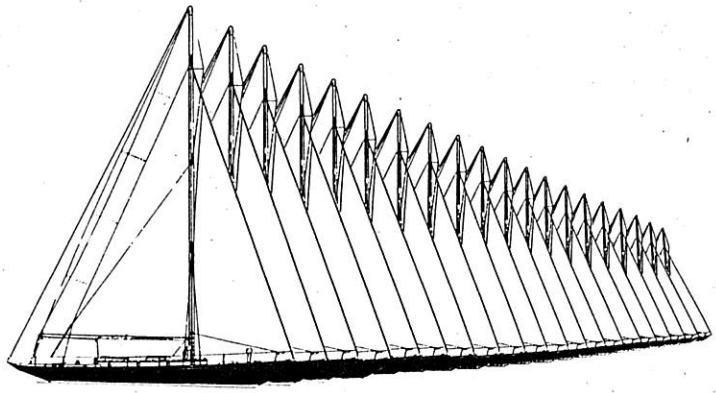


THE NEW YORK 32s

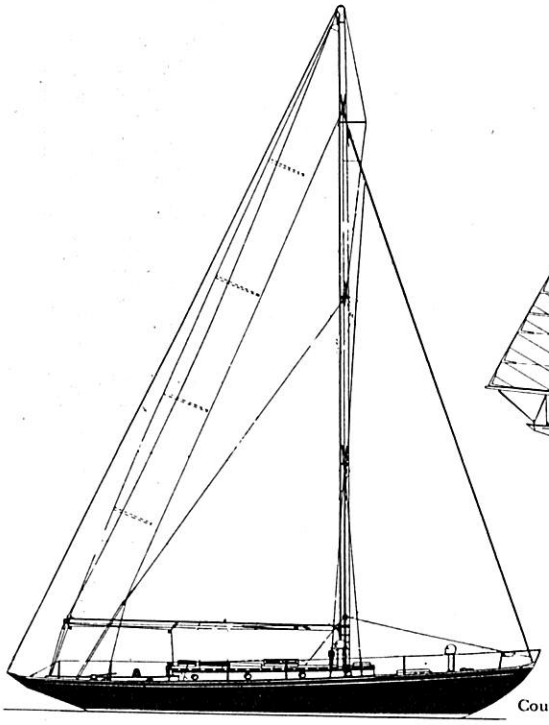
Celebrating 50 years as one of the premier one-design classes of cruising boats

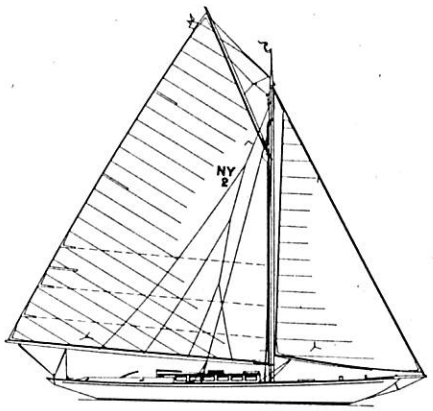
Compiled by Maynard Bray

Six years ago, WoodenBoat helped celebrate the 75th anniversary of the famous New York 30s by running several articles on that 18-boat, one-design class sponsored by New York Yacht Club members and designed and built by Herreshoff. Those sporty, 43½′ gaff-riggers fit the times perfectly and to some degree stayed together as a class through World War I and on into the Depression. We found it remarkable that 13 boats out of the original 18 could be accounted for when our articles came out in 1980.

In this issue, we salute their worthy successors, the New York 32s, which were launched—20 boats strong—from the Henry B. Nevins yard just 50 years ago in 1936. According to Barry August of the New York 32 Owners Club, about two-thirds of the fleet is still sailing. The boats have long been geographically dispersed—due, in large part, to the disruption caused by World War II—but even so, four New York 32s rendezvoused in their one-time home waters this past summer in celebration of their half-century mark.

Yachting customs changed a good deal between 1905 and 1936, and as a result, the 32s were designed to be quite different from the old 30s. So, too, have things changed in the last 50 years, and for some readers the 32 may seem to be an anachronism. It is true that there are more options in materials and in electronics nowadays, but the water, weather, and coastline are still the same—and a good all-around boat is always in vogue. The 32s were—and are—good all-around boats: simple, seakindly, sensibly rigged, and conveniently arranged. We all could learn something from reading about the thinking that went into designing and building them and the rich experience of using them.





Drawing by Spencer Lincoln

Twenty marconi-rigged New York 32 sloops were launched in 1936 as replacements for the aging fleet of New York 30 gaff-riggers.

Courtesy of Sparkman & Stephens, Inc.

1936
The Announcement

In 1936, all of the yachting periodicals—Yachting, The Rudder, *etc.*—*had writeups about the New York 32s, along with the usual details and drawings of the sails, construction, and arrangement. H.A. Calahan's comments, from one of these contemporary sources, are typical:*

"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 30s. In 1905, Nathanael Herreshoff designed and built the New York Yacht Club 30s. They stand today as the oldest and most successful one-design class ever built. Ten years after the 30s were designed, the fashion started to build a class 'to replace the old 30s.' That fashion has held for over 20 years. The Ten-meters, the Eight-meters, the Fishers Island boats have been so designated. Many other classes, conceived but stillborn, have been hailed as the class that would replace the 30s, but until now the 30s 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. In January, 1936, Commodore W.A.W. Stewart appointed Robert N. Bavier, Paul Hammond, C.F. Havemeyer, George Nichols, and John B. Shethar as a class committee. The committee's efforts have culminated in the acceptance of a design by Sparkman & Stephens. The new boat is 45′4″ LOA, 32′ LWL, with a beam of 10′7″ and a draft of 6′6″—a little bigger than the 30 in all dimensions. Twenty of these boats will be built by Henry B. Nevins at City Island, New York, at a cost of $11,000 apiece.

