

## #1 Valencia

DRAFT (2019)

The first launched on May 9th of the class and "the Queen of the Fleet" was *Valencia*. Her owner, John B. Shethar, who was, by many accounts, instrumental in getting the one-design class off the ground and built. A member of the NYYC since 1919, Shethar was Commodore of the American Yacht Club (1933-36) at the time of their inception. In 1936, Shethar was also a NAYRU member with other of the 32 owners -- Anderson, Conover, Havemeyer, Manny and Page. In 1936, Shethar already owned *Magistrate*, a 59-foot waterline length Herreshoff built in 1916. Three other of the first owners also already owned large motor yachts. Jack, as he was known, was described as being "into and out of boats" that is a different one every year by Jim Mertz (pers com '04) who remembered sailing with him on a Seawanahaka schooner in 1927. Bob Erskine (pers. com '06) remembered Jack as a "wonderful man" and good friend of Drake Sparkman.

According to his obituary (NYT June 8, 1970), Shethar had "built and raced boats as a youth. In 1958 another sloop, also *Valencia*, was launched off Mamaroneck and according to the Times was the 26<sup>th</sup> sailing vessel he had owned and raced since about 1910." The 1958 *Valencia* was an S&S design (#1309) sloop of 28-foot waterline length (Kinney and Bourne, 1996) and featured in the *Yachting* (May 1959, p.93) design pages. In mid-October 1935, Shethar had S&S draw him arrangement and sail plans for *Ptarmigan* (design 112.1), a 50' waterline length yawl. Shethar did not have her built, but the plans (112) were apparently used by Walter Gublemann to build *Windigo*. In 1960 Jack ordered a sail from Ratsey for his sailfish, *Valencia* (Mystic, Coll. 236, v. 173).

During the building of the 32s at the Nevins yard, Rosenfeld was taking photos of the progress. Two photographs during an April visit were labeled "The Spur" suggesting a name for that class member. But none were ever so named. There were no other notes with those photographs in the collection, although one staff member suggested it might refer to work for the periodical of that name often advertised in the Lloyd's Register. The hull is dark and given the closeness to the first launching, it is probably #1. The 'name' supplied by Mr. Rosenfeld suggests this class production would 'spur' or lift the Nevins yard into the black. [see section on #11 for some Nevins and Ratsey financials]



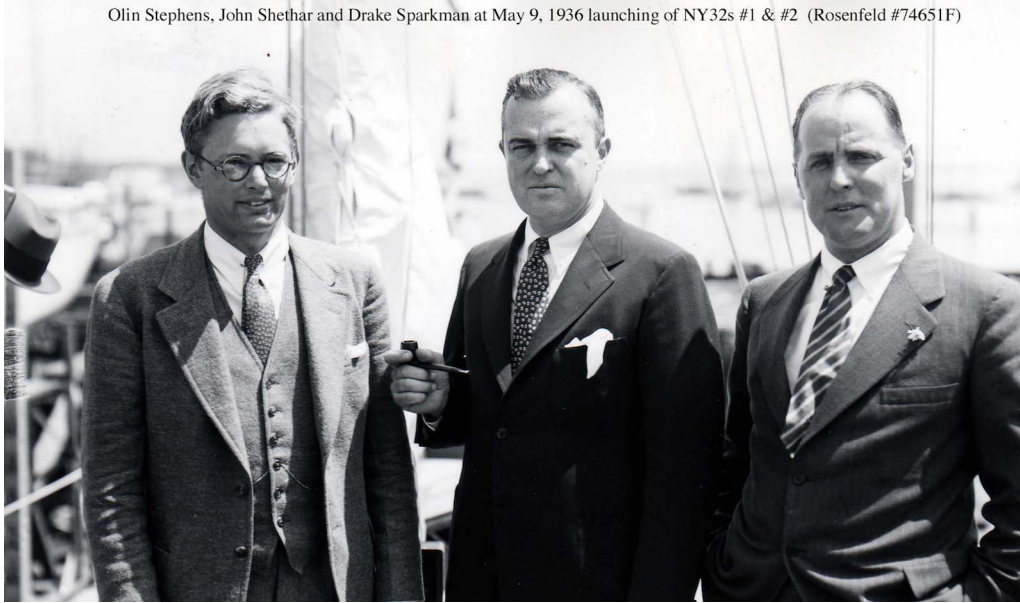
In a memo from S&S to the owners in early March, Drake Sparkman gave them information on models should any of them want to have one made. He also told them that there was an "excellent story on the new class" in the March issue of The Sportsman, but did not feel he needed to point out the articles in the March issues of both The Rudder and Yachting to the class owners. [see the end of this section for more on early pre-launching news and changes]

The article in The Sportsman is entitled "The Perfect Thirty-Two" by H. A. Calahan, owner of the NY30 *Old Timer* (x *Cara Mia*) and author of (eventually ten) learning to sail books. The text is accompanied by a sail plan and specifications plus an accommodation plan looking down through the deck. The author, perhaps because of his nearness to the NY30 class or his NYYC membership, has some interesting insights and supports to other suggestions. The article begins:

"It has been coming on for years. Now it is here -- a one-design class of genuine small cruising boats for the New York Yacht Club, calculated to replace the Thirties.. ... They stand today as the oldest and most successful one-design class ever built. Ten years after the Thirties were designed the fashion started to build a class "to replace the old Thirties." The Ten Meters, the Eight Meters, the Fishers Island boats have been so designated. Many other class, conceived but still born, have been hailed as the class that would replace the Thirties, but until now the Thirties have steadfastly refused to be replaced.

Now comes the latest of a long line of successors -- the most logical successor of the lot. John B. Shethar and C.F. Havemeyer started it. . . "

Olin Stephens, John Shethar and Drake Sparkman at May 9, 1936 launching of NY32s #1 & #2 (Rosenfeld #74651F)



May 9, 1936 launching of NY32 #1 and 2

Jack Shethar and C.F. "Bubbles" Havemeyer

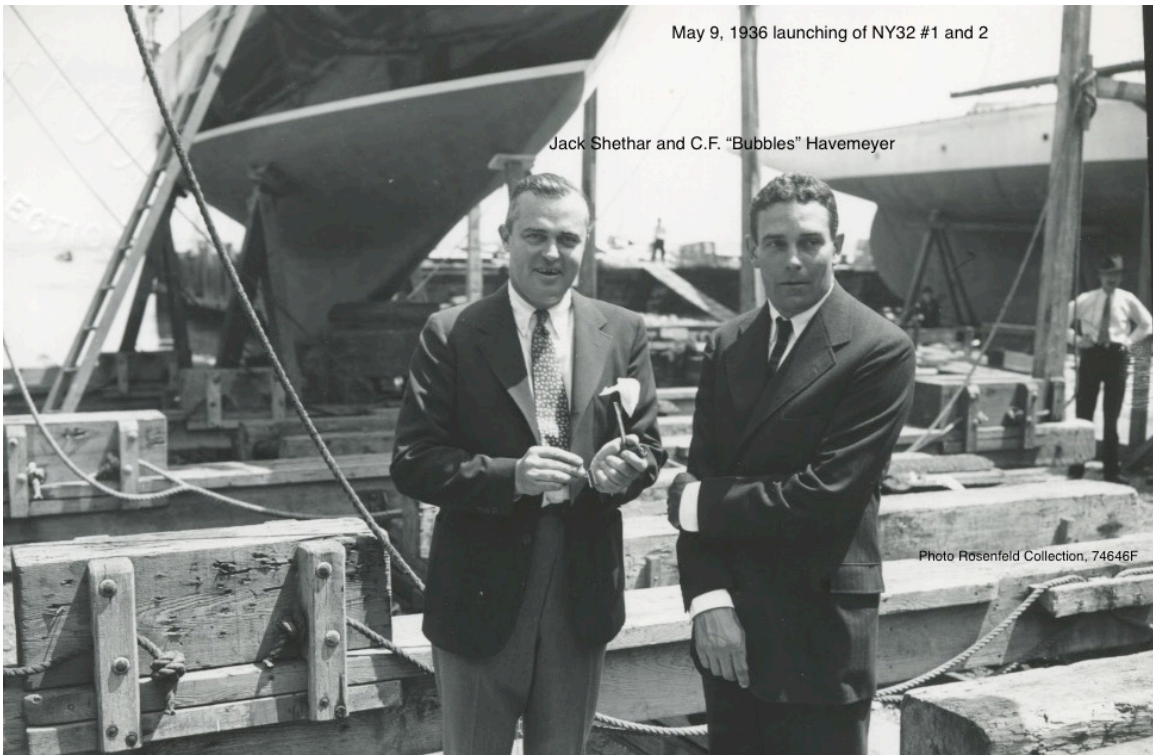


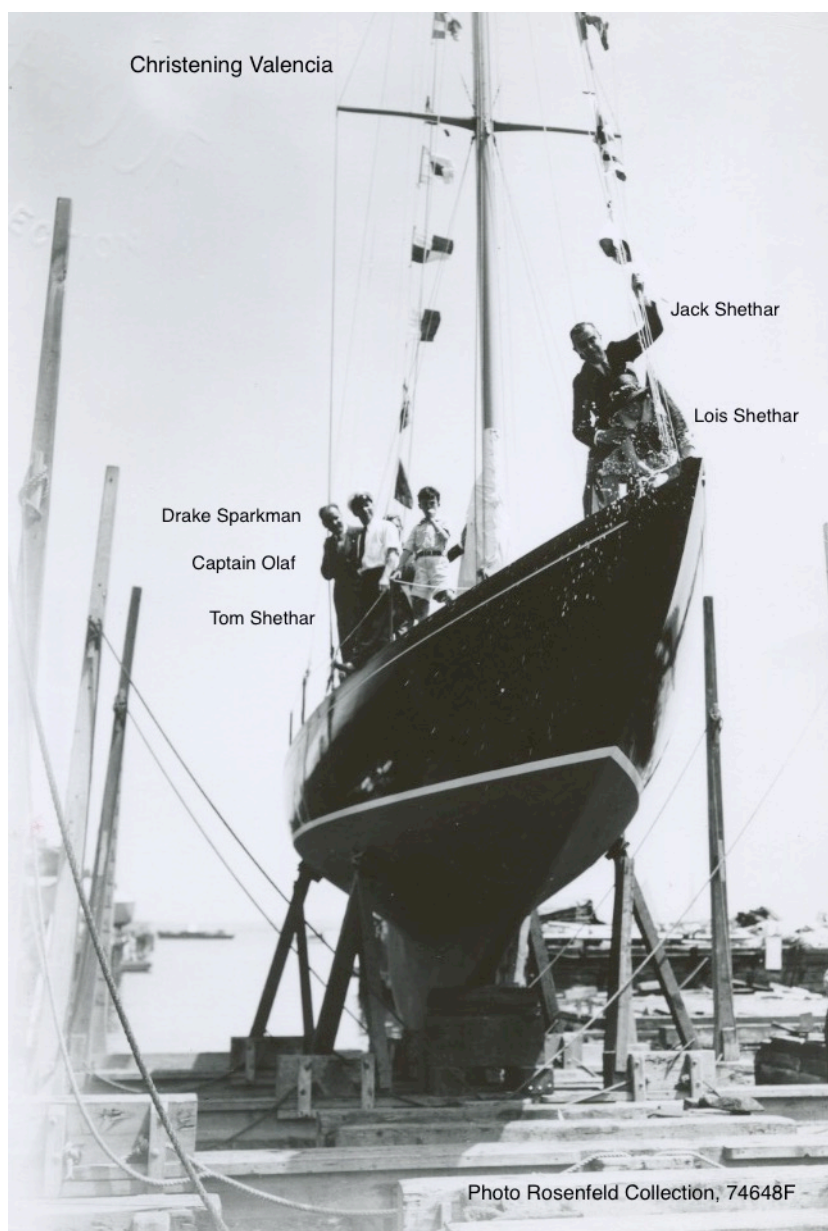
Photo Rosenfeld Collection, 74646F

Calahan goes on to explain about the class committee and the chosen design and builder and cost. Calahan observes that this new boat did not arrive over night, but that the design contains features that have been tried and proven. His comparison of the 30 and new 32 is interesting. The Thirties, he claims, as well as the 10-meters and 8-meters are "racing boats with cruising accommodations -- all three designed to the limit of a racing measurement rule." The new boats, however, built to the Cruising Club rule offer a variety of options -- they can be raced as a one-design class, or on cruising runs, or in distance races or in ocean races. "The Thirties are just too large to sail without a paid hand and just too small to cruise *with* one. .." and describes the lay-out of the 32s for the paid hand and to make it easier to take ladies aboard. The principle advantage, the author sees, in the new boats is "their easily handled rig" and ease of reefing. He claims that the jib is loose-footed due to the insistence of the chairman of the committee (Bavier, see section on #18 for committee). "Bob positively refuses to go to sea with a jib club." Teak for decking was apparently discarded because of its weight. Calahan explains, with the example of the Fishers Island 30s, where the teak decked boats were "noticeably slower" than boats with decks of lighter materials. Twenty boats "well owned will make a class that will last for years. A larger class would be too hard to control and too hard to keep in desirable hands." He also claimed that more than twenty would make a crowded starting line.

The NY32 was not the first one-design class Shethar helped foster. In 1925 the new class of Sound Interclubs was "founded by John B. Shethar" (Shields, 1964). William Swan wrote about this class in Schoettle (1945) as filling a niche between the "Star class and the 6-Metre Class" following discussions among yachtsmen around LIS. The vision for this yacht was for "a comfortable day sailer of pleasing lines which could be raced by those so inclined, or sailed by the junior element, which is so necessary to the life of yachting; and yet they wanted a boat that would cost less than the 6-metre." Of the designs submitted, Charles Mower's was chosen. The sloop designed was 28' 9" overall length, 19' on the waterline with a beam of 7' 6" and 425 square feet of sail. The 28 boats were constructed by Henry B Nevins for the 1926 season at a cost of \$2,400 including a suit of sails by Ratsey. Several took on the additional cost of having a small toilet installed to make the boat a weekend cruiser. Seven of this class went to owners at AYC, six at IHYC, four at SCYC, three at MBYC, two each at LYC and HHYC, and one each at NYYC and at NRYC. Shethar was owner and skipper of #4 *Babette* during the 1926 and 1927 racing season. In 1926, #4 placed fourth in the LISYRA championships. *Aileen*, #25, owned by Joseph Dunbaugh, was skippered by Cornelius Shields and placed second. Only two boats changed hands for the 1927 season because their owners bought either a 6 or 10-metre (then a new class), but these were not within the top ten finishers in 1926. After about a month of sailing the new boats, extra ballast was deemed to be needed. First it was placed in the bilge and did make the boats 'stiffer.' Before the 1927 season, this weight was made into two blocks and inserted into the deadwood space. The NY32 class had a similar ballast keel solution in 1936-39 [see section for #9 for more details].

Shields (1964) says that Jack sold his Interclub after the second season and Cornelius became the class "chairman". Shethar and the Bermuda Trimmingham brothers, Eldon and Kenneth, founded the US - Bermuda Long Island Interclub races. These races were between the Sound Interclubs shipped down to Bermuda and the Royal Bermuda YC one-designs.

According to the Brooks Brothers lists of 1929-32, Shethar owned and raced another *Valencia*, a 10-meter (#5 x *Tar Baby*). A note in *Yachting* (April, 1936) says that he sold the 12-meter *Tycoon* that he had bought earlier in the winter. It seemed he had planned to race the 12-meter before the NYYC decided on the new one-design class. His daughter, Lois, who christened the NY32 *Valencia*, remembers four or five black boats with that name. She says he did not like the name *Tar Baby* for the 10-metre and probably picked *Valencia* for the song popular at the time and his wife's mother's Spanish heritage (pers com '04). Jack played the song loudly on a hand-cranked phonograph before each race. The song was from 1924 and a hit in 1926.



