

Fredrick Maximilian Emile Schaefer of Larchmont, NY, was the first owner of NY32 #8. He named her *Wynfred* for his two daughters -- Frederica and Winifred. Fredrick was the older brother of Rudolph J Schaefer, both of whom held the reigns of the family business, the F & M Schaefer Brewing Company. The company was named after their grandfather Maximilian and grand uncle Fredrick, the founders in 1842. Fredrick M E Schaefer, or Emile as he was known, studied with the brew masters in Zurich after graduating from Columbia Grammer School before joining the company as a clerk in 1912, according to his obituary (NYT May 20, 1976). He rose through the company and became president in 1923, but resigned due to health in 1927. Later Emile became vice president and retired in 1949. He served as a lieutenant in the Army Signal Corps in World War I.

Emile was a Larchmont YC member beginning in 1929 and became a NYYC member in March 1935, where his brother had been a member since 1929. Fredy, as Emile's daughter is known, remembers the 32s and “many wonderful sailing times aboard her.” She also remembers that her father liked the yawl rig on *Edlu*, in which they cruised a lot. She said that many of the races in the NY32 were the weekend YRA races and others off Larchmont. The Schaefer's were family friends of the Conovers and Mannys (pers. comm 2004). Emile sold #8 in 1938 when his brother's yawl, *Edlu* (named for Rudy's daughters Edmee and Lucy), became available. He renamed her *Wynfred II*. In spring 1937, Schaefer bought a new mailsail and genoa for his NY32 from Ratsey (Mystic, Coll. 236, v.136).

*Wynfred* placed third in the 1936 Larchmont YC Challenge Cup. She raced in the Larchmont Race Week (July 18-25, 1936; Robins NYT reports on the races) finishing 5<sup>th</sup> among ten of the class on the last day. One of her best races of that season was a fourth, six seconds after *Rampage II* in the Division III of the AYC cruise. That run was won by *Edlu* on both lapse and corrected time (NYT 8/10/36). *Wynfred* appears to not have raced in the NYYC cruise races or runs that season. In the Larchmont YC 53<sup>rd</sup> Spring Regatta, *Wynfred* placed second finishing five seconds after *Valencia* and a minute ahead of *Folly*. There were six of the class that day (Morris, NY Herald Tribune, 1937). In the Larchmont YC Race Week, she finished in the mid-fleet of seven racing. In the YRA of LIS season scores (NYT October 22, 1937), she was third, after *Valencia* and *Revonoc*, of the six places given.

*Wynfred* became *Arbela* when George de Peyster of Oyster Bay, NY, bought her. He became a NYYC member in March 1938, proposed by Arthur Page (#12, *Rampage II*) and seconded by Henry Morgan (#19, *Dolphin*). He was a SCYC member from 1938 on as well. *Arbela* raced on some days during the 40<sup>th</sup> Larchmont Race Week with seven other 32s, but did not do well. She was only listed in the NYYC fleets among the cruising group. She did the run from New London to Newport and the Navy Members Cup race for cruising class during the NNYC Annual Cruise in August 1938. On the second run from Newport to Vineyard Haven, she was fifth of the nine 32s racing.

There was a joint Eastern YC-NYYC regatta on August 15<sup>th</sup>, in clear weather, smooth seas and southwest winds at 10 mph at start of the 16.2 mile race dropping to about 8 mph and more westerly at the finish. *Rampage II* was first by twenty-nine seconds ahead of *Arbela*. The course only took three hours and thirty-eight minutes to cover for the first of the 32s and three hours and fifty-two minutes for the last of the finishers. There was a protest of *Sapphire* by *Arbela*. The protest was under Rule XXXI of NAYRU to the EYC race committee. They referred it to the NYYC race committee "feeling that both boats were members of the New York Yacht Club 32-foot class,...". The NYYC race committee held a hearing September 7<sup>th</sup> at which *Arbela's* owner and crew member were present and *Sapphire* was represented by a crew member. Each side presented diagrams and testimony. From the report of the hearing (in the RC reports of the NYYC that year), it is learned that the protest occurred at the start. *Arbela*, on starboard tack and close hauled to make the line at the committee boat end, was forced to bear off to avoid a collision. *Sapphire* was to windward of her on port tack running toward *Arbela*. In a letter (October 21<sup>st</sup>) to both owners signed jointly by the NYYC and EYC race committees, the committees unanimously upheld the protest of *Arbela* and disqualified *Sapphire*.