"The new boat couldn't have come overnight. In a truer sense, it was started by a trend. Sail area has been constantly reduced, ends have been growing shorter, freeboards have been growing taller, weights have been creeping higher, and yachtsmen have been more anxious to build and to own these modern, easily driven, seakindly hulls with short, easily handled rigs and ample accommodations. It took years of development to build and to stay a hollow marconi mast that would be safe to take to sea. It took years to get used to a small, high, narrow sail plan. It took years to develop the light sails that make that sail plan effective. Experiments in rig have brought about corresponding developments in hull design. The new boats are neither freaks nor radical departures. Every feature has been tried and proven in a long line of eminently successful boats.

"The merits of the 32 are perhaps best indicated by a direct comparison with the 30s. Essentially, the 30s are racing boats with cruising accommodations. So, too, are the Tens and Eights—all three designed to the limit of a racing measurement rule. The new boats, built to the Cruising Club rule, are cruising boats that can be raced as a one-design class, on cruising runs, on distance races, and on ocean races. Five of them will probably enter the Bermuda race this year. The 30s are just too large to sail without a paid hand and just too small to cruise *with* one; when Olaf is in the forepeak, the gang aft has about as much privacy as the proverbial goldfish. In the new boats, the paid crew's quarters and toilet are isolated by two doors and a galley the full width of the boat. It is hard to take the ladies along on a 30—the accommodations for four people aft are crowded into one large cabin. The new boats have a separate double stateroom aft. The 30s lack full headroom. The new boats have 6′1½″ under the carlins. While the 30s are amazingly able seaboats and, scorning reefing points, have gone to sea and taken punishment for 31 years, they are not suitable to take to Bermuda. Their ballast, all in the bottom of their deep keels, would open them up in two or three days of fighting a full gale at sea; and their light cabinhouses, walled throughout with plate glass, would collapse if swept by a really big sea. The new boats, with their high weights, heavy scantlings, and handy rig, can take anything that blows.

"But the principal advantage of the new boats lies in their easily handled rig. The marconi mainsail is easy to hoist, easy to stow, and, since it is all inboard, easy to reef. The working jib is loose-footed—a feature insisted upon, as I understand it, by Bob Bavier, the chairman of the committee. Bob positively refuses to go to sea with a jib club. The tall rig is not only effective on the wind, but permits the use of a huge [huge for their day] genoa and spinnaker. And to cap the climax, the boat is an auxiliary. A small motor with a reduction gear is tucked away conveniently under the cockpit and bridge deck. And the feathering propeller will probably interfere scarcely at all with the sailing qualities.

"I think the new boats will be fast. If they are as fast as the old 30s, they will stand a very good chance of winning some of the New York Yacht Club runs, for their Universal Rule measurement should be close to 26′, whereas the small 30s with their huge sail area measure 27.7′. The jib and mainsail of the 30 measures 1,103 sq ft, while the working sails of the new boat are only 950 sq ft.

"The principal impediment to speed in the new boat will be her weight. She is heavily planked with Philippine mahogany, and her frames of white oak are sided 1⅝″ on 8″ centers. She will carry lead ballast of 9,400 lbs. Everything about the boat is the best. The only apparent compromise in quality is in a ⅞″ cedar deck, canvas-covered. Teak was discarded because of its weight. The difference is

appreciable, as has been shown in the experience with the Fishers Island 30s, in which class the teak-decked boats are noticeably slower than those that have lighter material.

"The committee very wisely closed the class when 20 boats were contracted for. More than 20 boats of this size would make a busily crowded starting line. Furthermore, 20 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.

"For all-around purposes of cruising, one-design racing, and distance runs, the new boat will be hard to beat."