Shethar's obituary says he served with the Seventh Regiment on the Mexican Border in 1916. No college is mentioned and Lois confirmed that he did not attend one, but would have like to have gone to Harvard. Jack was 44 years old and a stockbroker in 1936. That year his children, Gwendolen, Lois, Sylvia and John ranged in age from eighteen to nine years old (grandson Nick Everett, email '04). In 1936 and '37 *Valencia* was crewed by family and friends according to Lois. Silvia, known as Rusty, was a well known skipper, later winning the Adams Cup five times. She raced an Atlantic with her sister, mother and Ella Manny among the crew.

Nevins built the twenty boats in pairs off two molds in an assembly line fashion. The first two were launched Saturday May 9, 1936. William H. Taylor described this event in the Sunday, May 10<sup>th</sup>, New York Herald Tribune under the following headline with photographs of the boats after launching--

"Shethar's Valencia and Havemeyer's Apache, First of N.Y.Y.C. One-designers, Launched -- New Craft Ride Water Steadily at City Island-- Lois Shethar, 11, and Priscilla Havemeyer, 10, Act as Christeners of Yachts"

The article, which fills in the picture of the day (see section for #2 for a photograph) continues:

"The first two of the New York Yacht Club's class of twenty 32-footer waterline sloops went down their builder's ways at the Nevin's Shipyard, City Island, yesterday afternoon. Jack Shethar's Valencia and Charles F. Havemeyer's Apache were launched at 1 o'clock with appropriate honors.

The launching of a race boat under modern conditions is not a spectacular performance. A signal is relayed to the hoisting engine man and he lowers them gentle into the water. But the launching nevertheless drew the largest turnout of yachtsmen that has been seen in many a long year, not even the launchings of the last two America's Cup defenders. At least half of the owners of the twenty new boats were present, along with Vice-Commodore E. Townsend Irvin, Rear Commodore George E Roosevelt and George E. Cormack, secretary of the New York Yacht Club, the organization which is sponsoring the new boats, and several hundred other yachtsmen.

The two principals in the event, however, were two small girls. Miss Lois Shethar, aged eleven, broke the champagne bottle over the bow of Valencia, and Miss Priscilla Havemeyer, ten, performed the same office for the other boat, her father's Apache. This important part of the ceremony having been completed, the two boats went down the railway on the same cradle and floated gently off into the waters of City Island roads.

Valencia, the first boat off, was launched with mast stepped and sails furled on the booms, and during the afternoon, the wind being practically nil, she was running around City Island roads under power with her mainsail set. As a rule it doesn't pay to sail new boats around until they have had a chance to find themselves in the water, but exercise in a flat calm couldn't do Valencia any harm.

Apache, being launched without her mast and rigging, couldn't be taken out.

The designers of the new class, Drake H. Sparkman and Olin J. Stephens, were aboard the two boats as they went down the ways, Sparkman being aboard Valencia and Stephens aboard Apache.

The burning question of any launching, as to whether the boat will float on her lines or not, was quickly answered. Valencia, with her masts, sails and gear aboard, lifted off the cradle and floated out on her waistline [waterline]. She may want a little ballast forward, but it will be very little. Apache, launched without her rig and gear aboard, was naturally high by the head.

The thoughts of many yachtsmen were voiced by a spectator as he watched the two boats slide into their element -- "Wonder if they'll last as long as the old thirties?" The latter class, built in 1904, is still going, and there seems no reason to suppose that the new ones won't be going thirty years from now.

By the end of May there will probably be eight of these boats in the water. At Nevin's Yard yesterday, beside the two boats launched, there were three of them in the yard outside the shed being finished up, four inside the shop in various stages of construction, and two more on the forms, being framed and planked, making a total of eleven under construction out of a total of twenty in the class.

Following the launching many of those who attended it repaired to the Manhasset Bay Yacht Club, across the Sound at Port Washington, where the Cruising Club of America was holding its first rendezvous of the season....."



Shethar and his NY32 were quite successful in the opening season's racing on LIS and during the NYYC cruise. Of the 24 races of the class reported in the news, *Valencia* took home eleven firsts, five seconds and three thirds. The NYYC cruise in 1936 included five J boats. Lois said they started the "small" boats first (which included the 32s) and then the J boats would sail "politely to leeward". It was a "great sight" with 35 men on the rail. Olin was aboard as crew off Newport that year, but Lois said he seemed interested in timing the distance of the waves off Pt Judith. Perhaps, Olin was preparing for future Cup racing there -- *Ranger* next year....

The NY Herald Tribune (May 22, 1936) news of the class' progress came under the headline "New "32" class yachts to open racing June 16". The news item announced that NYYC secretary George Cormack had offered a Cup for the new class on its first NYYC race. This race was to be held during the Annual Regatta off Glen Cove June 16. Mr. Cormack raced in the first race among the NY30s in 1905 and had been secretary of the Club for the last 25 years. The article suggested that the estimate of the number of the 32s ready by then might not be more than 8 or 9. This news announcement followed the regular meeting of the Club. It went on to say that "one of the unborn boats" of class changed owners. Robert Bavier sold his boat (#19), upon which construction has not begun, to Henry S Morgan. The article suggested that Mr. Morgan lost out when the class closed at 20. She will be named *Dolphin* and is due to be delivered around August first.



Each season the Yacht Racing Association of Long Island Sound (YRA of LIS) offered a season long championship series. The series was hosted by each of the twenty member yacht clubs from May through September on Saturdays, holidays and some Sundays. In the May 24<sup>th</sup> New York Herald Tribune, William Taylor reported on the 1936 opening season regatta off Rye. American Yacht Club was host to the 55 boats that raced over the triangular course of fourteen and a half miles in larger mixed classes as "not many of big ones having got in commission as yet." But there were still seven more starters than in the 1935 opener. There was a ten-knot southwesterly breeze making it a beat to the Prospect Point Buoy with a run to Captain's Island and a beat home. Part way down the article under the subheading "Valencia Fails To Finish", Taylor wrote :

"The thirty-foot class looked a good deal as it has for the last five or six years, owing to the fact that S.C. Pirie, in Oriole, led it all the way. Commodore John B. Shethar came out with his new thirty-two-foot class sloop, Valencia, and, having, no competitor in the class, few of which have been launched yet, started with the thirty-footers. Valencia, though she didn't cross the finish line, came in what would have been a rather poor third against the thirties, Variet finishing just behind Oriole. This was about as expected. With more beam, more displacement and less sail, the new thirty-two-footer, built to the offshore racing rule, are not expected to beat the old thirties under ordinary Sound conditions.

Olin Stephens was at the helm of Seward Johnson's new six-meter, Mood, her owner being on his way to England, and brought the sloop through her first victory, leading a fleet of seven home, with Briggs Cunningham second in Lucie. Mood led at the weather mark, ran very fast and kept most of her lead on the second beat to the finish line."

Toward the end of the piece are observations about the race committee boat and several of the racers, which included the following about the thirty-two --

"Jack Shethar reported that Valencia showed signs of a strong weather helm, when he came in from the first race any of the new boats have sailed. It's a good fault, as faults go, and not hard to correct."

According to Nye's Nevins collection, *Mood* (US 68) was Nevins hull #416 with her construction begun in early March 1936 on the mold floor. Nevins hulls for the NY32 class were #396-415. Perhaps, she was launched after the first two of the 32s and before the launch of the next two and her designer was also completing sea trials with this race.

The opening race for this new one-design class was part of the two-day Decoration Day (May 30-31) series sponsored by the Seawanahaka Corinthian Yacht Club (SCYC) for the NY32, 6 meter and S classes. Four of the new class of 32-footers competed for a trophy offered by NYYC Vice Commodore E. Townsend Irvin, a former SCYC commodore. The report of the first day's racing by John Rendel (NY Times) is the first glimpse of how they competed with each other as well as in relation to the other classes. Rendel described the start -- "All the Thirty-twos were a bit gun shy at the start, with Swell crossing first, followed by Valencia and then Geisha. Valencia went about on port tack on crossing, but soon ran into difficulties

and quit. Swell reached the weather mark first, far ahead of Geisha, and was never threatened." It was unfortunate that although *Valencia* started, according to the news item she lost a halyard and motored back. *Apache* starting 15 minutes late after some confusion over the starting signals sailed around the thirteen and a half mile course to finish a little over 14 minutes later than *Geisha* .

The report to the NY Times (June 1, 1936) on the second and final days' racing was by John Brennan. All four raced and finished with *Valencia* taking the day's honors. *Apache* was about 60 seconds behind her followed by *Swell* and then *Geisha*, about a minute behind. Almost 16 minutes separated the first and last finishers. The series and special trophy went to *Swell* (6 points) with *Apache* second (5 points), *Geisha* and *Valencia* tied with 4 points each.

June 17<sup>th</sup> (NY Times, June 18, 1936) brought the evening start of the annual AYC race down the Sound to New London to join a gathering for the Harvard- Yale rowing races on the Thames River. The breeze was southerly giving the thirty-two racers in the three classes a fast race under star-light sky. The Cruising Division was split into two classes -- one handicapped under the Cruising Club Rule and the other under the AYC Rule. The former included several that would start the Newport to Bermuda race the following week. For them this 76-mile run was a good shake-down. This was apparently the first meeting of the Paine-36 with the NY32 as the news article said there was much interest in *Actaea* 's performance against the 32-footers, *Valencia*, *Swell* and *Geisha*. Albert Fay's *Starlight* was also in this class. Commodore Shethar's motor yacht, *Magistrate*, was the race committee boat and had a race of her own from the start off Scotch Caps to make the finish off Sarah's Ledge in time for the first finisher. [section for #3 has more on finishers; section for #18 has more on the Paine design]



While four were busy with the Bermuda Race, three raced in the 7<sup>th</sup> race of the YRA of LIS championship series held by New Rochelle Yacht Club June 27<sup>th</sup>. According to the report and summaries provided in John Rendel's article in the NY Times (June 28, 1936) both the three 32s and three 30s sailed the same 11.8 mile course starting five minutes apart. It was a triangular course with a reaching start then spinnaker leg and beat back sailed in light fluky to moderate breeze. Apparently, a tow of coal barges forced many Interclubs to bear off after their start in order to get around the tow, but the two one-design classes started before them and had no problems. Among the 32s, *Swell* beat *Clotho* and *Valencia*. In the 30-footer class, *Oriole* was first with *Variant* second and *Alera* third. On this day and course, the NY32s were faster than the NY30s.

The annual race week hosted by the Larchmont Yacht Club (LYC) ran from July 18-25 in 1936. James Robbins reported that week's races for the NY Times beginning with the headline "Taylor's Barbara leads 50-footers as 250 yachts sail" (July 19, 1936). This first day was raced in northeast winds calling for

working head sails, although only about 18 mph, it blew against an ebb tide, kicking up the waters of LIS. Robbins wrote :

"There were seven of the new thirty-two-foot waterline sloops out, the largest number to date, and *Valencia*, which did so well on the Eastern Yacht Club cruise, kept up her speedway to defeat the second boat, A.W. Page's *Rampage*, 2 minutes and 32 seconds over the fourteen and a quarter mile course.

S.C. Pirie's thirty-footer *Oriole* met defeat for a change, being beaten 16 seconds by F.B. Woodworth's *Variant*."

The summary of the 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 first in class sailed the fourteen and a quarter mile course in two hours and twenty-four minutes. *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*. ! On this day, the NY30s sailed a course of the same distance starting five minutes after the NY32s. The first NY30, *Variant*, sailed the course in two hours and twenty-five minutes.

Racing July 19<sup>th</sup> reported by Robbins in NY Times (July 20, 1936) again saw *Valencia* lead her class at the finish, although *Swell* had led much of the race. At the start there was a light southerly which shifted to the east and then back to the south as a squall moved off to the north. Those boats on the second leg in Hempstead Harbor discovered only cat's paws of breeze. Again the course was fourteen and a quarter miles. Among the large handicap division, *Actaea* was seen using a new double-clewed genoa jib.

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

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

The racing that day did not count toward the regatta series, but was reported as a special regatta of LYC to fill in the competition.

Valencia leading the fleet (1936). Levick Collection (128639).



The report for the racing on July 21<sup>st</sup> among the eight 32s was limited to the summaries, with nothing mentioned in the text. *Valencia* did not compete. Robbins' report of the racing off Larchmont July 23<sup>rd</sup> fell under the headline "Regatta on Sound draws 293 yachts." This was the most yachts to cross a LIS regatta starting line to date. The prior record, set in 1935, was 285 yachts. There was a fine breeze approaching a "smoky so'wester such as one might expect out Nantucket way." Eight 32s started, but again *Valencia* was not among them.

"Weather prophets win at Larchmont, squalls and calm threaten skippers, putting premium on breeze-finding skill" headlined Robbins report on the racing July 24<sup>th</sup>. Apparently the NY50s had a real race again, with *Spartan* finishing 42 seconds ahead of *Ibis* and *Barbara* 7 seconds behind *Ibis*. Among the 32s, *Valencia* scored her second victory of the week. She beat *Swell* by 55 seconds. Robbins commented that 'the new 'thirty-twos' have made a fine showing. Only semi-racing sloops with their cruising ability, which

was proved in the Bermuda contest, they have beaten, boat for boat, many larger racing craft. It means something when a smaller yacht out sails a larger one over the same course under the same conditions.”

The final regatta of the week, July 25, was won by *Clotho*. *Rampage* led her off the wind, but *Clotho* passed her on the windward leg finishing two minutes and fifty seconds ahead. The weather this last day was sunny with a “splendid breeze.” (Robbins, NY Times , July 26, 1936). The summaries for the day included ten 32-footers finishing with *Clotho* first (4:58:06), followed by *Rampage* (5:00:56), *Valencia* (5:01:04), *Swell* (5:01:15), *Wynfred* (5:04:04), *Revonoc* (5:05:21), *II* (5:05:51), *Esmeralda* (5:07:30), *Folly* (5:08:54) and *Apache* (5:13:57). [see sections for #12 or 20 for Rosenfeld photo of the class that day]

The next meeting of the class was the fourteenth event of the YRA of LIS championship series hosted by the Stamford Yacht Club on August 1<sup>st</sup> (NY Times, August 2, 1936). *Apache*, sailed by her owner, finished two and three-quarter minutes ahead of *Clotho* in this meeting where there were seven 32s racing among the 113 boat fleet that day. The course was eleven and a half miles with a beat across the Sound to an Oak Neck Buoy and return. There was scarcely any breeze at the start, but a nice southwester of about seven knots came in to insure there were finishers for the race. The order of finish for the 32-footers was *Apache*, *Clotho*, *Valencia*, *Swell*, *Wynfred*, *Notus II* and *Rampage II* , where almost eight and a half minutes separated the first and last finisher.

In Sunday, August 9<sup>th</sup> NY Herald Tribune was a report by William Taylor of the American Yacht Club regatta in which six of the 32s were among the fleet of 126 sailing. It was accompanied by a picture of *Rampage II* and *Swell* . *Valencia*, Commodore Shethar's flagship, gave her classmates a beating over the thirteen and a half mile course from Scotch Caps to Captain Island then over to Oak Neck finishing just over six minutes ahead of *Clotho* with *Revonoc* just two seconds behind in third. *Rampage II* was fourth followed by *Wynfred* and then *Swell* , ten minutes behind the second place finisher. *Valencia* sailed the course with a weather start in fluky winds and flood tide in just under three hours. Three of the NY30s, *Oriole*, *Variant* and *Amorita*, also raced in this AYC regatta which began the annual cruise. *Oriole* covered the course in three hours and seven minutes and twenty seconds ahead of *Variant* and four and a half minutes ahead of *Amorita*.

August 9<sup>th</sup> saw six of the thirty-twos racing in the first run of the AYC three-day cruise from Rye to Port Jefferson over the twenty-seven and one-half mile course. They were in Division III with *Edu*, *Zaida*, *Stormy Weather*, *Actaea* and others. The results of that division were given in Robbins' NY Times article from August 10, 1936. *Clotho* was fourth to *Edu*, first, and *Zaida* second. *Valencia* followed as fifth ahead of *Rampage II*, *Wynfred*, *Stormy Weather*, *Swell* and *Actaea*.

The second run of this cruise was from Port Jefferson to Duck Island Roads, off Clinton CT. The AYC annual cruise brought the yachts to New London where they rendezvoused with the NYYC, to continue their sailing battles during the NYYC annual cruise, which began August 13<sup>th</sup>.

