

O'Donnell Iselin was the only one of the original owners in the class who was also an original owner of a NY30 #2, named *Ibis*. Iselin was one of the oldest first owners, being 52 years old the year his NY32, *Ibis II*, was launched. After graduating from Harvard (1907), he went to work for the Buffalo, Rochester & Pittsburg Railway and according to his obituary (NY Times, November 8, 1971), served as a railroad specialist on General of the Armies John Pershing's staff in World War I. He was elected March 1905 to the NYYC and was Treasurer from 1942-48. He had been a life member of the SCYC since 1904, a member of Huguenot (New Rochelle, NY) and Northeast Harbor Fleet clubs. Iselin's family were originally Swiss bankers who took up banking in the US and financed the Rochester and Pittsburg Coal Co. O'Donnell was active in the family business serving on the board and a director of that coal company. In a piece written about the Iselin family for an exhibit "Coat Dust" at the Indiana University of Pennsylvania, Eileen Cooper wrote :

"Many of the R&P's present office staff remember O'Donnell with affection, for, as "Goog" Parsons, the company's unofficial biographer, has observed, "O'Donnell Iselin was a man of dignified appearance and a manner and came from a distinguished family, well-known in financial and social circles. Despite this, he was as easy to talk to and more interesting, than your favorite corner bartender."

Among the design plans for this class, are two related to the original alternative arrangement plan and one for an aluminum boom shorter than the original wooden one.

Plan 125-8 is the alternate arrangement (3) plan (drawn by AG 12/30/35) for a cabin with center companionway. Like 125-4T it shows two views but only a section drawn of the area just aft of the engine room to just forward of the aft most port lights. This design does not have the aft stateroom as 125-4T provides, but has center companionway from cockpit with a berth on each side of ladder. There is no aft skylight. Forward of each aft berth on both sides is a bureau with locker over it and then the main cabin berths with water tanks under them.

This plan has two rearrangement plans from March 1936. Plan 125-28 SR rearrangement -- comp'way aft with diesel (drawn by RAS 3/13/36). The plan describes a modification of the arrangement plan #3 for Iselin. It has drawers under the aft berths with the center companionway with the same views as #125-8. Plan 125-30 O'Donnell Iselin arrangement ("*Ibis*") drawn by AG 3/24/36. This plan states "cabin rearrangement for hull #409 (O'Donnell Iselin)" and has a note that it is also "#401 (Albert E Pierce)". The main cabin skylight in this arrangement is to be "one beam space aft of the standard

arrangement." It differs from #125-8 in that the vents shown on the aft end of the cabin house (as in #125-4T) are shown and the bureau and locker (#125-8) between the berths on both sides are gone. The berths are adjacent and the space aft of them is stowage or lockers on either side of the engine.



Not on the plan list nor with the plans at Mystic Seaport Ships Plans but found in a folder at the S&S office is plan ---125-C11 for Ibis Mr O'Donnel Iselin for an aluminum boom drawn by WMS 5/18/65 showing it round with a 6 1/2" OD with outhaul fitting to be Merriman #358 and track Merriman #406 7/8".

Ibis II was surveyed July 17, 1936 with sisters #15 and 16. In addition to the 1936 Ratsey sails included with the building of each of the class -- mainsail, jib, genoa and spinnaker [see end of section for #1]-- Iselin ordered a storm jib and trysail in May 1936 from Ratsey (Mystic, Coll. 236, v155). In May 1937 with nine other owners, he ordered a Ratsey 1937 CC Rule spinnaker (v156) and, then in November 1938 for the spring of 1939, it was a mainsail (v 157). Although listed in both the racing and cruising fleets, according to the Report of the NYYC Race Committee for 1936, *Ibis II* did not appear in any racing that first season.

In 1937, the Larchmont Race Week began July 17th with 98 more entries than in 1936's opening according to Taylor in the NY Herald Tribune. There were 40 classes and 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. *Ibis II* did not appear in the AYC or NYYC cruises or races in August, but was reported in a fall regatta. The NY Herald Tribune, September 19, 1937 reported on a 145 fleet raced in the Manhasset Bay Yacht Club's fall regatta. *Ibis II* was first to finish followed by *Swell*, *Valencia*, *Revonoc* and *Folly* with *Rampage II* a DNF.