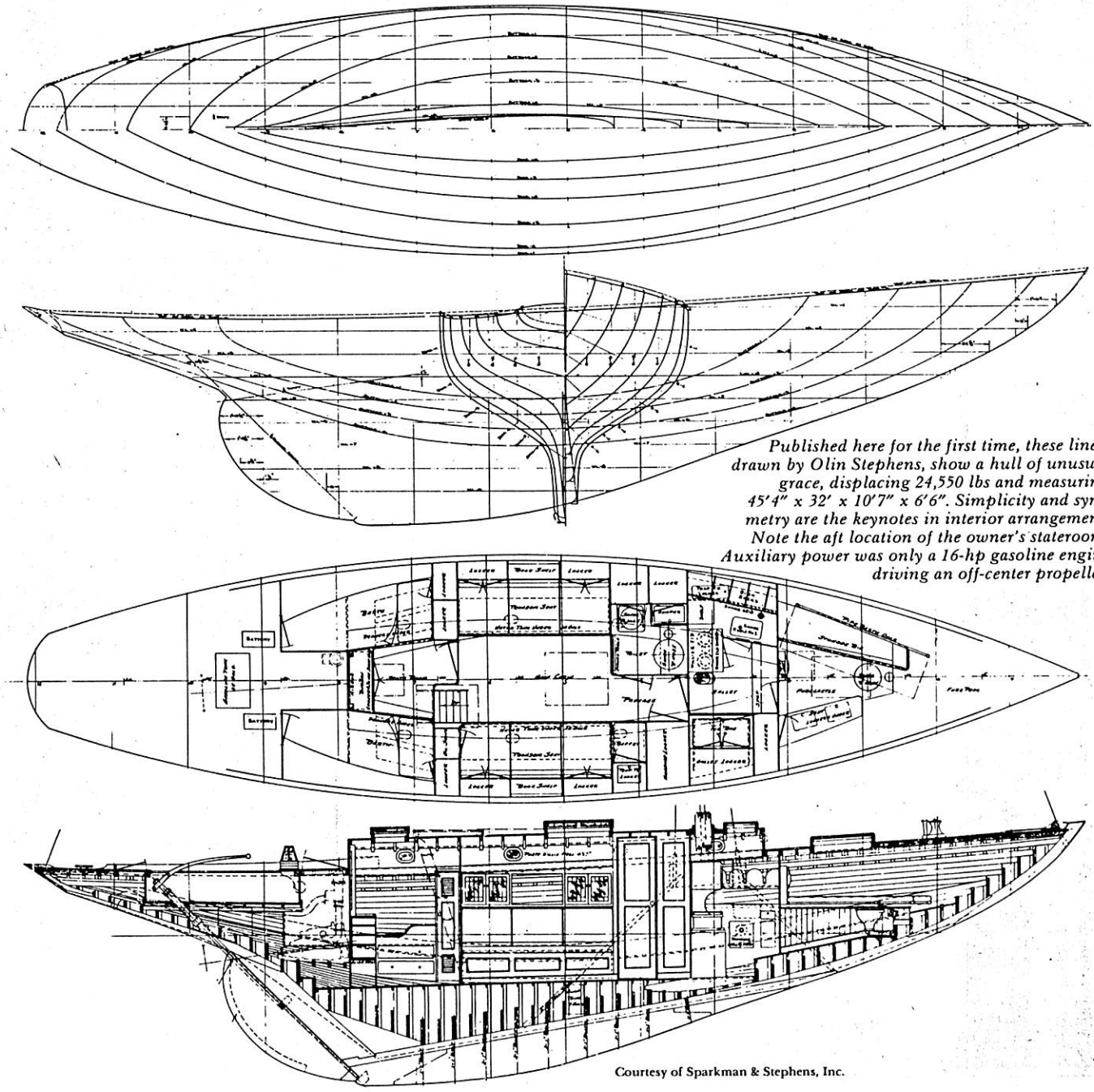
1937
Second Summer's Retrospective

Ev Morris knew his stuff as a yachting reporter, and this is what he had to say in the November, 1937, issue of The Rudder:

"Worthy successors in the New York Yacht Club register to the famous 'Fighting 40s' and the 'Thundering 30s' are the 32′ LWL auxiliary cruising cutters which made their appearance as a one-design class with the opening of the 1936 yachting season.

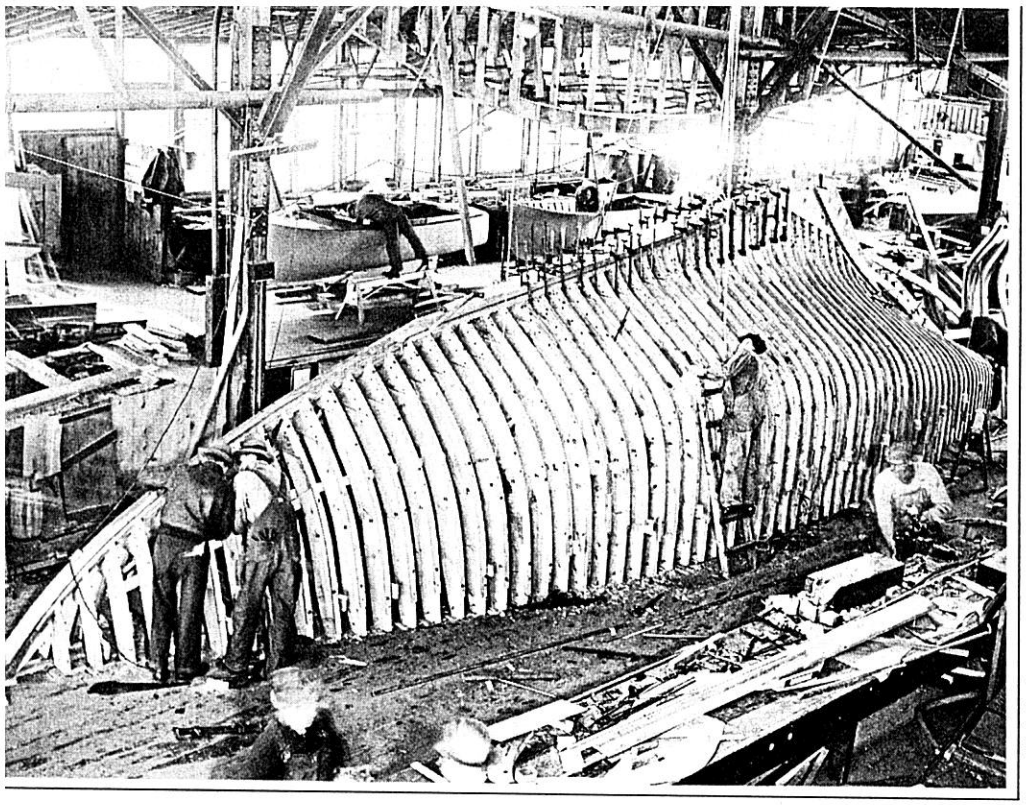
"In two summers of competition in squadron runs, on club cruises, in long-distance races alongside and off soundings, in the weekly events of the Long Island Sound YRA, and on leisurely cruises, the 32s have proven a fine class and have more than come up to the expectations of their sponsors, designers, and owners.

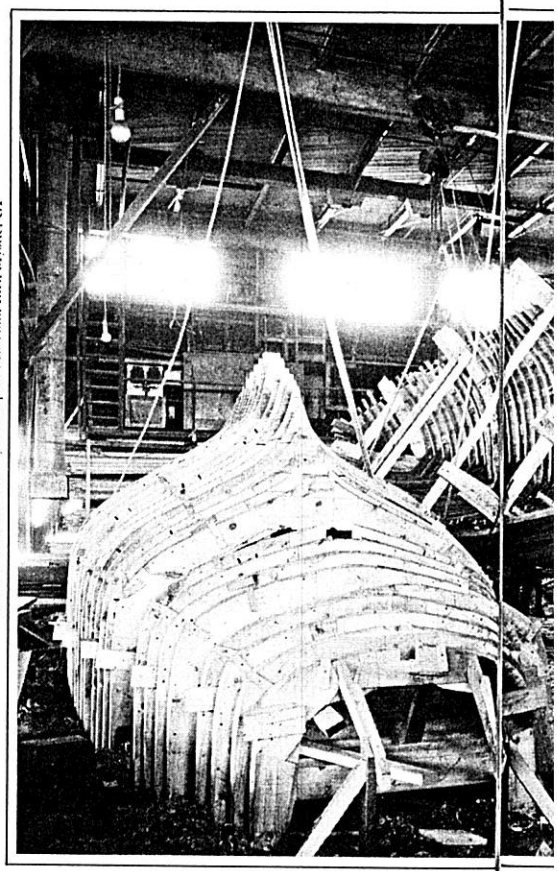
"Hardly before they had been thoroughly shaken down and tuned to racing pitch, they began to show their all-around capabilities last year. And in the season just closed [1937], they built an enviably consistent record of success in all manner of going. They removed all doubt as to their superiority over most yachts of similar size and purpose, and in races for cruising windjammers they have been well-nigh unbeatable."