The NYYC 's racing season had begun July 18-25, 1936 with six special races over courses of 28 to 35 miles for the J-Class off Newport according to Parkinson (1975). The Club had received a challenge for

the America's Cup from the Royal Yacht Squadron for a match in 1937. Competing in these 1936 races were *Rainbow* now owned by Harold Vanderbilt, *Yankee* still owned by Gerald Lambert and *Weetamoe* now owned by Chandler Hovey.

The NYYC fleet gathered off New London, CT, August 12<sup>th</sup> for the Club's Annual Cruise (Robbins, NY Times August 13, 1936) with the masts of the J boats towering over all others. The first racing run was to Newport over the distance of thirty-seven and a half miles set for the next day. The 32-footers were competing for the Cup put up by George Cormack, Club secretary, under their one-design class rules and starting five minutes after the first class, the J-boats. Although it was announced earlier in the season that this Cup would be raced for on June 16<sup>th</sup> off Glen Cove during the Annual Regatta, when the decision was made to incorporate the Annual Regatta with the Annual Cruise that year, this competition moved to August.

The Report of the NYYC Race Committee for 1936 provides not only the results of the Annual Cruise and Annual Regatta, but also a list of the racing and cruising fleets for that year. There are twelve of the 32s listed in the racing fleet and seventeen in the cruising class. Not listed in the racing fleet were *Swell*, *Larikin*, *Mehitabel*, *Ibis II* and *Sapphire*. Not listed in either fleet were *Spindrift*, *Nepsie* and *Biquette*. The absence of the latter two can be explained, but it appears that *Spindrift* and her owner disappeared after the Bermuda Race, perhaps to his Virginia farm. [see sections for each for more ...]

In the 32-foot class, the winner of the run and the Cormack Cup was *Valencia*. She covered the thirty-seven and a half miles in six hours and five minutes. *Rampage II* was second forty-five seconds later followed by *Clotho* about three minutes later. The rest of the class racing finished in order of *Apache*, *Revonoc*, *Notus II*, *Sapphire*, *Swell* and *Geisha*, about thirty minutes after the first to finish.

Off Newport for August 14<sup>th</sup> were the Astor Cup races. Seven of the NY32s raced with three of the Paine-36s, *Rugosa*, *Stormy Weather*, *Mandoo II*, *Ayasha*, and *Marilee* in the sloop and yawl division over the fourteen mile course in a light south west wind. The fastest 32 (*Swell*) covered the course in two hours and fifty-six minutes, while it took *Sapphire* three hours and nine minutes. *Rugosa* covered the course in two hours and forty-two minutes and *Gypsy* took two hours and fifty-four minutes. On corrected time the winner was *Rugosa* with *Swell* second and *Gypsy* third. *Valencia* was fourth and *Notus II* and *White Lady* tied for fifth.

The second run of the cruise on August 15 was from Newport to Edgartown. The distance was reported as 42.1 miles beginning in fog but clearing with moderate seas and south-westerly winds from around 13 mph at the start to 21 mph or so at the finish. Eleven 32-footers made this run as well as the three 36-footers. *Valencia* won among the 32s, covering the course in five hours and twenty minutes, and *Actaea* again among the 36s, taking five hours and nine minutes. Since the 32s all had the same rating -- 25.8 or 248.89 seconds per mile for racing and 34.1 or 193.54 second per mile for cruising -- their finishing order was the same as the corrected time order. This was not so for the Paine or Marblehead- 36s where *Actaea* had a rating of 38.2 (173.12 seconds per mile) with the rating for the other two 38.0 (174.04 seconds per mile) for cruising. The 32s finished in the following order -- *Valencia*, *Sapphire*, *Revonoc*, *Esmeralda*, *Rampage II*, *Swell*, *Apache*, *Notus II*, *Mehitabel* and *Geisha*.

There were no racing activities Sunday August 16<sup>th</sup> in Edgartown. On the 17<sup>th</sup> the fleet made its third run from Edgartown to Mattapoisett, a distance of 28.6 miles. There was a westerly wind of about 18 mph at the start which was south-west and increased to about 24 mph at the finish. Nine of the 32s competed on this run with *Valencia* again first and six minutes ahead of second place *Swell*. *Apache* was third, eight and a half minutes after the leader.

The 85<sup>th</sup> Annual Regatta was held in Buzzards Bay on August 18<sup>th</sup> with 46 yachts participating. Ten of the 32-footers competed in this 21-mile race over a triangular course in their own class and the three 36-footers raced in their own class starting five minutes later. The weather was clear and winds northeast at the start about 12 mph shifting to east-northeast by the finish. *Apache* finished the course in three hours and forty minutes to *Oriole's* three hours and fifty-three minutes and *Actaea's* three hours and fifty-four minutes and sixteen seconds. *Revonoc* was about four minutes behind *Apache* and about a minute and a half ahead of *Swell*. Fourth in the class was *Clotho* followed by *Notus II*, *Rampage II*, *Valencia*, *Sapphire*, *Mehitabel* and *Geisha*.

The final run of the cruise from Mattapoisett to Newport was August 19 in a 20 plus mph southwest wind. *Valencia* again took the honors finishing the 33 mile run five hours and thirty-eight minutes after starting. *Revonoc* finished 50 seconds after her and fifteen seconds ahead of *Apache*. Following were *Notus II*, *Clotho*, *Sapphire*, *Rampage II*, *Geisha* and almost eight minutes later *Swell*.

Once back in Newport. The races for the King's Cup and the new US Navy Cup for the thirty-two foot class were sailed on August 20<sup>th</sup>. The new class raced a fourteen mile course starting in light south-easterly winds and finishing in winds of fourteen miles per hour from east-south-east. *Valencia* made a clean sweep winning by a minute six seconds ahead of *Apache* and taking the Navy Cup home. *Rampage II* was twenty-nine seconds after *Apache* followed by *Clotho*, *Sapphire* and *Swell*. *Yankee* won the King's Cup.





The Rudder in October (1936) summarized the NYYC cruise for their readers in an article by William H Taylor entitled "Colorful fleet sails in NYYC cruise." There were more starters than in past years with 61 all together in both Universal and Cruising rated classes. To quote in part :

"Jack Shethar's thirty-two footer Valencia, sailed by Shethar and Olin Stephens, was the most consistent winner in the whole cruising division. In seven starts she won five first places, including two special trophies, the George A. Cormack and the Navy Members Cups, and she took two of the four port-to-port corrected time prizes for all cruising sloops and yawls, the other two going to Spencer Berger's big yawl Mandoo II. Valencia was beaten only twice in her own class, once on Astor Cup day by Ralph Manny's Swell and again in the annual regatta on Buzzards Bay, when C.F. Havemeyer's Apache won the class. The thirty-two-footers also had the satisfaction of beating the Marblehead thirty-six-footers quite regularly on time allowance."

The annual Stratford Shoals Overnight Race was September 6<sup>th</sup> which was won (on corrected time) by *Valencia*, although she crossed the line second to *Varuna*, a Larchmont O boat. Three other 32s -- *Notus II*, *Swell* and *Wynfred*- also raced in this 50 mile race from Oyster Bay to Middle Ground Light and back. Other classes mentioned in the NY Herald Tribune article racing were 6 meters, S boats, Atlantic, Victory and a Handicapped class.

September brought some of the last racing of the season with the annual SCYC regatta. Lincoln Werden reported the results for the first day of the two day regatta for the NY Times (September 6, 1936) when 175 boats sailed in 19 classes. Five of the thirty-twos competed over their thirteen and a half mile course. "At the start the northeast wind made the first leg a reach to Great Captain's Island, then a beat to Greenwich Point and a run home. But by the time the craft were on the last lap the wind had shifted and made a broad reach out of the final leg." From the summaries given at the end of Werden's article, the five in their class ran the course in just over three hours. *Wynfred* was first and 2 minutes 32 seconds ahead of *Valencia*, who was 3 minutes and 43 seconds ahead of third place finisher *Swell*. But it must have been a bit of a race for *Swell*, *Esmeralda* and *Notus II* (fifth) because only 20 and 30 seconds separated the last three of the class to finish. There were a large class of Atlantics racing over a ten mile course including *Rampage* (W. H. Page 2<sup>nd</sup> skipper). In the S Class was *Felicity* skippered by H. S Morgan.

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

For the coming season, Shethar and nine other owners ordered 1937 CC spinnakers from Ratsey in May (Mystic, Coll.236, v156). Shethar and *Valencia* had a slow start in the opening class racing for the 1937 season. They would end with eight firsts, a second and four thirds during the 24 races reported in the news for the class members. According to William Taylor in the NY Herald Tribune of Sunday May 30, 1937, seven of the NY32s raced in the Riverside Yacht Club regatta with 60 other yachts at the end of May. The course was 10 & 7/8 miles with the start postponed by a flat calm. Taylor wrote that the 32s staged a fine race with *Revonoc* winning by a couple of lengths over *Sapphire*. According to the times given, this couple of lengths was equal to thirty-five seconds. *Wynfred* was third just over two minutes after *Sapphire* And then with just several boat lengths between them came *Mehitabel*, thirty-two seconds later, followed by *Swell* just nineteen seconds later. *Notus II* was thirty-seven seconds after *Swell* and *Valencia* finished last, a minute and a half later and not quite six minutes after the leader.

In the NY Herald Tribune, June 20<sup>th</sup> Everett B. Morris reported on the results of the Larchmont Yacht Club's 53rd spring regatta. There was a fifteen knot easterly breeze for the few (86) yachts that turned out on the overcast day. The course was fourteen miles in a "nasty slop". *Valencia* won beating *Wynfred* by five seconds and covering the course in two hours and fifteen seconds. *Folly* was third about a minute after *Wynfred* and about a minute ahead of *Revonoc*. *Rampage II* finished fifth about a minute and a half later and fifteen seconds ahead of *Notus II*.

Everett B. Morris reported (NY Herald Tribune, July 4, 1937) on the New Rochelle Yacht Club's 53<sup>rd</sup> annual regatta off Execution Rock. He described the weather as varying from "benign calms to drenching rain squalls, and in between these extremes the wind blew lightly or moderately from every point of the compass." The NY32s sailed an 11.8 mile course in two and three-quarters hours and the first three to finish were each separated by thirty-eight seconds. *Rampage* was first followed closely by *Notus II* and then *Valencia*.

The Boston Saturday Globe (July 24<sup>th</sup>) reported on the 14<sup>th</sup> annual Edgartown Yacht Club regatta with over 200 yachts racing. On the first day, July 24<sup>th</sup>, 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 place 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 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."

Larchmont Race Week began July 17<sup>h</sup> with 98 more entries than in 1936's opening according to Taylor in the NY Herald Tribune. There were 40 classes, the largest number in the Star class. The weather was fair with south westerly breezes during the racing. The 32s sailed a fourteen mile course in two hours and thirty-seven minutes with *Valencia* finishing first. She was almost six minutes ahead of second finisher *Ibis II*. *Apache* finished less than a minute later followed by *Wynfred*, *Rampage II*, *Revonoc*, *Notus II* and *Release*, twenty-five minutes after the leader. *Valencia* was not mentioned and was not found along those racing on July 24<sup>th</sup>.

John Rendel (NY Times, Aug. 8, 1937) began his report of the August 7<sup>th</sup> racing from Rye as "Threatened squalls, light variable airs, a short period of real hull-down sailing and the inevitable scrambling of positions through wind shifts gave 129 starters in the American Yacht Club regatta, fourteenth in the Y.R.A. championship series, their usual merry Saturday today." There was a postponement of an hour and a half awaiting the breeze, which reduced the number in the fleet of starters. From this report, the most exciting race and finish was among the first three International's. Bavier's *Frolic* was third by the "length of

her foredeck, 1 second in time" and the second place boat was 12 seconds behind the leader, *Canvasback*. *Valencia* lead the 32-foot class with *Apache*, *Wynfred*, *Rampage*, *Revonoc*, *Folly* and *Swell* following her.

The AYC cruise began August 12<sup>th</sup> with 30 entries in four divisions (NY Times, Aug.12, 1937) with a run from Rye to Port Jefferson over 27 1/2 miles of the LIS. This was a feeder to the NYYC cruise, a way of getting the yachts to New London in stages. The cruising yachts with measurement certificates of last year's Cruising Club rule or of the NYYC were in Division 3. This included the 32s, *Apache*, *Valencia*, *Notus II* and *Rampage II*, as well as *Actaea*, *Zaida* and *Edlu* among others. Division 2 was made up of craft of 30 feet waterline and over and included *Spartan*, *Zio* and *Oriole*. The results of the first run (NY Times, Aug.12, 1937) reported by John Rendel was headed in part "Oriole home, first on squadron run". Large boats in the division made better lapse time, but the NY30s ("32 years young") were first and second in the division on corrected time. In Division 3, *Valencia*, the first of the NY32s to finish covered this course in just over four and a half hours. She was third to finish and third on corrected time. *Zaida* was first and *Edlu* second in the division.

Rendel (NY Times, Aug. 14, 1937) reported on the 31 mile run on the second day of the AYC cruise from Port Jefferson to Duck Island where the Commodore's Cups were to be raced for in Division 2 and 3. Thirty-seven started this run where the wind was always a stern. *Edlu* and *Zaida* had a duel with *Edlu* winning Division 3. *Rampage II* was third, *Swell* fourth and *Notus II* fifth ahead of *Actaea*. *Valencia* was second to last on this run. She went a ground inside Faulkner's Island. The third day of the cruise, 16.8 miles from Duck Island to Long Bar with northwest winds. Rendel wrote: "The big cruising division turned into a real scramble between *Rampage* and Rudy Schaefer's *Edlu*, with the former getting the nod by half a minute with her allowance, the closest thus far. *Edlu* won her duel with *Zaida* hands down." It appears that *Valencia* did not make this run. Rendel's (NY Times, 8/16/37) report on the last run of the cruise -- "the shortest squadron run of all and the longest in sailing time" -- of only 14.2 miles from Shelter Island to New London. The winds died and for some it took almost six hours to finish. *Apache*, however, left even some of the larger boats astern with her finish in just over three hours. In Division 3 for this run the NY32s were tops. *Valencia* was second, *Notus II* third and *Rampage II* fourth. *Edlu* was seventh, *Swell* eighth, *Zaida* ninth and *Actaea* tenth.

The New York Sun published the 'unofficial' Long Island Yachting Standings on Saturday, August 14, 1937. These included the season to date, with the American Yacht Club regatta of August 7. No boat was listed that has not been entered in the Yacht Racing Association of LIS championships or that has not sailed at least 5 regattas. Results tabulated for thirty-two-foot class were (highest to lowest points) *Apache*, *Valencia*, *Revonoc*, *Folly*, *Rampage II*, *Wynfred* and *Notus II*.

The NYYC history (Parkinson, 1975) is mostly about the America's Cup races in 1937 where *Ranger* beat *Endeavor*. The Annual Cruise began from New London August 17<sup>th</sup> 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 were 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 18<sup>th</sup>, 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 36-footer to finish ran the course in five hours and twenty-nine minutes.

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. *Dolphin* was second, *Valencia* third and *Swell* fourth. The rest, in order of finish, were *Ragamuffin*, *Notus II*, *Folly*, *Rampage II*, *Larikin* and *Apache*. The wind at the start was south-east about ten mph and a bit more out of the south at the finish.

August 21<sup>st</sup>, 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. *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*. The squadron rested in Edgartown on the 22<sup>nd</sup> and made the fourth run back to Newport on Monday, the 23<sup>rd</sup>. *Valencia* won the US Navy Cup again on the 24<sup>th</sup> besting *Sapphire* and *Swell*.

In the October 22, 1937 NY Times the season results were published. Six NY32s were listed with their scores in the YRA of LIS -- *Valencia* 0.791, *Revonoc* 0.640, *Wynfred* 0.516, *Rampage II* 0.472, *Folly* 0.468 and *Notus II* 0.416.



