuffin* and they agreed to sell her.



In March 1996 Phil Stangeland, Stangeland Marine Surveyors, at San Pedro, CA, reported to Kikso on *Ragamuffin*, presumably in preparation for selling her. Her engine was now a Yanmar 1986 with 870 hours. There was a 1972 ten foot Avon dinghy with a 2 hp outboard. She had a new mast step in October 1995. The outside ballast was listed as 11,000 pounds and a displacement of 26,750 pounds. Her replacement cost was given as \$150,000 and her current market value was \$20,000. The surveyor wrote that attempts to extract fasteners from the hull failed because the heads were wasted. There were ten recommendations, the first being necessary to allow her limited use in protected coastal waters in moderate weather. The hull was to be wooded to determine the condition of the planking and fasteners. The fastenings were to be removed and replaced with silicon bronze ones. All damaged and sistered frames were to be replaced. "With good frames, strakes and fasteners, the RAGAMUFFIN could be safely sailed well into the 21st century."

The title of abstract shows that in February 1998 the Kisko's sold NY32 #7 to Jeffrey Bates from Massachusetts. According to the closing statement from the broker, Flying Cloud Yachts in Long Beach (in the IYRS file), dated March 1997 the purchase price was \$20,000 and a sea trial and survey were waived. Bates apparently got insurance which included permission to transport *Ragamuffin* overland to MA. With her move back east, *Ragamuffin*'s homeport became Chebeague Island, ME. Bates, an attorney, had previously owned the NY30 #10, *Linnet*, now in Italy. Researching the NY30 class, Bates said (per com 3/05, 3/07) he had seen several references to the NY32s being faster than the NY30 so he thought he would look for one as his next boat. An ad in Wooden Boat lead him to *Ragamuffin*. Bates said he sailed her for two or three years around Boston and in Casco Bay. When it came time to rebuild her, Bates took her to European Custom Yachts (ECY) in Wareham, MA. Kaz Zatek was the owner and Ted Carr the manager. They had restored three other boats for him – *Savage* (Rhodes 27), *Phoebe* (Dyer 29) and *Linnet*. Her transom was replaced while Bates owned her. Bates compared the NY30 and 32 by saying the 32 was faster, drier, easier to sail and nimbler than the 30. He found the NY32 good on all points of sail, well laid out and one of the best boats he had sailed aboard. When Ted Carr left European Custom Yachts, Bates looked for another yard to do the work. Someone suggested he donate her to IYRS in Newport, RI. In December 2003, Captain G W Full and Associates surveyed *Ragamuffin* in Wareham prior to her donation to IYRS. Her appraised value was \$30,000. The survey said she was last sailing in 2000. Apparently Gibbs had made a movie of *Ragamuffin* sailing in Marion Harbor back in 1937. Bates said he had had a copy but that it had been stolen.

Clark Poston explained that the International Yacht Restoration School (IYRS) planned to restore her as part of the second year student work once they had found a sponsor. Then they took on fundraising for their *Coronet* project. Other boats came into the second year project, which could be completed more easily than the NY32 and so she remained waiting. With their recent restoring of the 1831 Aquidneck Mill building and need to make room for the building restoration project, IYRS had been looking for a buyer for *Ragamuffin* and other of their ‘boneyard classics.’

In early 2007 Toby Rodes purchased NY32 #7 from IYRS and moved her to his storage barn in ME. Rodes had been looking at NY32s in need of restoration/rebuilding for several years. His last project, working Brion Rieff, was the restoration the Fife 6-meter named *Alana*. When asked why he decided to get a NY32, Rodes wrote (2/07) that a 6-meter

“is nothing more than a 9,000lb day sailor. With a young family, that [is] all I can expect to do for the next ten years. With a NY32 I look forward to some coastal cruising and the long-term prospect of Newport-Bermuda races and perhaps even some cruising in the Med some day. Basically, a NY32 enables a completely different set of sailing dreams. Lastly, Olin told me to stop "waffling" and buy it.”

Rodes said he would be looking for the right wood to stock pile while storing the boat in a barn and out of the weather . He hopes to begin the restoration project in about seven years. He wrote the following about the delay.

“We are really just hitting our stride in the 6mR fleet with a World Cup in Newport in 2009-- I can't dilute my planning efforts. With a young family, I am time poor and can't see myself having time for a NY32 for another decade. Basically, I look forward to savoring the restoration and having kids that can help me sail it down the road.

Although a new owner of a NY32, Rodes is like many of the other owners from the original on through all the years. Many came from the meter boats and found the NY32s to be capable racers as well as a good family boat. Rodes wrote he was thinking of re-christening her "*Aeolus* when she finally splashes," although he said he is “fully aware of the bad luck associated with changing the name of a yacht – but “Ragamuffin” seemed a mis-match compared to the beauty of a NY32.” Many other NY32 owners have changed the name of their boat, although #7 is one of three (with #2, *Apache* and #18, *Gentian*) that have retained their original name through various owners and sailing days. The reason Gibbs chose to name his NY32 *Ragamuffin* remains a mystery. Most definitions of the word 'ragamuffin' refer to a ragged, dirty or disreputable child. Perhaps it is a mis-match as Rodes feels, but maybe the original naming had something to do with her being the last of the class to find an owner and a home. Becoming *Aeolus* would have her "ruler of the winds."



When asked in March 2018 how the project was working out, he wrote “Ragamuffin awaits patiently for me in my boat barn. No update other than my daughter painted a big heart on the bow on hopes that would magically bring her back to health.

Her optimism echoes my son's, who brought his tools when we picked her up in Newport
.... Iron rot remains her affliction. Total rebuild course of action.”

Ragamuffin with her new owner & son — imaging the water

Photo Toby Rodes



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

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

-- Rosenfeld photos housed at Mystic Seaport

-- Levick photos are housed at the Mariners' Museum