Published here for the first time, these lines, drawn by Olin Stephens, show a hull of unusual grace, displacing 24,550 lbs and measuring 45′4″ x 32′ x 10′7″ x 6′6″. Simplicity and symmetry are the keynotes in interior arrangement. Note the aft location of the owner's stateroom. Auxiliary power was only a 16-hp gasoline engine driving an off-center propeller.

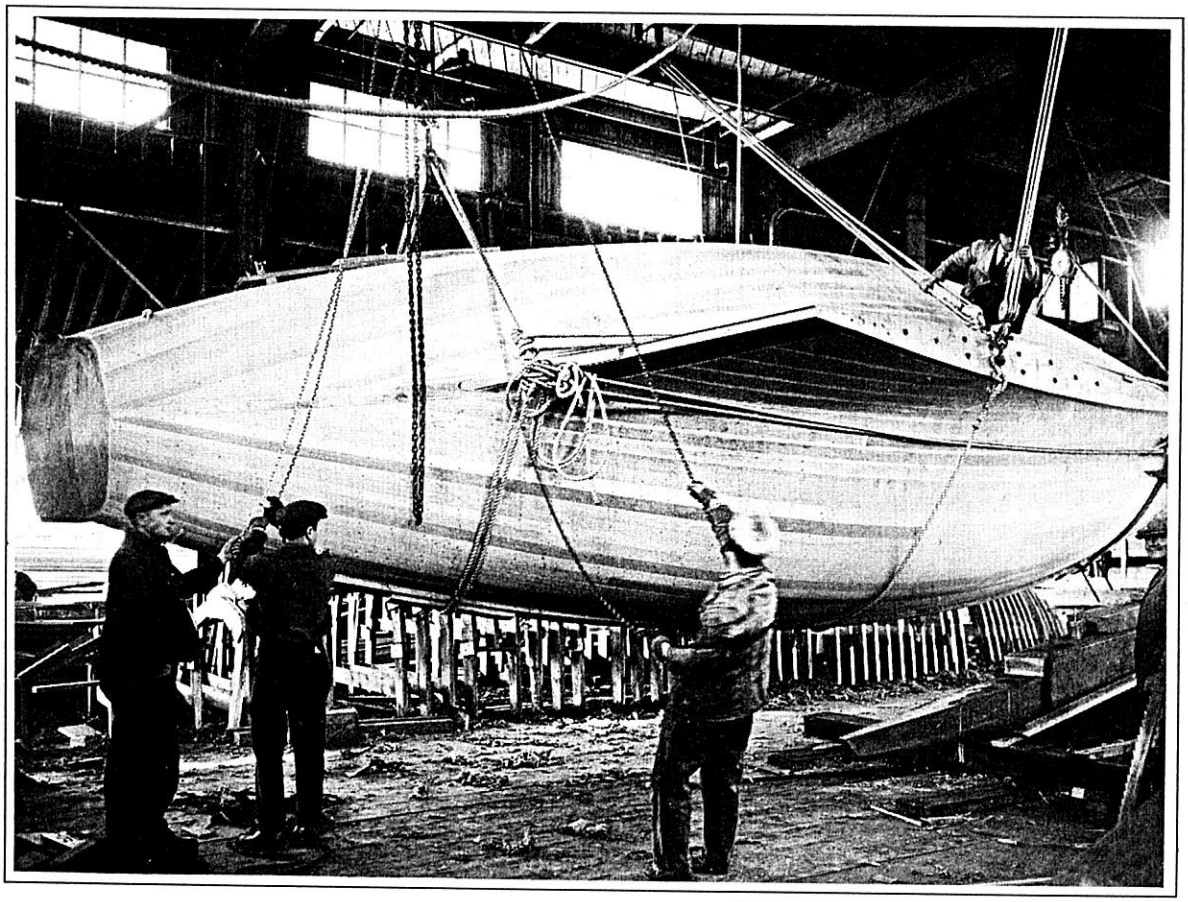
Courtesy of Sparkman & Stephens, Inc.