Valencia during LYC Race Week, July 21, 1936. Rosenfeld Collection (76143F)

During 1938, it appeared that the sisters became more competitive within their class races. Of the 27 race reports in the newspapers, *Valencia* took seven firsts, but *Rampage II* had eight. She was bested in the number of seconds (three) to *Rampage II* (five) and both *Clotho* and *Sapphire* (four each). *Valencia* placed third only four times when *Swell* (with five) and *Rampage !!* and *Notus II* (four each) bested her again. It may have been that she and Shethar did not race as many of them as in earlier years. For example, they did not appear during the early Decoration Day [Memorial Day weekend] series.

The evening of June 22<sup>nd</sup> saw the start of the annual AYC race to New London, getting the contestants and crews to the Thames River in time for the Harvard-Yale rowing races. This year saw 22 starters, in the 80-mile race which according to Robbins in the NY Times (July 23, 1938) was a sizeable fleet given that 42 were racing to Bermuda including two of the 32s. Three of the 32s were among the Division II, Cruising Class Open Racing Rules – *Rampage II*, *Notus II* and *Valencia*. *Notus II* made the distance in eighteen hours with *Valencia* just 11 seconds behind her.

James Robbins' headline in the NY Times on July 17, 1938 read -- "Record fleet of 368 competes as Larchmont Race Week opens, Thirty square miles of Long Island Sound blocked out by sails -- Crane's *Gleam* is first among 12-meter yachts". This was the 40<sup>th</sup> year of this week of races, opening with a westerly breeze in a scene "like some great water pageant in white." *Gleam*, owned by Clinton Crane, was sailed by C F Havemeyer, defeating F T. Bedford's new *Nyala*, sailed by Arthur Knapp, by five minutes and twenty-

six seconds over the 18.5 mile course. W Roy Manny's 12 meter *Night Wind* was 3<sup>rd</sup>. Ralph Manny's *Swell* (NY32) and S C Pirie's *Oriole* (NY30) lead their classes. Bavier's *Frolic* won in the International class over 23 others. F T Bedford's *Fun*, sailed by Briggs Cunningham, won the 6meter class by 54 seconds over George Nichol's new *Goose*. The results of the 32s race were *Swell*, *Ibis II*, *Notus II*, *Rampage II*, *Clotho*, *Valencia*, *Arbela* and *Revonoc*.

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

July 22 was the last day of Larchmont Race Week in 1938. By accounts in both the NY Times and NY Herald Tribune, the rain poured and the courses were shortened. *Valencia* finished almost 2 minutes ahead of *Rampage II* followed by *Clotho*, *Revonoc*, *Swell* and *Arbela*. For the series among the 32-footers, *Valencia* was first and *Swell* second.

In the August 4, 1938 NY Times, Robbins spelled out the particulars for the AYC annual cruise, which began off Rye, NY. A fleet of 59 were expected to start including five NY32s and two NY30s. The 32s included *Valencia*, *Swell*, *Rampage II*, *Folly* and *Geisha*. The fleet arrived in Port Jefferson with a "fine" southerly breeze lead by Vanderbilt's *Prestige*. Although first to finish, she finished fourth in Division 4 on corrected time, the 12-meter *Northern Light* taking first. Apparently three of the NY30s raced because Robbins reported that they crossed the line within thirty seconds of each other. The winner of Division 3 was Drake Sparkman's Weekender *Southerly*. *Actaea* finished fourth on corrected time with the 32s following in seventh, *Swell*, eighth, *Notus II* and tenth, *Rampage II*.

The second day of the cruise from Port Jefferson to Duck Island Roads was caught under Robbins headline "Prestige is first in drift on Sound" (NY Times, August 6, 1938). The day had only wisps of wind with hazy and fog for the 31-mile run and then before any had finished, the tide turned against the fleet. *Prestige* took just over eight hours for the run, less than four miles an hour. *Rampage II* made it in just over nine hours being second on corrected time to *Southerly*. *Valencia* was third, *Swell* sixth, *Notus II* fourteenth just ahead of *Actaea*.

The 6<sup>th</sup> of August (NY Times, August 7, 1938) brought more fog, some calm periods and several thunder squalls to the fleet on the third run of this cruise. When the breeze did come in, it was a southwester. The distance covered was from Duck Island to Gardiner's Bay via two routes -- the smaller came through Plum Gut while the larger went through The Race and around Little Gull Island, a distance of twenty-seven miles. Division 3 was won on corrected time by *Actaea*. *Valencia* was fourth, taking seven hours and almost fourteen minutes to make the distance. Sixth in the division was *Rampage II* with *Notus II* ninth and *Swell* tenth. The NY30s had a match race which *Oriole* won easily over *Banzai*.

After the third run, the AYC held a joint regatta with Shelter Island YC off Shelter Island on August 7<sup>th</sup>. In the NY Times (August 8, 1938) Robbins reported a "fine west south-west breeze" for the 44 yachts racing. These included seven of the Fisher's Island 16-footers and four of the 32-footers racing in their own classes. *Sapphire* beat *Rampage II* by 39 seconds over the 11.4 mile triangular course, which took her just

over two hours to sail. *Swell* was 58 seconds later and *Valencia* did not finish. August 9<sup>th</sup> was the last run of the AYC cruise to New London. The standings for the NY32s before this run was *Rampage* 9 points, *Valencia* 8 points, *Swell* 7 points and *Notus II* 6 points. Robbins reported the fourth and final run of the AYC cruise (August 9, 1938) with part of the headline "Fleet drifts in a haze" to New London. *Swell* finished third on corrected time in Division 3, taking almost five hours and twenty minutes to make the run. *Rampage II* was seventh followed by *Valencia*. Twenty-one of the fleet were to stay on for the NYYC cruise

The NYYC Cruise began August 10<sup>th</sup> with a run from New London to Newport. According to the NYYC Race Committee Report there were a maximum of 43 yachts participating in any run. Instead of the Annual Regatta, there was a joint regatta with Eastern YC on August 15<sup>th</sup> off Marblehead in which 43 yachts participated. This joint regatta was conducted by the EYC race committee, while the NYYC race committee conducted the race for the King's Cup among the four contestants. Among the racing fleet in 1938 were nine 32s -- *Valencia*, *Swell*, *Clotho*, *Rampage II*, *Sapphire*, *Notus II*, *Revonoc*, *Dolphin* and *Folly*. Among the cruising fleet were eleven of the NY32s -- *Valencia*, *Swell*, *Arabela*, *Clotho*, *Larikin*, *Rampage II*, *Ibis II*, *Sapphire*, *Notus II*, *Revonoc* and *Folly*. All three of the 36-footers were listed -- *Acteae*, *Gypsy* and *White Lady* -- and all with different ratings. In both the racing and cruising fleets, the 32-footers had the same ratings. For racing the rating was 25.7 and 249.72 seconds per mile and for cruising it was 34.5 and 191.38 second per mile. Although the same within the class, these are different ratings than those used in their first two years.

For the first run, a distance of 37.5 miles from New London to Newport, the weather is given by the Race Committee as clear with the wind northwesterly throughout from 12 mph to 20 and down to 7 mph at finish. Nine 32s made the run. *Rampage II* lead the class by four seconds ahead of *Clotho* with *Valencia* six minutes later. She was followed by *Notus II*, *Sapphire*, *Folly*, *Arbela*, *Larikin* and *Swell*. The second day of the cruise was the Astor Cup and Navy Member's Cup races off Newport. Six in the class raced for the Navy Member's Cup, the winner being *Rampage II* fifty seconds ahead of *Sapphire*, *Arbela*, *Swell*, *Valencia* and *Folly*.

August 12<sup>th</sup> was the second run, a distance of 36.7 miles, from Newport to Vineyard Haven. This was another clear day with the winds at the start northwest at 18 mph and at the finish north-northwest at 17-20 mph. *Valencia* made the run in five hours and not quite eight minutes beating *Clotho* by forty-seven seconds. *Rampage II* was third, a minute and forty seconds after second. *Notus II*, *Arbela*, *Swell*, *Larikin*, *Sapphire* and *Folly* followed. *Folly* made the run in eight and three-quarter minutes more than *Valencia*. The next day was the run from Vineyard Haven to Marblehead. The weather was clear for this 104-mile run with the wind 18 mph from the northwest at the start to light from the west at the finish. Only seven of the 32s made the run without *Valencia*.

The weather for the joint EYC-NYYC regatta, August 15<sup>th</sup>, was again clear with 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. *Valencia* again did not race this day of the cruise.

August 16<sup>th</sup> was scheduled to be the fourth run from Marblehead to Cape Cod Canal and the U.S. Navy Challenge Cup races. However, the race was called due to lack of wind. The sailing yachts were taken in tow and all proceeded to the east end of the Canal. Wednesday August 17 was the fifth run from Wings Neck to Newport, a distance of 37 miles. The day was cloudy with light (5-15 mph) winds from southeast.



Seven 32s made this run with *Rampage II* two minutes and twenty-two seconds ahead of *Valencia*, one minute and thirty-nine seconds ahead of *Swell*. She was followed by *Arbela*, *Sapphire* and *Folly*. *Notus II* did not finish. From Newport the fleet disbanded.

The NY Herald Tribune, September 6, 1938 reported on the Larchmont end of season race in which 147 boats participated. Among the NY32s to finish were *Valencia*, *Sapphire*, *Rampage II* and *Revonoc*.. The NY World Telegram on September 14<sup>th</sup> summarized the Sound championships for the season. This included 12 races, some close like NY32s *Valencia* vs. *Rampage*. Most of the 32s had done 5 races of the 7 races needed. *Valencia* won 5 of last 6 starts, but with a low average number of starters *Rampage II* reportedly had a chance. In the AYC final YRA of LIS championship race *Valencia* and *Ibis II* raced in a division with other boats. Over the ten mile course *Valencia* finished two minutes and forty-eight seconds ahead of *Ibis II* in what may have been a match race for these two (NY Times, September 25, 1938). The results of the 1938 YRA of LIS were reported in the October 6<sup>th</sup> NY Herald Tribune. Only two of the 32s were mentioned -- *Valencia*, score of 0.800 and *Rampage II*, score of 0.678. It was noted that Drake Sparkman in the Weekender class had a perfect score of 1.

Valencia (full rig) sailing in 1936. Levick Collection (128798).



In the Long Island Sounding column of the April Rudder (1939), it was noted that the NY32s were having several pounds of inside ballast cast into their keels. This observation fits in well with the date on the ballast plan of February 20, 1939 among the design plans. This change (design #125-38) called for an additional 336 pounds at the forward edge of the keel and initially a block of 664 pounds along the aft end of the keel in the deadwood. At the end of December 1938, Arthur Page (owner of #12 and on the class committee then) wrote Olin at S&S with questions concerning this idea to move 1000lbs of the inside ballast to the ballast keel. [see section for #9 for details] According to the correspondence from Page's files, the class committee meet in January and approved this transfer. Page's files included a letter (dated April 14, 1939) from Sturges (#15, *Sapphire*) about the move of batteries in *Valencia* to the bilge. Sturges was concerned that some were making changes "which I believe will tend to hurt the unity of the Class." He was

referring to the change of the lighting batteries location from design plan (port and starboard of the engine) in the area aft of the stateroom to a location under the stateroom sole.

"While the change in the lead from bilge to keel is a major operation, it is really to correct an error in the original plans of the Class, and while it was approved only half-heartedly, the Class as a whole had a chance to consider and vote on the change. The battery change, and anything else of a similar nature, seems to me to be worthy of Class consideration, or in default of that, at least notification to all owners of what plans are on foot." He then stated, "I repeat that it seems incongruous to specify the limit of inside ballast to a pound and its location to an inch and at the same time to allow a major shift in weight without any limitation. In my experience this sort of move is detrimental to any so-called one design Class, and I think it will prove so to the 32's."

Sturges ended by asking how the class committee felt and whether worthy of discussion at the next class meeting.

Page responded ten days later that he agreed "this is or comes near being a major change. I wish it hadn't happened. Yet our rules, which were pretty specific about many things, did not forbid this, nor the addition of heavy radio direction finders, nor other equipment." He then added that he didn't think any other of the class would "change because of the cost and inconvenience of having the batteries in the bilge and also because it seems to me the Valencia went as well before this change as afterwards." Page then assured Sturges that the committee would use "its influence to keep anything that might be considered a major change which might affect the boats from being made unless all the class agree. In this particular case I would have a hesitancy about asking Mr. Shethar to go to the expense of again buying new batteries so that he could have his batteries where they were originally." He closed by suggesting they discuss it further when next Sturges was in town.

Of the fifteen race reports found in the newspapers for the 1939 season, *Valencia* placed first six times (the most of any sister), second twice and third twice. Three others -- *Arabela*, *Rampage* and *Sapphire* - also showed thirds twice.

The AYC cruise was reported by the NY Herald Tribune on June 19 1939. It was a 26 mile race in light winds. The 32s sailed in a mixed fleet -Division 3- and not their own class. *Swell* won the class with *Valencia* third and *Revonoc* seventh.

The 58<sup>th</sup> Larchmont YC annual regatta was reported in the NY Herald Tribune. July 5<sup>th</sup>. Among the 32-footer class the results were *Valencia* first followed by *Swell*, *Rampage II*, *Ibis II*, *Larikin*, and *Apache*.

The first day for the Larchmont Race Week in 1939 was given by the NY Times, July 16<sup>th</sup>, with a fleet of 364 starters. The results of 32 footer class were *Valencia*, *Revonoc*, *Arabela*, *Ibis II*, *Rampage II*, *Swell* and *Apache* (DNF). In the NY Herald Tribune, July 17<sup>th</sup>, William Taylor mentions that Drake Sparkman Jr won in the lightning class "after his Dad deserted to sail" on a NY32 that finished third in the class. The NY32 results showed *Revonoc* won the day followed by *Ibis II*, *Valencia*, *Rampage II* and *Swell*. Apparently, Drake Sr was aboard *Valencia*. The July 23<sup>rd</sup> summaries showed *Swell* followed by

*Valencia, Apache, Rampage II, Ibis II* and *Revonoc*. The LIS standings at end of Larchmont Race Week for the season so far for the NY32s were given as *Valencia, Revonoc, Rampage II, Ibis II* and *Apache*.

In 1939 the NYYC racing fleet counted eleven of the 32s and the cruising fleet thirteen of the twenty according to the 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. By the sixth run from Mattapoisett to Newport on August 16<sup>th</sup> only four of the class raced. *Sapphire* won this run of 33.2 miles in just over five and a half hours. She was six minutes ahead of *Valencia*. *Dolphin* and *Folly* finished about fifteen minutes after the leader. For this run *Sapphire* won the Cruising Class Sloops and Yawls U.S. Navy Challenge Cup. *Valencia* won the U.S. Navy Cup in the race August 11<sup>th</sup> in a class of seven off Newport. She beat *Rampage II* by 19 seconds and *Sapphire* by forty-one seconds. This was a race of fourteen miles - seven miles SW 3/4 W and return -- in south to south-southwest winds of about 8 mph. With this win, *Valencia* retired the U.S. Navy Cup having won in 1936 and 1937. For 1940, the Cup was replaced by the Navy Members' Cup, designated for one-design or open classes.