Class start of a 1938 run. Photo from Rosenfeld Collection (89168F).



For the run back on August 17<sup>th</sup> to Newport from Wings Neck, *Arbela* was fourth of the seven in the class. In the spring of 1939, dePeyster had a genoa made by Ratsey (Mystic, Coll. 236, v. 157).

The report on the first day of the 1939 Larchmont Race Week was given by the NY Times, July 16<sup>th</sup>, stating there were 364 starters. The results for the 32-footer class

were *Valencia*, *Revonoc*, *Arbela*, *Ibis II*, *Rampage II*, *Swell* and *Apache* (DNF). *Arbela* did not appear in other results of that week.

In 1939 the NYYC racing fleet counted eleven of the 32s and the cruising fleet 13 of the twenty. The ratings for that year were the same as in 1938 according to the 1939 NYYC Race Committee Report. The first run of the Annual Cruise was August 8<sup>th</sup> from Glen Cove to New Haven, a distance of 38.8 miles. The weather was overcast with showers in light south-west to south-east winds. Six started in the 32-foot class, but only three finished the run. *Rampage II* finished first almost eleven hours after the start. She was followed about two and a half minutes later by *Notus II* and then *Folly*. *Valencia*, *Arbela* and *Dolphin* did not finish. The next day was another 38.8 mile run from New Haven to New London. All six finished with *Sapphire* first, covering the course in seven hours and almost six minutes. The weather was clear with light southeast breeze to start and south-southwest at 14 mph at the finish. *Dolphin* was second and *Arbela* third. *Valencia*, *Rampage II*, *Folly* and *Notus II* followed. About an hour separated the first and last of the class to finish. *Arbela* did not race for the Navy Cup.



Arbela during NYYC in 1939. Levick photograph #141704.

In the July LIS column by Davy Jones (Rudder, 1940) was the news that George dePeyster sold *Arbela*. Her new owner was Louis Brooks Jr, and she became *Wynfred* again. Brooks, of Chester, CT, was a member of the Off Soundings Club and Fishers Island YC. Among the Off Soundings papers (Mystic, Coll 285) is a letter in 1936 from Brooks on stationery of the "Bright Iron & Brass Wire Goods" company. With the help of the Chester Historical Society in finding Louis' sister-in-law (Helen), it was learned that the company made brass wire goods with the slogan "Brooks for hooks". Helen did not remember much about the NY32, but did recall that the family was very interested in a boat Louis was having built called *Blue Jay*. Off Soundings race records (Mystic, Coll. 285) show Brooks with a yawl *Seventh Heaven* on the spring 1937 cruise and a cutter

*Blue Jay* in May 1938. There is a note that the fall 1938 cruise was cancelled because of the hurricane. It also has a short list of boats damaged in the Hurricane of 1938, which included *Blue Jay*.

The Off Sounding Club members included two of the 32-foot class -- *Revonoc* and *Wynfred*. Brooks had also been a member with his 37' cutter *Blue Jay* before taking on the NY32. The Club's spring cruise, May 30-31, 1941, from New London ended at Shelter Island YC where *Wynfred* finished this run of 26.3 miles in about four and three-quarter hours, placing eighth in her class on corrected time. The results do not show *Revonoc*. There was no fall cruise in September. This collection is missing cruise and race information for the years between 1941 and 1945, perhaps because there were none due to the war.

Several sources mentioned that *Wynfred* was lost in a fire during the war. A copy of the 1942 Lloyd's Register in the Mystic plans department has a handwritten note through the entry for her and Brooks "destroyed". A 1947 Lloyd's Register there has typed "destroyed by fire" over the entry of Brooks as owner. At this time her engine description is for the original Gray engine. An owner of #1, Charlie Sturgess of CT said she burned on the river in Portland, CT. Brook's sister-in-law said the boat burned up in a boatyard fire in Portland in about 1943. A survey of several boatyards in the area found the owner of the Portland Boat Works, who said the Holter Boat Yard in Portland, CT, had a fire during the War. All of the class survived the Hurricane of 1938. The first to be lost was this one in a fire. Others have had hurricane and fire experiences, but no further losses among the class to either of those events.

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  
-- Levick photos are housed at The Mariners' Museum  
-- Rosenfeld photos are housed at Mystic Seaport