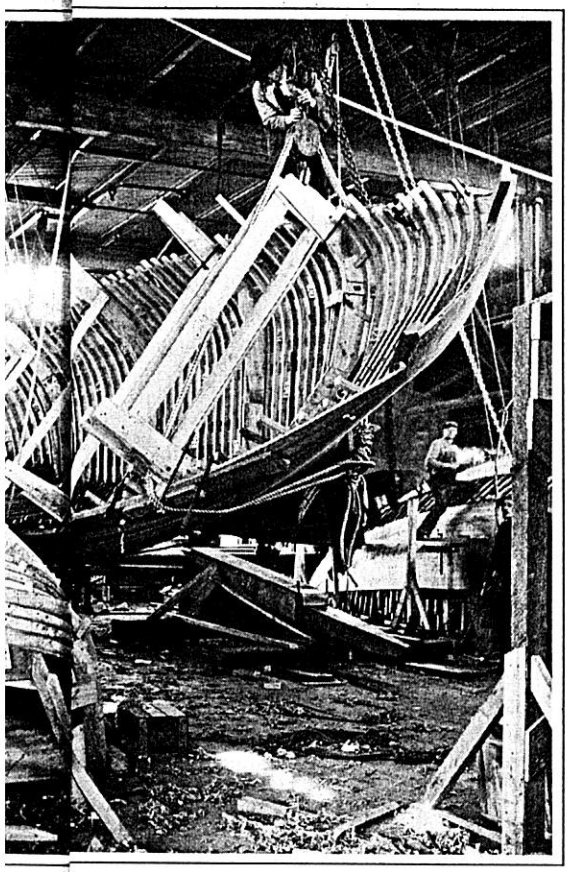




Rosenfeld Collection, Mystic Seaport Museum, Inc., Mystic, CT

*Contrary to the usual yard practice, Nevins built the New York 32 hulls upside down. Nevins's superintendent, Rufus Murray, had worked earlier at the Herreshoff Mfg. Co., where this mold-for-every-frame construction process was first developed, so when the New York 32s came along, setting up in this manner was a natural thing to do. The hulls were turned out in pairs, two boats being framed and planked upside down while two others, their hulls complete and right-side up, were having interiors, decks, and cabins installed and otherwise being readied for launching. The program was efficient: the first two hulls were scarcely started by the end of February (**upper left**), but were completed, rigged, and launched as VALENCIA and APACHE some 10 weeks later on May 9 (**lower right**). All 20 boats were sailing before the 1936 season ended.*





MUSTANG
New York 32 No. 17
A Legend

Rod Stephens, brother of Olin Stephens, who designed the 32s, bought New York 32 No. 17 from Harvey Conover in 1946. He renamed her MUSTANG and campaigned her for the next 23 years, making the boat's name and his own a legend. He demonstrated the finest in seamanship and shipkeeping while consistently winning more than his share of both 'round-the-buoy and ocean races. Although, by his own admission, he accepted the boat pretty much as she was designed without making drastic changes in her as the styles changed, he looks back on the New York 32s as one of the best designs he has ever known. In close association with Sparkman & Stephens, Inc., for over 50 years, Rod has seen many a new design come across his desk and has sailed hundreds of boats over thousands of miles. That he still holds the New York 32s in such high regard makes what he has to say about MUSTANG of particular significance.

WoodenBoat: If you had a choice in the proportions of a rig and the location of the mast, what would it be?

Rod Stephens: I like the New York 32's rig very much; I lived with it as it was, however, and I wasn't about to change it. But I really liked the big mainsail that could be easily controlled because it was attached to the mast and boom and thus secured along two of its three sides. A mainsail is always the least trouble of any sail you've got on a boat. I think the modern trend toward little mainsails that are more or less useless by themselves is crazy. With such a boat, a whole battery of jibs is needed—which break the bank to start with, completely take over the cabin when stored below, and are much more trouble to handle than a mainsail of the same area.

MUSTANG was almost at her best if the breeze was over 12 knots. Then you didn't need to use a big jib at all—you'd go very well with just the working jib and mainsail. In fact, when we were nearing home after a sail, it was wonderful to be able to take the jib down and stow it away, and keep only the mainsail set. The boat would still be going 6½ or 7 knots and steering nicely because the mast was quite well forward.

I've always tried to convince people to go for rigs with good-sized mainsails, but over the years, as spinnakers were improved and people came to depend on them more and more for speed downwind, we seem to have come gradually to a situation calling for a mast further aft [than on the New York 32] so a bigger spinnaker could be carried. In my opinion, the mainsail is so much less trouble, it's really good to have a big one.

We developed a pretty good way of reefing MUSTANG, and that helped us a lot. I remember one day at Newport, the day before the Bermuda Race, there was quite a good breeze. We got underway with the full mainsail set. On the first tack we put in one reef. When we tacked again, we put in a second reef. When we came back in, somebody came right over and said, "When you left this morning, did you have a reef in the sail?" I said, "No." "Didn't you have two reefs when you went around the jetty, there?" I said, "Yes." He said, "How'd you do it?" "Well," I said, "it takes about 45–50 seconds to reef, and it's no trouble at all. It wouldn't be possible to change to a smaller headsail that quickly."

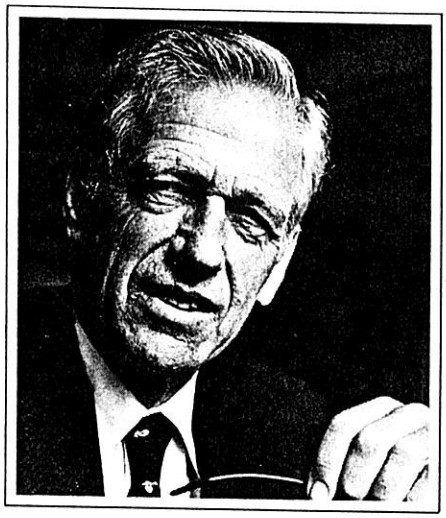
Once, on a friend's boat, I said, "Let's go out and practice with the crew a little bit and do some reefing." I think someone had a stopwatch, and the first time it took eight or nine minutes. I told the owner, "Until you learn to reef in under one-and-a-half minutes, you really don't have a good crew." He said, "It's ridiculous—you can't reef a mainsail in that short a time." I said, "Well, let's see." So we reefed, and the next time it was seven minutes, and the next time it was five-and-a-half, the next time it was five; and before long we got it down to a minute and 45 seconds in just one morning's sailing. By then, everybody knew what to do, and everything had been clearly marked.

To me, that kind of organization is very important. Of course, modern mainsails are so small that they don't do much for you, either reefed or set full. You've got to have several different headsails and change them for different wind conditions. With the better material nowadays, a big headsail can certainly be carried in more breeze without fear of its going out of shape, but I think there's a lot to be said for sailing with smaller headsails. In spite of what many people think, you can sail very competitively that way.