The United States Navy Cup was presented by the Navy Members in 1936 for racing in the NY32 class. The 1940 replacement was called the Navy Members Cup. The retired cup is a Tiffany & Co. two handled sterling loving cup 19" tall and 13" wide at the handles (widest point) according to Tim James, AYC archivist. It was rededicated by Mrs. Shethar in 1981 in memory of her husband for NYYC one design racing beginning with the new NY36 class. When no longer raced for by the NYYC in two consecutive years, the Cup was to return to AYC for display in the John B Shethar Trophy Case. Apparently, the Cup did not reside at the AYC from 1939 to at least 1951. If it had it would have been lost in a 1951 fire that destroyed the club house. (James, pers com '06)

The Long Island Soundings column by Davy Jones in the July (1940) Rudder claimed that poor fitting out weather was in part the reason for fleet numbers being far behind record ones. Jones went on to comment on the NY32 class as follows:

"The Thirty-twos haven't shown up at all, up to this writing, and there are those who predict the class is breaking up. It's a damned shame, if so. If the class does pull itself together as the season goes on it will be with a different set of winners than heretofore. Jack Shethar, after having won the class championship four years straight, along with other honors like the Navy Members Cup of the New York Yacht Club, has sold *Valencia*. George de Peyster has sold *Arbela*, and Bubbles Havemeyer has sold *Apache* -- two other boats that were consistently up in the class racing. The new owners are racing men, but that doesn't prove they'll give the Sound circuit much time. "

With the coming of WW II, boats appeared to have been either stored or sold. *Valencia* was sold in 1940 to Russell Bailey of Greenwich CT (Brooks Brothers). In Lloyd's Register for 1941, she is listed as *Alar*. For the NYYC August race in 1941, there being no cruise, Shethar chartered *Larkin* (#10). For the August race the course was 10.5 miles. George Nichols, charterer of *Seven Seas*, beat Clinton Crane in *Gleam* by 47 seconds in what must have been a 12meter match race. In a special cruising class that day, John Shethar, charterer of *Larikin*, crossed second to Henry Nevin's *Polly*, but won on corrected time. In 1941-42, Jack returned to the AYC as vice commodore and in 1946 was NYYC rear commodore. Lois related that he only agreed to the NYYC position that one year with the understanding he would not move up because he could not follow other commodore's path and own Cup defenders. In 1945 Jack purchased #9 of the class, renaming her *Sylvia*. With Lois and Sylvia (Rusty) as crew, they won the Astor Cup that year. In April 1947, he gave *Sylvia* a new mainsail, jib, genoa and CC spinnaker from Ratsey (Mystic, Coll. 236, v 162). But apparently *Sylvia* did not stay with Shethar long as she was seen owned by John Lyons in the 1948 Lloyd's Register. Lois said that both of their 32s were "well loved" and there were many a "great time aboard" them. When asked if her father considered doing the Bermuda Race, she said he felt that the 32s were a "little small for the Gulf Stream." Although Shethar ordered other mainsails and spinnakers for his 32s, he never appears to have purchased a storm jib or trysail. However, this was not a feeling shared by some first or future owners of this or any sister.

Russell Bailey bought NY32 #1 from Shethar having lost his power boat when the 1938 hurricane hit Charlestown, RI. The Bailey's lived in Greenwich, CT but spent summers in Charlestown according to David, son and next owner of *Alar*. His father was a Riverside YC member, but David a member at Indian Harbor where he raced her. After the hurricane, Russell was convinced by his wife and son to get a sailboat, but the 58-foot *Escapade* turned out to be too big for them. She was sold and the NY32 bought. Their captain was a "salty Norwegian, who had worked on fishing schooner" in Delaware River area. He was from the *Riftan II* after she sank in Watch Hill and worked first on *Escapade* for David's father (David, pers com '04 & '07). According to Lloyd's Registers, her second engine was a 1941 Gray.



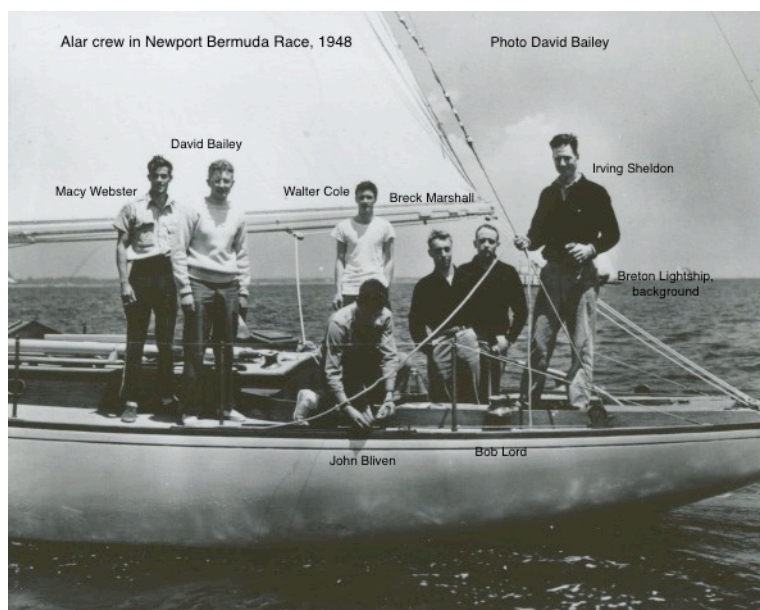
In 1946, *Alar* was very successfully raced by David Bailey in many LIS events, as reported among several news clippings he supplied from his collection. Results of the 15th annual Riverside YC race out to Stratford Shoals and back (50 miles) was Robbins' in the June 24, 1946 NY Times. *Alar* won the first leg and the Commodore Hipkins Trophy. She was not the first to finish, but won on corrected time over the larger Yawl, *Good News*, in their class of eleven. *Alar* was among the first post-war renewal of the 225-mile Bayside YC's annual sail-and-power race from Little Neck Bay to Block Island and return. The conditions were light but the 32 was ahead going down the Sound in her class of ten. On handicap, she was third among those racing, but won her division. Among others news clippings, was a note that *Alar* was winner of the Riverside and Nantucket YCs Flat-Neck-to-Nantucket Race in July.

David said he bought *Alar*, meaning 'wing-ed' in Latin, from his father prior to the 1947 Newport Annapolis Race and purchased a nylon genoa, nylon trysail and storm jib from Ratsey (Mystic, Coll. 236, v162). A recent MIT engineering graduate, David, and an equally young crew (average age, reported in World Telegram clipping June 26, 1947, was 23 years) won the Naval Academy Blue Water Bowl for yacht making best corrected time and the Class B winners award. According to the articles none of the crew had done an ocean race before. They attributed their success to small boat racing on Narragansett Bay. This was the inaugural race for this route of 466 miles and 36 entries in June. None of the crew had been in an ocean race before, mostly small boats on Narragansett Bay. All were ex-service men. The navigator was Breck Marshall. In very light breeze, they were among the first five crossing the starting line. With forecast of some northeast winds, they went east becoming windward of many others. Off Virginia, they ran closer to the shore and found themselves among some of the Class A yachts. Coming up Chesapeake Bay, they

ripped a spinnaker in a real squall (from Louis Hatter in *The Sun*, Baltimore June 26, 1947). *Revonoc*, Harvey Conover's new yawl was second on corrected time. He had sold his NY32 #17 to Rod Stephens, now called *Mustang*. There was one other NY32 in the 1947 Newport Annapolis race. She was #3 now *Lord Jim* owned by James O'Neill.

June 21, 1947 saw the start of the first biennial 466 mile Newport -Annapolis Race sponsored by the NYYC with the assistance of the Annapolis YC. The race was reported by William H Taylor in the August *Yachting* issue. He began with "Ocean racing men have learned over the past eleven years that when there are any of the New York Yacht Club 32-footers in the fleet, they must always be figured among "the boats you have to beat." They figured that was in the Newport-Annapolis Race this year and they were right, only they couldn't beat David Z. Bailey's *Alar*. She not only won Class B but turned in a better corrected time, by nearly two hours, than the Class A winner, Frank S. Bissell's *Burma*." Taylor included that "*Alar's* victory was something of a setback for those who think that in order to win ocean races you have to have a salt-encrusted crew with years of deep water racing behind them. Her owner, David Bailey, is a 26-year-old instructor in turbine engineering at Massachusetts Institute of Technology, though his yacht hails from Riverside (Conn.) Y.C., and he was the oldest man of the crew ..... all ex-service men but all brand new at offshore racing, though experienced in afternoon racing. ... *Alar* started her prize winning under her present owner last season, when she won the race from Riverside to Nantucket and back, the New York A.C. Block Island Race, and the City Island-Cornfield Race."

In July, *Alar* and *Mustang* both competed in the 366 mile Marblehead- Halifax Race, reported by Leonard Fowle (*Boston Daily Globe*, July 22, 1947). *Mustang* was the winner in Class B over *Alar* with a two hour margin. Stephens was second overall among all the racers.

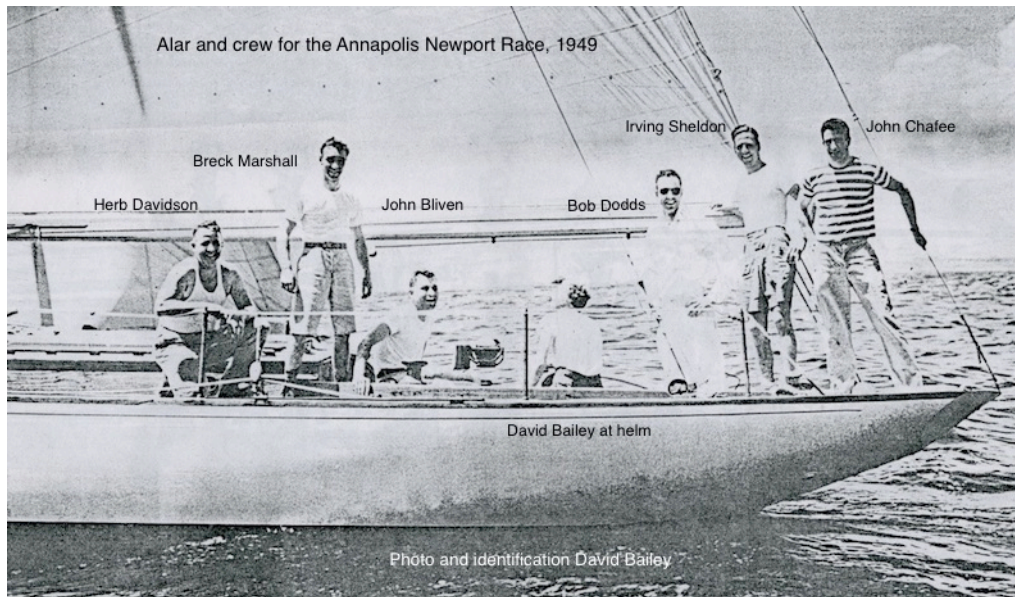


The eleventh Bermuda Race started the afternoon of June 19, 1948 and was reported by Alfred F Loomis -- " 'Baruna' wins Bermuda Race again" -- (she won in 1938) in the August Yachting. Full crew lists, race results and noon positions and their plots on H.O. chart 1411 were found in "Bermuda Race, Post-Mortem of the Race of 1948" by Alfred F Loomis (1950, Yachting Publishing Co.) found among *Alar's* owners' saved clippings. *Tigress* ' owner kept a journal of the Race which he made available [see section for #4]. Four of the NY32 sloops made this race in Class B. *Lord Jim* finished second on corrected time, completing the 635 mile (rhumb line measurement) race in four days, seven hours forty-four minutes and nineteen seconds. *Tigress* was third on corrected basis and finished almost an hour after *Lord Jim* in elapsed time. *Alar* was sixth and *Mustang* seventh in class on corrected time with fifty minutes separating them in elapsed time. Their Class B winner was *Malabar XIII*. The *Alar* crew were David Z Bailey, owner/skipper, Philip N Bowditch, Walter F Cole Jr, Robert M Lord, Jr, Breckenridge Marshall, Irving C Sheldon and Howard M Webster II. [for more about this race, see sections for #3, 4 and 17]

The August 1948 Yachting had other news of some of the NY32s. In the Long Island Soundings column mention was made that Jack Shethar , past commodore of American YC and past rear commodore of NYYC, was the owner of a new Pilot class (33' loa) built by Knutsen. She was an S&S design. The 1959 May Yachting showed the sail and accommodation plan for the newest *Valencia* launched in May 1958 at Derekor's. She was an S&S design of 28' waterline length and sail area of 722ft. The page description that her "layout is unusual for a yacht of her size as she has quarters for a paid hand -- including toilet facilities -- forward. Next aft is a big galley to starboard and the owner's toilet room and hanging locker to port..... " She was double planked of mahogany over cedar with teak decks and a steering wheel. In general appearance, perhaps, very much like his NY32.

In the 1949 Newport Annapolis Race , *Alar* again won both Class B and fleet trophies in a fleet of 40 yachts. She was the only sister there. For most of the racers it was a slow race, especially coming up the Bay to finish. This race was reported in the August Rudder in an article by NT Kenney. *Alar* won this race on corrected time and the Blue Water Bowl for the second time in row. Breck Marshall, navigator, told of catching an underwater fishing rig briefly, but the boat slipped off. The race sponsored by NYYC with assistance of the Annapolis YC was sailed in light winds and some fog. *Alar* was the only NY32 in the race of seventeen boats. Everett Morris reporting on the race in the June 22, 1949 NY Herald Tribune referred to it as "virtually a carbon copy of the inaugural of this 466-mile event two years ago.... Class winners and the over-all victor were exact duplicates." He described *Alar's* crew "commanded by David Z Bailey, young Massachusetts Institute of Technology engineer, and manned by half a dozen hard driving Rhode Islanders whose average age is on the bright side of thirty, ..." From summaries in his news item, *Alar* 's elapsed time was 91: 23: 27.





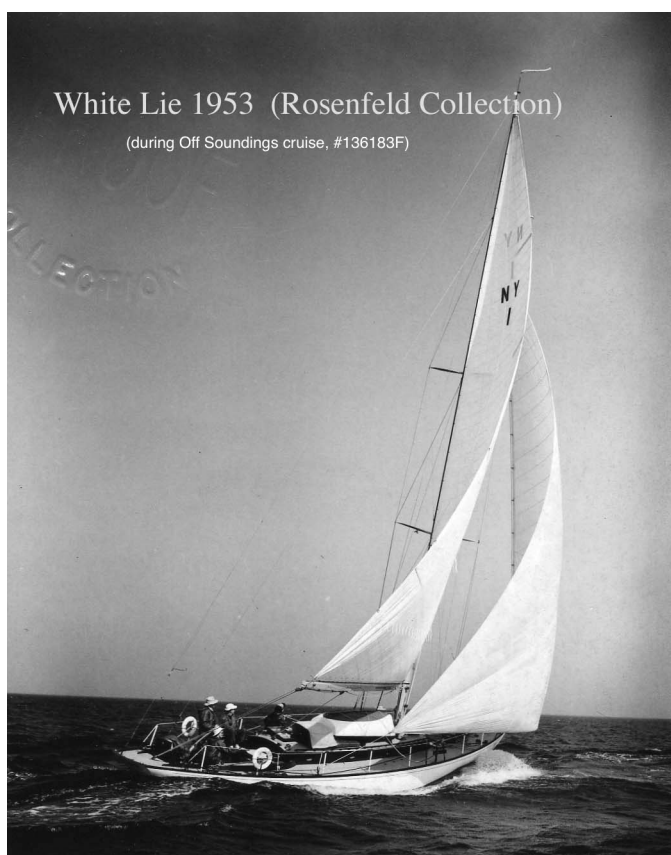
*Alar* was one of three 32s to race in the 1950 Bermuda Race. She finished fourth in Class B, with *Mustang* second and *Lord Jim* ninth. Although an Off Soundings member, *Alar* did not show up in any of their races (Mystic, Coll. 285) for these years.

While Bailey raced her successfully, *Alar* had some lead weights in the bilge in addition to the extra ballast blocks installed at Nevins in 1939. David said he moved the running back stays aft for a better angle, but kept the hylift levers. He also moved the forstay to the stem, which was farther forward than his father had sailed with her. With the Korean War and a recall to service in the Navy working as the naval architect supervising ship building of minesweepers, David said he sold *Alar* to Gib Wolfe.

With Gilbert Wolfe, NY32 #1 returned to the NYYC as *White Lie*. The Race Committee reports list her among the fleet from 1952-56 when she raced in the annual cruises. The 1953 cruise took the fleet from Cape Cod to North Haven, Maine (NYYC Race Committee report). The two 32s -- *Sapphire* and *White Lie* -- sailed with the sloops and yawls in Class B. On July 31, it was a 127-mile run from Cape Cod to Boothbay Harbor, which *Sapphire* won on corrected time with twenty-two hours of elapsed time. *White Lie* finished two hours later for a seventh. The next run started August 3rd to Tonnets Harbor in a southerly breeze of about 10 mph. *White Lie* finished this run ten seconds ahead of *Sapphire* after some four and three-quarter hours of racing. Expect there was a lively exchange between the two sisters that day! From Tonnets Harbor they cruised to Dark Harbor in a light southeasterly. *White Lie* finished third in class and *Sapphire*, fifth. On August 6th, the run was to North Haven with twelve sloops and yawls in their class with *White Lie* placing second and *Sapphire* fifth. For 1954, the NY32s back in the Club included *Betise*. On the Annual Cruise in August, it was *White Lie*, *Sapphire* and *Betise* that made some of the runs from New London to Shelter Island to Block Island and then Newport or those from Newport to Vineyard Haven to Nantucket to Edgartown and then Marion.