We did a lot of cruising in the company of the Conover family, from whom I bought MUSTANG. They had a new yawl, REVONOC, of about the same size, which we [Sparkman & Stephens, Inc.] had designed. REVONOC had a smaller mainsail than MUSTANG and carried a masthead rig. We cruised together for years, and we almost

always sailed MUSTANG with only a working jib, whereas they always sailed with a genoa. Surprisingly, the boats were very even in speed, and we thought our rig was a lot less trouble to handle. But the idea is hard to sell, partly because people are deathly afraid of running backstays and don't realize that there's judgment needed in using them. We only used our backstays about 30-40% of the time. We knew when you should have them rigged and when you didn't need them.

We had a little three-part tackle on our running backstays, and a little ratchet winch on each coaming for the hauling part. I never let anyone pull on it more than what felt comfortable to me. I had the headsails cut with a less-than-bar-taut headstay in mind. I complained about the set of the jib when I first got the boat and took it to Ratsey, the best sailmaker of that time, and got him to set it up in his loft and examine its shape. He called five or six men over to stretch out the luff, but I said, "Knock it off, slack that thing back so it sags a bit, then see how the sail needs to be re-cut." Re-cutting that jib for a sagging headstay contributed greatly to MUSTANG's speed. At the time, there were a couple of people who also had New York 32s, with hot-shot crews on board who tightened up the backstays so much that they started their boats leaking like the devil. We were careful not to do that.



Rod Stephens in 1982.

MUSTANG probably could have withstood more headstay tension, but I was always very kind to her. Her hull was conventionally built and not particularly strong, so we didn't ever press her with too much sail. We were quick to get rid of the genoa jib when we weren't racing, for example. And when sailing for pleasure, we'd reef early, and we'd always shorten down to either the working jib or the smaller, No. 2 jib, which was very easy on the boat. The idea of being kind to a boat is absolutely lost to most people who are sailing boats today. They couldn't care less. If the boat goes a little bit faster, by tightening up the rigging more—then the more tightening, the better.

I think it's just dreadful what they do with hydraulics on backstays today. Obviously, it's done by people who don't have any feeling for their boats.

When I sold MUSTANG in 1969, she didn't leak at all. In fact, the man who bought her thought I'd given him the usual sales talk, and he was quite open about it. But a month later, he told me, "Gee, you said MUSTANG didn't leak, and she hasn't—not a drop!" Absolutely tight—a boat launched in 1936 that was single-planked with Philippine mahogany and built for a price—yet completely watertight.

WB: How did the single planking hold up otherwise?

RS: I was wrong to have kept a boat like MUSTANG painted a dark color. But when I bought her, she was already a dark blue, and before I got around to changing it, everybody who knew the boat kept telling me how pretty it was. But it really wasn't good for the hull. You could always see her seams. I love boats that don't show seams at all.

A double-planked hull would have shown seams less, but MUSTANG shouldn't have been blue in the first place—shouldn't have been any dark color. Conventionally planked wooden hulls should always be a light color. A light deck color is important, too.

WB: What about metal reinforcing straps?

RS: There was no outside strapping; I don't think there was any requirement for it. The hulls were diagonally strapped inside, however. I don't know whether the inside strapping came from the Lloyds scantling rule, to which these boats were constructed, from ourselves as designers, or from Nevins, but we did it on all of the boats of that time.

WB: Was there a big plate for the chainplates?

RS: Yes, there was a bronze plate about 12-14" deep that spanned the distance between the lower shrouds with two diagonal straps going down from it. I think there was a second strap running from the maststep up to the deck to cross one of the others at about 45°, and this reinforcement seemed to work fine. The hull never showed any sign of stress at all.

WB: Did you ever have to refasten MUSTANG?

RS: No, I never did. The maststep was rebuilt, however. The maststeps of most boats prior to World War II were built of oak timbers, and frequently were not as long as they should have been. But with any wooden maststep, there's really no way to get the two necessary elements: depth enough in

MUSTANG (ex-REVONOC, No. 17), with Rod Stephens at the helm during a 1947 afternoon sail in home waters of Long Island Sound.

Rosenfeld Collection, Mystic Seaport Museum, Inc., Mystic, CT

the step timber to have it longitudinally stiff, and depth enough in the floor timbers underneath the step to make them transversely stiff. Therefore, we began going to metal maststeps in later designs, and I was pleased to have a new metal step installed in MUSTANG.

How that step came to be put in is a funny story, and happened because a rather affluent friend owned another 32, watched me working on MUSTANG, and admired the way it went. So he said, "I want to get my boat exactly like yours." He took pictures of MUSTANG, and I told him exactly what wasn't good about his boat and should be changed; and after the work was done, he asked, "If you could do one thing to your boat, something more, what would it be?" And I said, "I'll tell you what I'd do if money were no object. I'd have a bronze maststep installed with some stirrups leading up to the chainplates. Then there'd be less tendency for the shrouds to push the mast down through the bottom of the boat."

So he did that to his boat, and then—without me knowing it—started in on mine! I found her all ripped up in the galley and asked the yard, "What's up?" Phill Goss, who was running Minneford's yard then, said, "You're getting a nice new bronze maststep from Mr. Rosenbloom!" So I said, "Isn't it wonderful, but it's a pretty expensive job." He replied that it was going to be done, and that I was not supposed to know anything about it—or be expected to pay for it. He was a real friend, that Mr. Rosenbloom.

WB: What about the decks?

RS: The New York 32s had canvas-covered decks of narrow Port Orford cedar strips, nail fastened. Because canvas rots when any dampness gets underneath it, I'd probably use some kind of fiberglass covering on such a deck today; it's very easy to patch, and much more durable. The deck itself would be of waterproof plywood with carefully scarfed joints so as not to show through the fiberglass covering.

Most people like teak underfoot (teak has just the right texture so as not to chafe clothing, oilskins, or sails, yet it never lets one slip), but teak decks are awfully expensive to maintain because of the seams. Bungs keep coming out and seams need to be repayed. And if water gets underneath a deck that has been overlaid with teak, that's bad, too. Decks covered with fiberglass may not be as attractive, but I think they are a reasonable choice for most people. I like a light color for a painted deck; at first MUSTANG's decks were white, but I found that shoes that were the least bit wet left tracks. We changed the main deck color to a flesh-colored buff, but continued to use white for the top of the cabin trunk, where it was easy to keep clean and was effective in keeping the cabin delightfully cool.

The New York 32s Today

When I called Barry August to ask about the current status of the New York 32s (he is the class owners' secretary and had set about compiling a list of surviving boats—Barry owns No. 5, VITESSE), he urged that I learn more about APACHE and SAPPHIRE on the Great Lakes, for they were, in Barry's opinion, the best kept and the most original. He gave specifics and urged me to find out more. I did, and the following wonderful story, excerpted from last year's Detroit Yacht Club yearbook, unfolded about two lucky boats. It was written by Commodore Ted Everingham.

"In the spring of 1941, Wilfred D. "Toot" Gmeiner proudly brought a 5-year-old New York 32 into the Detroit Yacht Club lagoon and secured his recently purchased prize in Well 65. Just recently, Gmeiner's sons, Doug

and Skip, with a tenderness and familiarity nurtured over their lifetimes, guided that same sleek yacht into that same well again to take up residence next to her slightly younger sister, owned by Doug and Penny Breck and berthed in Well 66. The New York 32s APACHE and SAPPHIRE were home.

"At age 50, they are proud ladies, their brightwork gleaming in dappled sunlight under the ancient cottonwood tree which, over the years, has finally grown taller than their 65′ hollow spruce masts. Many who stroll past these perfectly maintained yachts remark about their flawless appearance and long, low lines, but few are aware of the intriguing story APACHE and SAPPHIRE have to tell.

"Toot's love affair with APACHE began in 1939, when Thomas K. Fisher purchased her from the original NYYC owner and brought her to Grosse Pointe Yacht Club. Toot crewed for Fisher in the 1939 and 1940 races and bought APACHE the following year for $9,000. Well 65 has been her home ever since.

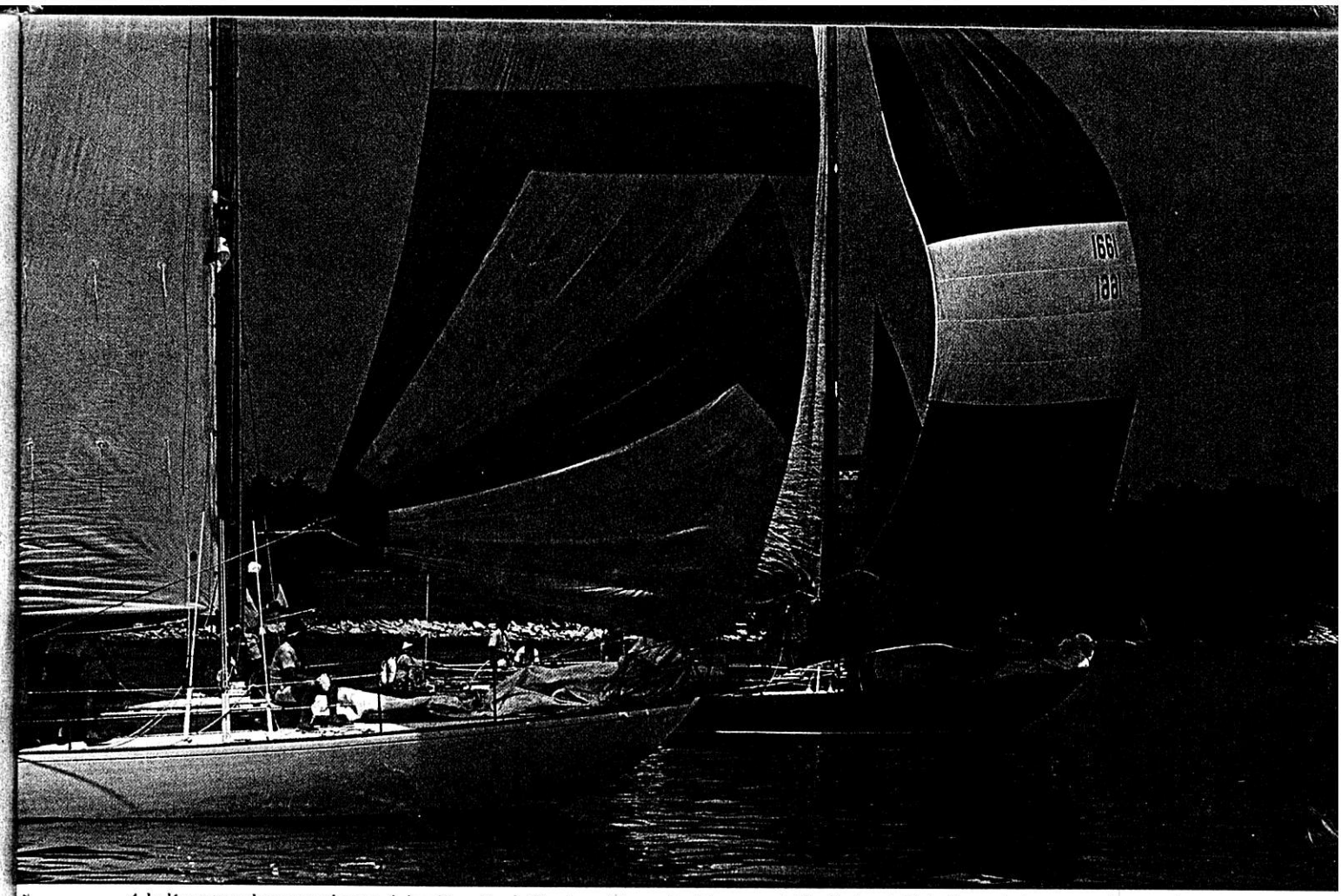
"Toot became DYC Commodore Gmeiner in 1965. He has since retired to Hendersonville, North Carolina, but in the intervening years, APACHE amassed an enviable racing record before she was retired from active competition in 1980. She was first in her class in the Port Huron-to-Mackinac race in 1942, 1943, 1945, and 1963, and first overall in 1959, at the tender age of 23, against far younger and often larger yachts! She won the season's championship 12 of her first 15 years of Detroit River Yachting Association competition. Skip Gmeiner recalls 1963, when the whole Gmeiner family took APACHE to race in the Southern Ocean Racing Conference (SORC), including the famed Lipton Cup, St. Petersburg-to-Fort Lauderdale, Miami-to-Nassau, and Governor's Cup races, finishing third for the SORC season. Doug Gmeiner recalls that she was nearly 30 years old at the time, the only tiller-steered, wooden-sparred boat in a fleet of the most modern racing yachts money could buy.