Wolfe was also an Off Soundings member and raced with *Mustang*, *Sapphire* and *Windward* from the fall 1949 through the 1956 series (Mystic, Coll. 285). There were three of the 32s -- *Windward* fourth, *Sapphire* tenth and *White Lie* sixteenth -- aboard for the spring cruise, June 13-14. For the fall cruise, September 12-13, *Windward* placed third, *Mustang* fourth, *Sapphire* fifth and *White Lie* sixth. There were 170 yachts in the 17th spring annual cruise where *White Lie* placed second to *Windward*'s twentieth and *Sapphire*'s twelfth. These same three raced in the June 1955 cruise. In the fall 1955 series, it was *Mustang*, *Sapphire* and *White Lie* among the 145 yachts entered.

Gib, as he was known, graduated from Dartmouth in 1931. According to Dartmouth archives, his business was manufacturing non-ferrous metals and building aluminum boats. This was in Schenectady, NY but the NY32 was homeported at the Mystic Shipyard. *White Lie* was the cover girl of the September 6, 1954 Sports Illustrated with Gib at the helm. According to Betsy, one of his three daughters, who was in high school when they owned the 32, there were always "gobs" of people aboard her. They did the NYYC and Off Soundings races and cruised to Maine. She remembers her father saying that Rusty (Shethar Everdell) was the best foredeck crew. Both Rusty and her husband Romney Everdell crewed aboard *White Lie*. Her father knew Rod as well from his visits to up-state NY when the *Lightning* was being built. Betsy thinks the name came from a "white lie" her father told her mother about the boat -- that she was a "little too big to row". They lived on the boat in the summers at first then got a cottage in Watch Hill, RI. Betsy liked the cook outs and parties the young crew members had during the cruises (pers com '05).



In 1956 *White Lie* raced in the Newport Bermuda Race with three other NY32s -- *Mustang*, *Fun* and *Icefire*. She finished eighth in Class B behind *Mustang* (seventh) and ahead of *Fun* (tenth) and *Icefire* (twelfth). Her crew for that race (Mystic, Coll. 303) were Gilbert Wolfe, skipper, William Jenkins, first mate, Edmund Kendrick, navigator, William Sheffield, cook, and David Moore, Dr. Carlisle Wilson, John Kounts, Henry Streeter.

NY32 #1 was sold to Charlie Sturgess, who Wolfe knew, in 1956-7. Both were Off Soundings members and this was second boat Sturgess had bought from Wolfe. Sturgess changed her name to *Shady Lady*, the name for all his boats, as *White Lie* was for Wolfe's boats (Charlie '04 & '07 pers com). *Shady Lady* in 1958 with varnished topsides sailed in the Off Sounding 21<sup>st</sup> annual regatta, in the 1960 for the 10<sup>th</sup> spring series she was with black topsides and in 1962 racing with grey topsides (Mystic, Coll. 285). Sturgess raced in the long-distance races while he owned her.

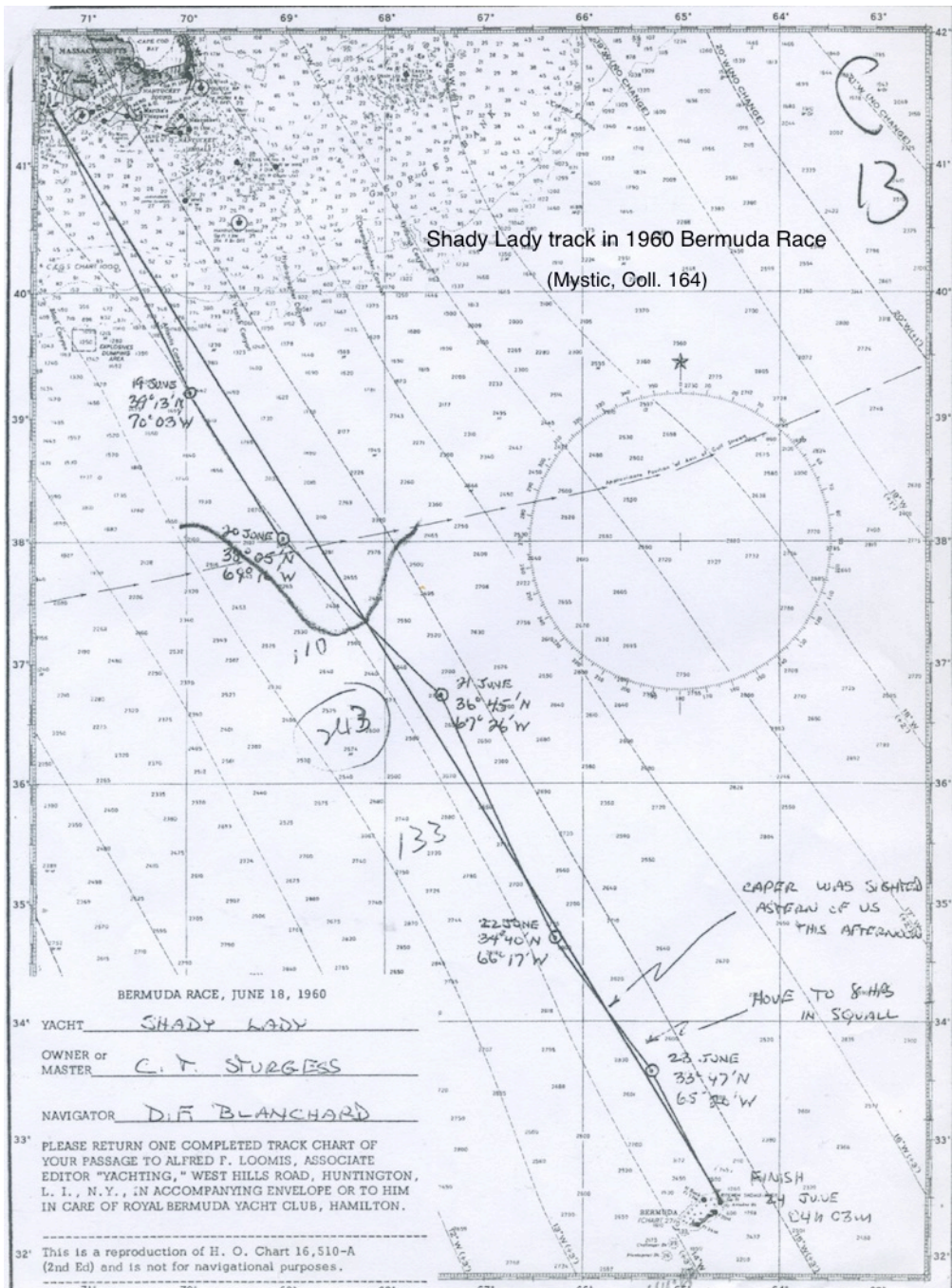
In 1957, the race was the first from Annapolis to Newport and had 48 entries. Sturgess with *Shady Lady* was eighth in Class B and the only 32 in the race. It was a beat down the Bay in 20-30 knots with several dropping out due to rigging problems. Once around the Lightship, with lighter winds, the fleet surfed down wind, most with spinnakers set, to the finish.

The 1958 Bermuda Race was reported by Loomis in the August Yachting with winds of 35 knots at the start. Three of the sisters raced in Class B with *Sirius* placing fourth, *Shady Lady* eighth and *Ice Fire* twentieth. This crew included Sturgess, Cdr. Macgregor Kilpatrick USN Ret., Edward Bullard III, Dudley Blanchard, William Harold Jr, Staunton Barker, Ricard Hartford and John Ross (Mystic, Coll. 303). This was the year she was bright, but lost most of the varnish on the side of the predominate tack to Bermuda, according to her owner.

William Taylor was the reporter for the 1959 Annapolis Newport Race in the August Yachting when there were five 32s in Class A for the 468-mile race. They started in June with 71 yachts. It was with spinnakers in a nice northwester with wind dying with a beat to the Lightship. Most of the fleet then carried spinnakers up the coast to finish off Castle Hill Lighthouse. *Shady Lady* finished eleventh just ahead of *Fun*, with *Ice Fire* eighth. *Sirius* placed fourteenth and *Proton* twenty-second.



In 1960 and 1962, other NY32s raced to Bermuda, but these were the first years they were in different classes. Loomis reported the 1960 race (August, Yachting) under the headline "Slow Race to Bermuda, Battering gale follows four drifting days" that began Saturday, June 18th, in "pea soup" fog after three 15-minute postponements. Wednesday brought a southwest gale that shifted west and over many hours diminished from 60 mph to 50 to 40 ... ending in a pleasant breeze for the racers. Five of the 32s raced in two classes that year with *Shady Lady* finishing thirteenth in Class C. Whereas she finished the 1958 race in about four and half days, this year it was almost twice that. *Shady Lady* and her crew were hove too about 90-miles from the finish. *Gaylark* finished eighteenth in Class C while the others -- *Sirius*, *Flying Tartan* and *Salty* -- raced in Class B. Her crew in 1960 was Charles Sturgess, owner and skipper, Dudley Blanchard, navigator, Peter Newbury, Harry Cox, William Harold, Donald Jackson and Morton Quantrell (Mystic, Coll.303). For this season, she sported black topsides as she had originally.



For the 1961 Annapolis Newport race Sturgess and *Shady Lady* were joined by three others of the class. They all were in Class B with *Gaylark* placing fourth, *Ice Fire* seventh, *Tigress* eighth and *Shady Lady* tenth. It was described from the Annapolis -Newport Race history web site (as most of these races' information) as a race without foul weather gear all the way to Newport. In light breezes down the Bay was the only windward part of the race.

Class B of the 1962 Bermuda Race was won by *Gaylark* with *Mustang* placing second. *Shady Lady* was in some five hours after *Mustang* for twelfth. [see section for #13 for more on this race] For the 1962 Bermuda Race her crew (Mystic, Coll. 164) was Charles Sturgess, skipper and navigator, Frank Leuthner, first mate, Richard Kahl, second mate, Donald Jackson, cook, Morton Quantrell and Martin Bohan. Sturgess corrected this with the information that Richard Kahl did not go and that Paul Adams, a Hartford Courant sports editor invited himself aboard.

According to Sturgess, who was on a sub chaser during the War, they called the 32s 'submarines' because they were a "very wet boat." The year she was gray was the year there were two other gray "ladies" in the race as he recalled a picture of the three in a Hamilton store window. The other two were *Gray Lady* and *Lady Linden*.

Sturgess said he consulted with Rod and added extra berths in the main cabin as per the interior 'Mustang' plan. This is design plan #125-27 drawn in October 1946 and adds two berths to the main cabin. It presents addition of fold out berth above the berths in the main cabin over the water tanks. They replaced the full locker over the original berth and moved the locker to under the top berth. This increased the main cabin berths to four. On the deck, he removed the hyfield levers that Bailey had left when he moved the running back stays aft -- all more to the 'Mustang' deck plan. Soon after he bought her, Sturgess said he beefed up her mast step with a welded bronze 'cradle' forward and aft of the step. This is plan #125-C17-53 for a welded mast step. The plan shows it was drawn in May 1959 for Charles Sturgess. It is silicon bronze and fits over or within the wooden mast step both three frames ahead and aft of the mast. It does not show lateral arms toward the hull. It runs from frame 20 to 26. Charlie related (3/'07) that when consulting with Rod on the mast step, Rod said that the boats were not designed for an overlapping genoa. That resulted in leaking and to fix that they need to reinforce the step and tie it to the chainplates.

Sturgess traded *Shady Lady* to Charles (Bill) Stuart for his *Whisper II*. Llyod's Register lists Stuart as the owner in 1965, but the documentation began for this yacht by the transfer from Sturgess to Stuart is January 1966. With this move to Newark, NY and Lake Ontario, #1 became *Whisper III*. Charlie said he raced in a Toronto Rochester Race with Stuart. It was his first distance Lake race. He said it was very different from distance ocean races -- "no tide and wake up to ore carriers". Bill Stuart's father had owned NY32 #10, *Whisper*, in the early 1940s.

Bill Stuart served with the Army Amphibious Corps in the South Pacific during WW II according to his obituary (Newark Courier Gazette, Nov.29, 1996). He was the fourth generation of the Stuart family active in a business, C H Stuart, Inc, that began in 1852. He was Commodore of the Sodus Bay YC and one of the founders of the Sodus Bay Jr. Sailing Association. Hank Stuart, Bill's son, says he learned about bright work on the NY32 (pers com '05). He visited the S&S office in NYC with his father and later worked there from 1983-85 and was on America's Cup team with *Courageous*. In 1966, *Whisper III* won the Mott trophy of the Lake Yacht Racing Association (LYRA) according to a list of LYRA course race trophy winners (Stolze, 1977).

In May 12, 1964 Bill wrote Skip Gmeiner (copy from Skip's collection) after learning that he was tracking down all the NY32s (Stuart and his crew had been considering doing the same) and having just flagging down *Apache* (#2) passing through the Barge Canal. The Stuart office overlooked the Canal and *Apache* was on her way back from southern waters. Bill mentions eight NY32s in Detroit and hopes that *Whisper III* could make it for the 1965 Mackinac Race. He enclosed a 'New York 32 Owner's Club' form showing her topsides dark blue with off-white deck and white boot. She had both bow and stern pulpits and newly installed roller furling. Her main cabin had four berths and the rig had been modified to the 'Mustang' rig. In the letter Bill explained about the welded mast step, which he says was done "primarily to spread the load over a greater area and to slow down some of the leaking that did take place when we would carry the large genoas in heavier airs. We found it was pushing the forefoot down and causing a considerable amount of leaking."



In a May 17, 1967 letter to Skip, Bill explained in answer to a rig question, that came up during an evening visit, on how *Whisper III* had been re-rigged. The upper diamond was removed, the upper spreaders were shortened by three inches and the jumper strut was cut down. He enclosed plans of the 'Mustang' rig, which was what he copied (design #125-44T, 1947). At the evening gathering ratings were apparently also discussed because Bill enclosed a copy of *Whisper III*'s rating. He wrote that "even though we sit a little heavier in the water than APACHE we seem to be a few hundred pounds lighter and I think we could possibly weigh the same if I had left the inside ballast of some two hundred pounds in her but felt we did not need the weight forward and removed the lead that was the inside ballast." This suggests that, although Bailey said he took that ballast out, he appears to have put it back when he sold her. The 200 pounds of internal ballast was provided for by the original class rules. [see section for #9 for more insight]

At the end of the 1969 season, *Whisper III* moved from Sodus Bay YC to Detroit YC, according to her documentation, where she joined five (#2, 5, 6, 15 & 18) of her sisters already there. Her new owner, George Pearson, named her *Gold Brick*. When asked why he picked that name, George said it was for both the brick business and "goldbricking", goofing off or relaxing (pers com '04). Before buying *Gold Brick*, George said he had a small Alden yawl and after her a Columbia 43 in Florida. He had raced aboard *Vitesse* with her owners Cletus Welling and then Norb Taylor against *Apache*. He found the NY32 wonderful to sail and well built so made it "my goal to get a 32" With *Gold Brick*, Pearson did the 1971 Mackinac Race. This was the year that there was a Class G for CCA rated class yachts that did not want to race in IOR Class A. *Gold Brick* raced in Class A placing 24<sup>th</sup> between *Tigress*' 22<sup>nd</sup> and *Apache*'s 26<sup>th</sup>. *Sapphire* won the Class G on corrected time. *Falcon* also choose Class G for that race.