"As APACHE was gaining and then defending her reputation as the boat to beat, Robert P. Neesley, Penny Breck's father, had brought his second New York 32 to the Detroit Yacht Club, to lie in Well 66, just off APACHE's starboard side with only a common fingerdock to separate the two sisters. Neesley had owned FALCON, New York 32 No. 6, for two seasons before she was nearly destroyed in a fire. Neesley used the insurance settlement to buy the boat stored next to FALCON's charred remains, a New York 32 bearing hull number 15. The year was 1968; the Neesley's second 32 was SAPPHIRE.

"Bob raced SAPPHIRE in every Port Huron-to-Mackinac race until 1976, his 40th Mackinac. Doug Breck, Neesley's son-in-law, said, 'After that, Bob retired, and so did SAPPHIRE.' After Neesley died, Doug and Penny hung a "For Sale" sign on their own sailboat and bought SAPPHIRE from his estate.

"The pride of yachtman's ownership is nowhere more evident than in the SAPPHIRE-blue boat in Well 66 and in her white-hulled sister across the fingerdock in Well 65. Topsides and below, they are immaculate, thanks to countless hours of sanding and varnishing, chipping and painting, and simply caring. These classic yachts were built for owners with hired hands to maintain them, even to crew them in races. Deeper is the love of the Gmeiner and Breck families for their boats; they do all of their own painting and varnishing and nearly all other chores that keep their 32s in like-new condition. Modern electronics, refrigeration, and roller furling have been added over the years, but the New York 32s remain

Benjamin Mendlowitz



Benjamin Mendlowitz

A half century has seen the surviving New York 32s spread far and wide geographically (see table). Nevertheless, a rendezvous in New York waters was scheduled by the owners' club and held this past summer in celebration of the 50th anniversary. APACHE and SAPPHIRE couldn't make it because of the distance involved, but a few boats did show up, including VITESSE (No. 5) and RAIDER (No. 12).

true to their basic design.

"Summertime neighbors at the yacht club, APACHE and SAPPHIRE also winter together in covered wells at the Detroit Boat Basin, across the river. Penny drives over every weekday during the winter months to 'the Basin,' where she works long hours to keep SAPPHIRE in the kind of condition she demands. The work is done, she says, because she expects any boat she owns to be 'in perfect condition,' but she admits 'there's a little bit of extra effort because of the age of the New York 32.'

"She is a craftsman equal to the task, her work the envy of the most meticulous and skillful professional. During the past winter, Penny did extensive work on both 32s. Both are 'bubbled' (stored in the water) during the winter to keep the seams in their planking from opening. Doug and Penny slept aboard SAPPHIRE one frigid January night, fearful that a bilge pump line might freeze. 'It was kinda fun,' she quips, much as one would recall keeping an all-night vigil at the bedside of a sick child.

"Each spring, the boats are hauled out and allowed to dry in the slings for several days. The hulls are carefully inspected, seams are filled if necessary, and sanded and given fresh coats of paint.

"This past summer, at age 50, SAPPHIRE and APACHE sailed, just as they always have, side-by-side, as they once raced together. Their long, sleek lines and towering spruce spars are easy to spot across the lake, and if there is doubt, the red Indian-head on APACHE's mainsail is a sure sign that these two classic yachts once again are underway. These are not museum pieces. They are deeply loved and lovingly cared-for sailing yachts which are very easy and wonderful to sail."

Sail No.	Original Name	Original Owner	Recent Name	Recent Location
1	VALENCIA	J.B. Shethar	PENANCE	Anacortes, WA
2	APACHE	C.F. Havemeyer	APACHE	Detroit Y.C., MI
3	SWELL	Ralph Manny	—	—
4	GEISHA	L. Lee Stanton	TIGRESS	Punta Gorda, FL
5	ESMERALDA	John K. Roosevelt	VITESSE	Hampton, VA
6	SPINDRIFT	Albert E. Pierce	FALCON	Williamsburg, VA
7	NEPSIE	Johnston deForest	RAGAMUFFIN	San Diego, CA
8	WYNFRED	F.M.E. Schaefer	—	—
9	CLOTHO	Henry H. Anderson	SALTY II	Douglaston, NY
10	HELEN	F.T. Bedford	TENDERLY	City Island, NY
11	MEHITABEL	F.T. Moses	—	—
12	RAMPAGE	Arthur W. Page	RAIDER	Ashton, MD
13	BIQUETTE	Byram K. Stevens	—	—
14	IBIS II	O'Donnell Iselin	—	—
15	SAPPHIRE	P. McKay Sturges	SAPPHIRE	Detroit Y.C., MI
16	NOTOS II	F.R. Coudert, Jr.	—	—
17	REVONOC	Harvey Conover, Jr.	MUSTANG	Timonium, MD
18	GENTIAN	George Nichols	—	—
19	TERN	Robert N. Bavier	—	—
20	FOLLY	Junius S. Morgan	DULCINEA	Belfast, ME

Maynard Bray is Technical Editor of this magazine.