Pearson remembered cruising in the North Channel after the race with Norb Taylor aboard. There was a storm at night and she dragged the anchor, ending up in a "perilous position almost on the rocks", and it looked like they would lose her. He said his wife said "no - get to work" and they got another anchor to hold and the engine finally caught allowing them to get off the shore. When they got back to Detroit and hauled her to see the damage, only the rudder needed a bit of work.

Pearson was NYC commodore in 1982. In the July 1985 "Main Sheet" newsletter of the NYC, Commodore (in 1984) Ted Everingham wrote "New York 32s - 50 years later, NYCers prepare to celebrate yachts' golden anniversary". In this article, there is another glimpse at *Gold Brick* when Everingham wrote (p.39):

"Like *Vitesse*, *Goldbrick* was campaigned against *Apache* and Toot Gmeiner. To this day, Commodore Pearson's "ultimate high" in many years of yacht racing occurred when *Goldbrick* short-tacked the last 20 miles of a Mackinac race to beat *Apache* across the finish line by just 20 seconds. Doug Breck remembers those days, too, the NY32s always trying to win, but each with its own private race to beat the other 32s."

Doug Breck is Penny Breck's husband and they owned *Sapphire* [see section for #15]. The private race within a race has occurred in many, if not all, of the handicapped races among the NY32s since they stopped racing in a one-design class on LI Sound.





On the wall near the grill at the DYC are four paintings by Doug Breck and a half model of the NY32s. The boats are *Gold Brick*, *Apache*, *Sapphire* and *Night Heron*. The half model, according to Pearson, was given to DYC by himself after receiving it from Norb Taylor who received it from Schneider, who bought *Vitesse*. *Gold Brick* is dark blue with a white spinnaker with a red top. Pearson has one like it in his den and said Doug painted it from lots of photographs with details down to the blocks. While Pearson owned #1, he replaced the tiller with a steering wheel. He sold her because the work to keep her became too much. Before her sale, she had a good survey and George said they found no dry rot when they removed the garboards (pers com '04).

Pearson sold her to Charles Sorenson in fall of 1979. George described the new owner as the "great grandson of an auto executive" and believed he took her to the West Coast (pers com '04). Penny Breck said she thought Sorenson was an executive with the Ford Motor Co (em '05). The USCG abstract of titles in 1979 shows *Icaruos II* owned by Charles and Pamela Sorenson in Detroit. In 1927 Charles Sorenson was commodore of DYC and probably a relative of the now NY32 owner. It is assumed that *Icarous II* was cruised rather than raced as she is not mentioned in the racing news.



Icarous II with her newly fibreglassed deck, Photo Sorenson

Sorenson wrote (em '08) that he undertook a refitting her with a Westerbeke diesel and new wiring of the AC and DC systems with Halon fire protection for the galley and the engine. This work was done in a heated boat house originally built for the Fisher family (at one time owners of #2). Winter work in the water also included sistering two frames with apparently original cracking and fibreglassing the deck and coach roof. To Sorenson, "there was not a better looking NY32 afloat. One of the last things I did was to install an Autopilot so that when I wanted to go for a sail and no one else was available I was 'Gone'."



Icarous II ready to go. Photo Sorenson

With her next owner, Robert Varilek, who purchased her in 1982, she went to the West Coast. Although Varilek lived in SD, he trucked her to Seattle, WA (pers com '04) where he mostly cruised her. He called her *Penance*, but with an "extensive rebuild" returned her name to the original, *Valencia*. Robert, looking at a picture on his desk of her sailing off Victoria, said the "NY32 is a pretty boat and sails well even in real breeze." By the sound of his voice when he told of her loss, he was still very angry with the Mexican authorities for their actions in 1998. Sorensen said he saw her in Seattle when she had a "new Teak and Holly sole and about 20 sistered ribs cracked during shipment to Seattle.". He attributed the cracked frames to "a bad job of shoring and pounding the Hell out of her on the trip to the West Coast. I received a letter from him when she arrived in Seattle and think he said the trip was 38 hours, door to door. That's moving." (em '08)

It appears from her documentation that Varilek began some restoration work in 1984 to 1986 when the Rainer National Bank in St Louis, MO became a part owner. In 1989 Edward James became a 25% owner, but later that year this quarter interest reverted to Varilek. A shipwright, Dave Hartford, worked on her first in an Anacortes yard until he found many broken frames moved her to his shop on Guemes Island in 1987. She was there for about five years in a shed he built over her, but the total time for the work was only about twenty months (pers com '05). At that time, Hartford said the boat was co-owned by Varilek, a lawyer, and James, a neurosurgeon, both from SD.



The trip to the island was aboard a ferry needing space for the boat mover and crane to lift the transom for truck to drive out from under as boat was blocked and then lower for full blocking at Hartford's yard. A well choreographed event and not much room for any cars on the small ferry, as Hartford described

it. Her interior had been removed, before Hartford took her on, apparently to find leaking and her sides were bulging in a "funny way". Hartford described the shape as "concave area on port and starboard below the waterline in the mast step area." The mast step steel was delaminating and the mast was being pushed down on the keel with the sides being "sucked in" and many broken frames in the area (per com '07). Work stopped for a year or so until James became part owner. She got 32 new steamed frames and some 25 planks, mostly below the waterline, some deck repair (after cutting covering board area to drive frames in) and a new interior. The aft cabin dresser was saved and the interior was a 1930s style with tongue and groove cabinets with mahogany trim and Concordia type bunks. The galley was to port and a double ice chest to starboard. A new wooden mast step having floor frames with wings running up the frame and tied to the chain plate. Dave said that during this work on *Valencia*, he talked with Olin at S&S -- "a treat to talk to and most delightful conversations" was how he described them. Pretty sure there was some conversations that included *Dorade*, since Hartford had skippered *Dorade* for four or five years when she was owned by Mike Douglas for the sail training part of Camp Four Winds - Westward Ho for the older campers.

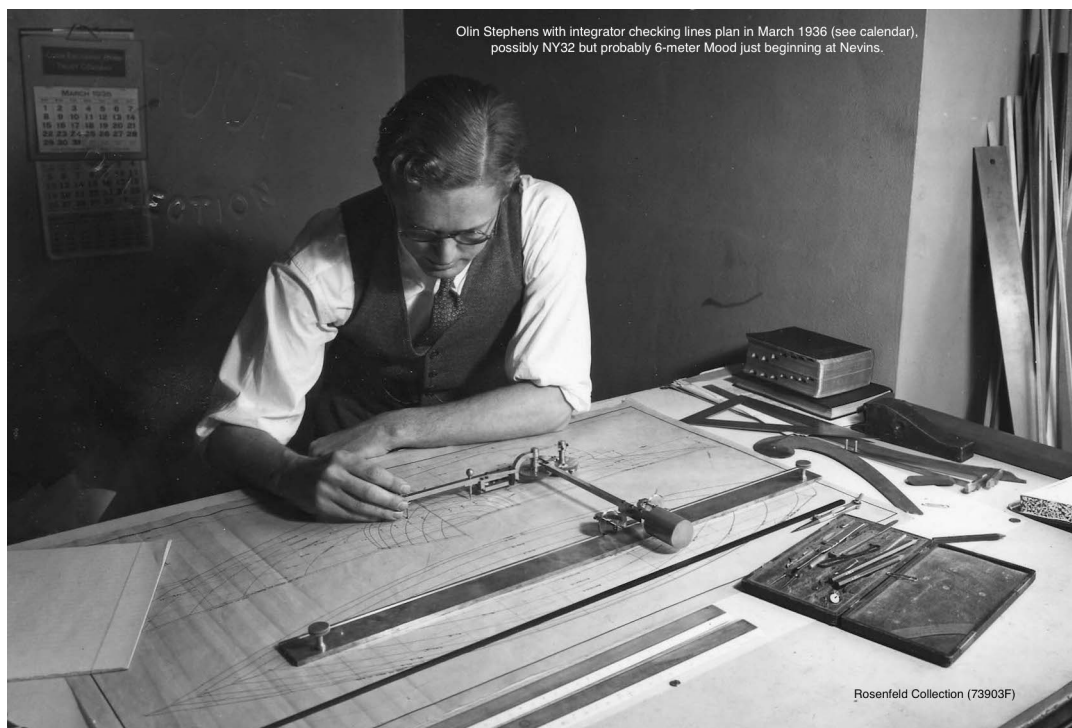
Hartford got to sail NY32 #1 for a year or so after he finished the work and before she sailed south. He said he had owned NY30 #17, *Phryne*, and lived aboard her for about five years. The NY30 unlike the NY32 was spartan below decks, not an interior to "accommodate females". *Phryne* was dropped on a haul out, he related, and broken too badly to repair. Comparing the two designs, Dave said that the 30s up wind would lay over to the point of maximum wetted surface and were stiff, but downwind they were squeamish and did not track as well as the 32s. The 30 taught him something each time he took her out.

Varilek's plan was to sail her to Florida via the Panama Canal in 1998. He said she sailed well going south even in 40 knot winds and 20-25 foot seas off Oregon. Robert and the crew were very glad she had had rebuilding. They successfully sailed down the west coast and through the Panama Canal. He was not aboard during the sail from Colon, Panama, north to Florida. *Valencia*, according to Varilek, lost her mast off Cozumel, Mexico, when they jibed in too much wind, losing two stays. Hartford said he heard that it was a spinnaker pole through the hull when the wind came up during the night that brought *Valencia* into Cozumel. George Pearson said he remembers hearing from Penny Breck that Bob called her looking for an extra spar that he thought might still be in Detroit with one of the other 32s. *Valencia* was ashore about four months before Varilek said he got down there to find her electronics and other parts had been stripped off. Not being able to motor or sail to Florida, he tried to get a cradle made, but said that the port captain in Puerto Muralos wanted \$25,000 for clearance and the cradle. While he was there someone tried to steal his inflatable and its new outboard. He happened to see it going by in a truck. He got the inflatable back but without the motor after paying \$250. The feeling he got was that the port captain wanted the boat for himself or family. Later he returned with a good friend who was a lawyer and fluent in Spanish. He found the judge was a cousin of the port captain. Robert gave up any idea of rescuing the NY32. It appears, that *Valencia* joined the one other of the class to be totally lost by that time.

Notes on news and changes for design 125 from December 1935 - March 1936 before and during their construction --

These are some of the changes to the design and some news items ahead of the class' first launchings. Soon after launching of the first eight of the class (those surveyed by June 6 ), class rules changed to add 1000 lbs to the of the 200 lbs in the original rules carried as inside ballast. [see section for #9] As the yachts changed owners and locations, there were other design changes or modifications as the full design plan list shows and is noted in those sisters' stories. The 1947 plan designs for deck and rigging -- Mustang plan so called-- brought the sisters into their phase for racing and cruising.

As you read early in the above, Drake Sparkman pointed the new owners to Calahan's article in the March 1936 Sportsman. There were articles in the Rudder (see section for #18) and Yachting (a page on the overall design-- sail plan and accommodation plan -- and included that two were to have Hill- Diesels, but none at beginning did...) as well. The first newspaper report of this new NYYC class was on December 13, 1935 with the ideas of her size (see section for #12) -- around 45 LOA and 31-32 LWL....



The S&S design #125 plans list begins with those drawn the end of December 1935 -- Lines (12/26/35), deck & arrangement (12/27/35); sail plan A, not used (12/30/35) plus arrangement alternate (used), and midships (scantlings) and sail plan B, not used (12/30/35). Early in January, 1936 there is sail plan C Final (1/10/36), offsets (1/13/36) and the lead keel (1/20/36). The first arrangement plan is the plan seen in

Kinney and Bourne (1996), Stephens (2002) and on the class web site, with the off-set companionway and aft stateroom. The alternative arrangement plan is the center companionway with no aft stateroom and built for two of the first owners (#6 & 14). It was also the plan used for building the newest of the class (#21).

OWNER		TYPE - SLOOP		DESIGN No 125	
1/A	I.W.L 32'-0"	BEAM	DRAFT	NAME - N.Y.C ONE DESIGN	
DWG No				DWG BY	DATE
125-1	LINES			F.R.H. (2008)	12/26/35
<del>125-2</del>	<del>SAIL PLAN (A)</del>	<del>NOT USED</del>		F.R.H. (1 1/2 DW)	12/27/35
125-3	DECK + BEAM PLAN			A.G.	12/27/35
125-4	TARRANGEMENT < INBOARD (1)			A.G.	12/27/35
125-5	BACKSTAY LEVER ARRANGEMENT			R.G.H.	12/28/35
<del>125-6</del>	<del>SAIL PLAN (B)</del>	<del>NOT USED</del>		F.R.H.	12/30/35
<del>125-7</del>	<del>ALTERNATE ARRANGEMENT (2)</del>	<del>NOT USED</del>		A.G.	12/30/35
125-8	ALTERNATE ARRANGEMENT (3)			A.G.	12/30/35
125-9	MIDSHIP (SCANTLINGS)			F.R.H.	12/30/35
<del>125-10</del>	<del>SAIL PLAN (C)</del>	<del>FINAL</del>		F.R.H.	1/10/36
125-11	LEAD KEEL			R.A.S.	1/20/36
125-12	MAST			R.G.H.	1/27/36
125-13	OFFSETS			R.A.S.	1/3/36
125-14	SPREADERS			R.G.H.	1/28/36
125-15	VEE STRUT			R.G.H.	1/30/36
125-16	SPREADER FITTINGS			R.G.H.	1/31/36
125-17	LOWER TANGS			R.G.H.	2/1/36
125-18	INT. TANGS			R.G.H.	2/3/36
125-19	UPPER TANGS + RUNNERS		REVISED LEAD KEEL (TECH).	R.G.H.	2/4/36
125-20	JIBSTAY TANG			R.G.H.	2/7/36
125-21	FORESTAY TANG			R.G.H.	2/7/36
125-22	MASTHEAD TANGS			R.G.H.	2/10/36
125-23	SPINNAKER POLE			R.G.H.	2/11/36
125-24	BOOM			R.G.H.	2/12/36

To go with the design plan drawings, there were also specification pages from S&S to the builder. One is a specification list dated January 7, 1936. This list has pages of details on what materials, explanations of some details, changes/ modifications from the original design plans, etc. This list shows that the sails were eliminated as an 'Owner's item'. The Ratsey main, jib, genoa, spinnaker were now to be included by the builder (with battens, sail cover, bags, etc.). Ratsey estimated these sails in December 1935 (Mystic, Coll. 236, v 119) with cost \$1155 for the package. Some other change items included in this early list is the elimination of a staysail boom, the strut V type replaced the single arm strut, cushion covering could be a selected fabric with cost not exceeding best grade of imitation leather, the deck changed from white cedar (7/8" strips canvas covered) to Port Orford cedar strips, and the boom rest became a straight leg and not scissor legs across the cockpit.

Within the archives of the NYYC library there was found a scrapbook entitled "NYYC One Design 32 Foot Class of Auxiliary Sloops 1936". It has items both pasted in and others slid between the pages, although not in chronological order. It has several 'class memorandum' looking memo-graphed (blue-violet ink on faded paper). It is the private unfolding of the class. The contents help to fill in some events missing from the press coverage, but not all.

There is a copy of a 'report' of the five member committee mentioned in the newspapers December 13, 1935 which has no date (a 'recreation' of the four sides follow). It is one 17" x 11" sheet folded to be four 8 1/2" x 11" pages. The cover says "New York Yacht Club 32 Foot Auxiliary One Design Class" with the names of the members of the "Class Committee" listed in the lower right corner. Upon opening, one sees two lines or design drawings -- one a sail plan with "Sparkman & Stephens designers" to the left of the mast and "Henry B. Nevins Builder" to the right and to the left the arrangement plan with both a look down into the hull and a profile view. The specifications are on page four, or the back cover in this case. The date would have to have been after January 10, 1936, however, because the bids from the potential builders were only given to the NYYC that day.

**NEW YORK YACHT CLUB  
ONE DESIGN CLASS**

Length over all 45'4"    Waterline 32'    Beam 10'7"    Draft 6'6"

**SPECIFICATIONS**

<b>Planking</b>	Philippine Mahogany	<b>Sails</b>	Mainsail, jib, Genoa and Spinnaker made by Ratsey
<b>Frames</b>	1 1/8" W. Oak, centered 8"	<b>Sail Area</b>	950 square foot
<b>Keel</b>	White Oak or Philippine	<b>Spars</b>	Hollow, airplane spruce
<b>Ballast</b>	Lead, approximately 9400 lbs.	<b>Blocks</b>	Merriman
<b>Fastenings</b>	Everdur throughout	<b>Rigging</b>	Stainless Steel
<b>Deck</b>	3/8" cedar—canvas covered	<b>Winches</b>	Merriman or equal
<b>Cabin floor</b>	3/8" Teak	<b>Painting:</b>	
<b>Cushions</b>	Kapok filled	<b>Bottom</b>	Baltimore bronze
<b>Mattresses</b>	Inner spring type	<b>Topsides</b>	Color to be selected by owner
<b>Anchors</b>	40 and 60 lb.	<b>Spars</b>	Painted
<b>Compass</b>	4 1/2" underlighted	<b>Plumbing</b>	Sands
<b>Joiner Work</b>	Mexican Mahogany	<b>Lighting</b>	Electric
<b>Hardware</b>	Bronze	<b>Stove</b>	Alcohol
<b>Engine</b>	Gray—reduction gear		
<b>Propeller</b>	Hyde, feathering		
<b>Controls</b>	Cockpit		

For further information  
address any member of the Committee or

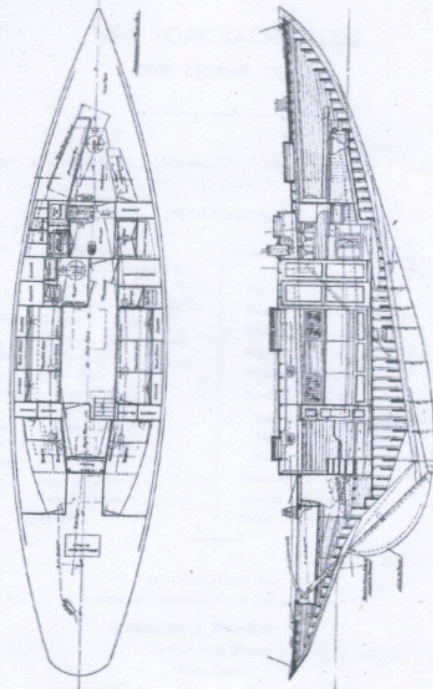
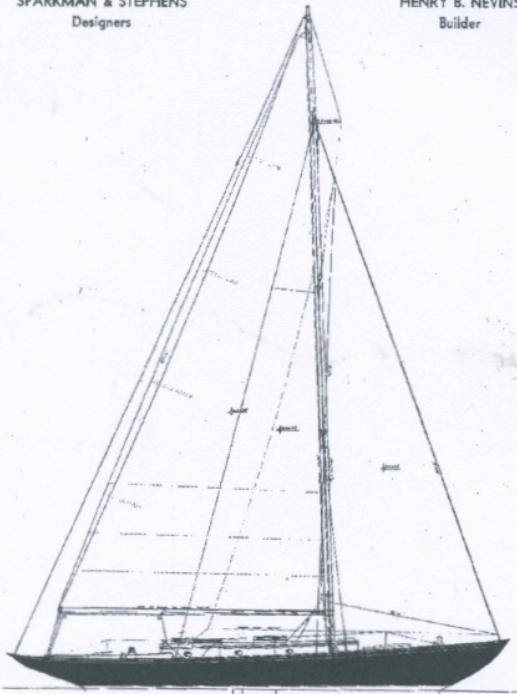
**SPARKMAN & STEPHENS, Inc.**  
11 East 44th Street  
New York

**NEW YORK YACHT CLUB  
32 Foot Auxiliary One Design Class**

**CLASS COMMITTEE**  
ROBERT N. BAVIER  
PAUL HAMMOND  
C. F. HAVEMEYER  
GEORGE NICHOLS  
JOHN B. SHETHAR

**SPARKMAN & STEPHENS**  
Designers

**HENRY B. NEVINS**  
Builder



SPECIFICATIONS ON PAGE 4



Among the contents of the NYYC scrapbook is result of the builder's bids for the Sparkman & Stephens design accepted by the committee. Dated January 10, 1936 as a two-page memo on S&S letterhead as follows --

Confidential Memorandum for Mr. Cormack

Herreshoff has quoted as follows

For 6 boats	\$12,900 each
For 8 "	12,700 "
For 10 "	12,600 "

Plus extra of \$125 for lifelines, \$85 for auxiliary forestay and runner, \$30 for fore-staysail halyard without halyard winch  
No alternative interior

Nevins' Figure as follows

[in pencil 'Double planking +700"]

\$10,500 with either layout

Alternative layout other than standard \$500 extra

Delivery on first boat ten weeks from date contracts are received. Additional boats, each two weeks thereafter

If 12 boats are to be built, he would make two moulds, same delivery as specified above.

Nevins adds that he has figured his price so low that he would make no reduction for over six boats.

Lawley's bid as follows

On 6 boats, single planked \$13,500 each

On 6 boats, double planked \$14,300 each

For box spars - less \$150 per boat

Lifelines, per boat, \$135 extra

[Page 2]

These figures are based on a very complete specification, including sails by Ratsey, consisting of mainsail, working jib, Genoa jib and Rule spinnaker.

Our fee of \$500 for designing and supervising the construction of each boat will of course have to be added to the various figures.

There is no salutation or closing. Mr. Cormack was the NYYC Secretary at the time. It is initialed by Drake Sparkman in what Olin called the way Drake did his initials, indicating approval or whatever (pers comm). So, the cost of \$11,000 included the boat built by Nevins with Ratsey sails and the S&S design and supervision fee of \$500.

The Ratsey collection at Mystic (#236) shows orders January 13, 1936 (v 155) of 20 sets main & jib for the "new OD NYYC class". January 24th included orders for the class genoas. The 20 spinnakers were

ordered February 18, 1936. There were storm jib and staysails orders January 31st by the owners of #5, 6, & 9, on February 7th by owners of #2, 4 & 8, on February 18th by the owner of #13 and in May by the owner of #14 (v 155). Four (#2,4,5 &6) raced to Bermuda in 1936.

The next news about the progress of this new class comes from the New York Yacht Club General Minutes, January 16, 1936:

"Mr. Bavier: A number of members of this Club have conceived the idea of a new one design class - lines were drawn up and bids received. A design and figure was accepted and seven orders have been received. We would like to have the New York Yacht Club approve this class as a New York Yacht Club class and we ask that you appoint a Committee to take charge of and further the interest of this Thirty-Two foot class - a model of the boat and the lines are exhibited here tonight.

Motion seconded and unanimously carried.

The Chair appointed the following Committee to represent the Club: Vice-Commodore E. Townsend Irvin, Robert N. Bavier, Commodore George Nichols."

This event was reported in the New York Times on Friday, January 17, 1936 under the headlines " Seven Yachtsmen Agree to Build in Class Sponsored by N.Y.Y.C., Bavier announces One-Design Boats will be Constructed at the Nevins Yard -- Full Details of the Craft are given -- Rochester Club to stage Star Championships" The text of new class part of the article is as follows ---

"Seven yachtsmen will build into the new one-design class of racing and cruising boats which the New York Yacht Club is sponsoring, it was announced last night by Robert N. Bavier following a meeting at the New York Yacht Club.

The names of five of the owners were divulged, the other two preferring to remain anonymous for the present. At the same time Mr. Bavier said that the contract for building the 32-foot waterline yachts had been awarded to Henry B. Nevins of City Island.

Those who declared their intention of entering the class are John B. Shethar, Charles F. Havemeyer, Phillip J. Roosevelt, L. Lee Stanton and Ralph Manny, all active racing men.

Mr. Shethar is commodore of the American Yacht Club and owner of the 63-foot power cruiser Magistrate. Mr. Havemeyer has had considerable experience in six-meter racing and was a member of the afterguard of the America's Cup defender Enterprise. Mr. Roosevelt is president of the North American Yacht Racing Union. Mr. Stanton had cruising and racing experience as owner of the cutter Balkis and the Fishers Island sloop Surprise, and Mr. Manny has sailed extensively in the Interclub Class.

A new committee was appointed to continue operations in the class and further its interests. It is made up of Vice Commodore E. Townsend Irvin, George Nichols and Mr. Bavier.

The club gave the new one-design yachts its formal recognition. One of the original stipulations was that at least six would have to be built if the club was to take it up and with seven pledged this requirement was more than met.

The new yachts, designed by Spakman & Stephens, Inc., to fit the Bermuda ocean racing rule of the Cruising Club of America, adopted by the N.Y.Y.C., will be oak-framed and mahogany-planked. They will have lead keels and hollow spars.

Accommodations provided are a double stateroom aft, a main cabin with two berths and a forecabin for one paid hand. Their sail area will be 950 square feet and they will carry a mainsail, jib, genoa jib and spinnaker. An auxiliary engine will provide power.

Their over-all measurement is 45 feet, beam 10 feet 7 inches and draft 6 feet 6 inches.”

The only minutes of any of the meetings of any of the committees related to this class that have been found are those from a meeting on January 21st. They were pasted inside the front cover of the class scrapbook. These from the selection committee begin--

“A meeting of committee appointed by Commodore Stewart to further the interests of the new 32 foot one design class was held at NYYC January 21<sup>st</sup> at 4pm.

Present were Vice Commodore Irvin, George Nichols, Charles F Havemeyer, John B Shethar and Robert N Bavier.”

In the course of the meeting they set out some basic guidelines and set up a class committee -- Charles F Havemeyer, John B Shethar and Junius S Morgan – to decide others. They decided that the distinguishing letters of the class would be NY with the numbers awarded beginning with 1 in the order the contracts were placed and executed. Delivery would be made in that order, subject to the terms of the contract. No contract copy or blank was among the papers found. But after ordering boats, there was to be three days extended to the purchaser in which to sign contract and make the required first payment without loss of delivery date. If the three days passed, then the purchaser would have to take the next available number. This committee decided that total number built would not to exceed 20 and that all of the twenty had to be contracted for and the keels laid prior to January 1, 1937. Only NYYC members could contract for the boats in the class as with its other one-design classes. In terms of design this committee decided that a sliding gooseneck was to be included in the original estimate (“it can not be considered as an extra”) and that the designer would see that it was provided. They suggested that a diesel or other motor different from the one specified would be permitted as long as the weight was not less and the location and size of the shaft, strut and propeller were identical in all boats. They left desirability and consideration of the possibility of a small amount of trimming ballast to the class committee.

This committee also made a change in the deck construction methods (see section for #9), but it was still to be canvas over cedar.

On January 23rd, the NY Herald Tribune article by William Taylor came under the headline "15 will build 32-foot boats for new class... Owners respond to plans for NYAC one design craft is talk of show..." Though the reference to the New York Athletic Club is probably a 'typo'.

"The sailing yachtsmen attending the motor boat show -- and most of the sailing men in the vicinity cruise through the Grand Central Palace during the week -- have been discussing with considerable astonishment the meteoric growth of the New York Yacht Club's new 32-foot waterline one-design class. A week ago it was announced that seven boats would be built, which sounded pretty good considering everything. Monday the figure was up to eleven and yesterday afternoon fifteen boats had been ordered."

The articles states the design chosen was that of Sparkman and Stephens and the builder would be the Henry B. Nevins yard. Each boat would cost \$11,000 and they would be done on two molds. The first half dozen were due for May delivery with rest by July. At least five planned to enter the Bermuda Race. Taylor mentioned that the three "owned by John K Roosevelt, L Lee Stanton & John B Shethar" would rate in class B and the special trophy for the thirty-two footers racing. He closes by saying --"Incidentally, it was John K Roosevelt and not as erroneously stated Philip J Roosevelt, who is one of the owners of the new class."

In the specification list from S&S dated January 27th, life lines and their installation became an Owner's item (\$130), the lead keel of 9400 pounds on January 7th specification list and the original design plan of December 1935 was now to be 10,200 lbs. The plan list notes a revised keel as a technical drawing on February 4, 1936. [see section for #9 for more on ballast keel changes]

By January 30<sup>th</sup>, the headline read --"32-foot sloops gain roster 20 in two weeks. New York Yacht Club's limit for new one-design class reached, six due June 1" from Taylor's article in the NY Herald Tribune. Vice-commodore Irvin, chairman of the committee in charge of the class's affairs, had announced that the class membership was closed at 20 boats.

"The success of the class is regarded as little short of phenomenal, considering how many attempts and failures have been made in the last few years to launch other one-design classes, and also that this class is being built to a measurement rule which has been officially adopted by the New York Yacht Club only during the last couple of months."

Taylor also included news that the lines were being laid down at Nevins and two molds were to be used to speed the building of the boats. Half a dozen would be ready by June 1<sup>st</sup> and the last in time for the annual cruise in August. The suggestion that the class be identified with CCNY on their mainsails "has been squelched." His piece ended with a description of the design.

In an undated memorandum from S&S to the owners found in the scrapbook, the designer advised of additional items of equipment. It states that the majority were in answer to specific requests for costs of equipment for the Bermuda Race and, thus, would not be necessary for normal usage. The owners were asked to advise S&S promptly if they desired any of them. Here is the list --

Kenyon speedometer	\$100
Lifelines and stations	130
DORADE type ventilator	40 each

Spherical compass (Kelvin-White)	40 extra
Cabin heater, installation	140
Lux Installation	185
" " with auto-control	195
Extra spinnaker boom	45
Storm trysail and storm jib	155
Cowl ventilator for fwd deck	15
Spars varnished instead of painted	35
Switch track for trysail	48

In an S&S note from March 23<sup>rd</sup>, the owners were advised that M. W. Fogg of Water St, NYC, would be sending a book of samples for the upholstery. The owner was to pick what they wanted and advise Mr. Ogg of Fogg of the choice. This was covering for the transom seats and backs in the main cabin. It states that the "mattresses, of inner spring construction, for after cabin will be covered best A.C.A. blue and white striped ticking", which was standard. The one seat in the forecabin had artificial leather specified, but in a color of owner's choice. The pipe berth mattresses would also be covered in blue and white striped ticking.

To help with the various sail plan changes from the original through the 'Mustang' changes plus masthead and yawl rigs, here is a summary table based on each of the design plans --

Design plan for year drawn	Sloops			Masthead rigs		Yawl rigs	
	#125-10 Sail plan C 1936	#125-C1 (Mystic) 1946	#125-44 1947 Sail plan 1947/1953	#125-C1 Tigress #4 1959	#125-C3-1&3 Sirius #19 1959	#1069 Betise #10 1953	#125-C-22 Half Moon #20 1974
Measurement							
J	15' 0"	15.9'	15' 9"	15.93'	17' 6"	16'	15.97'
B (boom)	24' 0"	23.25' to band + 0.75' to end	23' 6"	21' 0"	21' 0"	20' 6"	16' 0"
P (main hoist)	53' 9"	52.33'	52' 0"	46' 0"	45' 0"	51' 5"	46.7'
P2	47' 8"	47.89'	47' 10.6"	51.75'	54' 0"	47' 11"	51.24'
yawl boom						9' 4"	7.75'
P yawl						23' 6"	23.5'

sail area	950	957.8	990		943	1022	
main area	646	607.8	610	483*	473	526	373.6*
jib area	304	380	380	320	470	384	
mizzen	0	0	0	0	0	112	91*

mast length* (jumper)	66'		66'	58'	60'	66'	
	V arm 36"	V arm 27"	V arm 27"	none			
						18" bowsprit	
upper shreader	4' 5"		3'10"	3'10"			
lower spreader	4' 5"		4' 5"	4' 5"			* calc B*P/2= triangle

\*mast (125-12, plan 2/27/36) -- hollow with radio aerial inside to below deck receptacle; solid 6'7" below deck; weight with 1 coat of paint =380 lbs paint = Smith's Spar paint -- 3 coats specified)

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

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

- Rosenfeld photos are housed at Mystic Seaport
- Levick photos are housed at The Mariners' Museum
- S&S design plans are housed at Mystic Seaport Ships Plans
- Nye collection with Tom Nye, City Island