The SCYC Decoration Day series, May 28 - 30, 1938, saw a good group of the 32s racing on a 15-mile course. May 28th *Revonoc* led the fleet of nine, followed by *Notus II*, *Arbela* (x*Wynfred*), *Clotho*, *Valencia*, *Sapphire*, *Ibis II*, *Rampage II* and *Swell*. On May 29th *Arbela* won followed by *Valencia*, *Swell*, *Clotho*, and *Notus II*. On May 30th *Notus II* beat *Arbela*. *Swell* was third followed by *Revonoc*, *Rampage II*, *Clotho* and *Ibis II* (Mystic, Coll. 198, v 56). The NY Times (May 31, 1938) report for May 30th that the 32s sailed a triangle course with the beat on the second leg in a moderate and steady easterly breeze. *Swell* had the start but finished third. *Notus II* won five seconds ahead of *Arbela* and 35 seconds ahead of *Swell*. They were followed by *Revonoc*, *Rampage II*, *Clotho* and *Ibis II*, finishing a little over four minutes behind the leader.

In the Sunday NY Herald Tribune (June 12, 1938), William Taylor reported the results of the 66th annual regatta under the headline: "Fluky air mars Seawanakaha Corinthian regatta, Many of 81 yachts failing to finish.." Several classes failed to finish within the time limit. The six in 32-foot class did finish with *Rampage II* fifty-two minutes ahead of *Clotho*; She was followed by *Arbela*, *Revonoc*, *Folly* and *Ibis II*. *Ibis II* was just twelve minutes behind the leader, who sailed the course in four hours and ten minutes.

James Robbins reported in the NY Times (July 6, 1938) on the results of the American YC regatta at Larchmont on July 4th. Three of the 32s raced there. *Rampage II* beat *Ibis II* by about eight minutes and *Valencia* third, about eight minutes later.

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 40th 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 third. Ralph Manny's *Swell* (NY32) and S C Pirie's *Oriole* (NY30)

lead their classes. The results of the 32s race were *Swell*, *Ibis II*, *Notus II*, *Rampage II*, *Clotho*, *Valencia*, *Arbela* and *Revonoc*. *Ibis II* did not show up though in rest of week's reports. Nor did she show up in any of the AYC or NYYC cruise and race reports. But 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).

Ibis II underway July, 1939. Photo Levick Collection (140865).



The 58th Larchmont YC annual regatta was reported in the NY Herald Tribune. July 5, 1939. Among the 32-footer class the results were *Valencia* first followed by *Swell*, *Rampage II*, *Ibis II*, *Larikin*, and *Apache*. The results of the first day of racing was given by the NY Times, July 16th, with a fleet of 364 starters. The results of 32 footer class were *Valencia*, *Revonoc*, *Arbela*, *Ibis II*, *Rampage II*, *Swell* and *Apache* (DNF). In the NY Herald Tribune, July 17th, William Taylor had the results where *Revonoc* won the day followed by *Ibis II*, *Valencia*, *Rampage II* and *Swell*. The July 23rd 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*. Again *Ibis II* is not seen among those sailing in August or any others for this season.

For the 1940 season, *Ibis II* does not appear in any of the racing reports. But correspondance in May shows that her owner was active in the class. Among papers from Arthur Page's files (owner #12), is one to him from Iselin dated May 14, 1940. Iselin writes as Chairman of the Class Committee, having met that day, to "ascertain the feeling of owners as regards the possible use of the new 180% Cruising Club Rule Spinnaker for Class racing." Iselin points out that the boats came out with the 1936 CCA rule spinnaker that allowed a foot of 150% of J and then changed to the 1937 Rule which allowed a foot of 160% J. For 1940 the rule was changing again to allow up to 180% of J for the foot. The letter goes on with "It was the consensus of opinion of the Committee that for class racing and also for class racing on the N.Y.Y.C. Cruise, even when in competition with other boats on time, that it would be better not to allow the use of the 180% spinnaker, as it would be an extra expense that most of the Class would rather avoid incurring this year." Page's views on the subject were requested as soon as possible so "that the matter can be decided." Page's note penned at the bottom of the letter was "vote no- that leaves everyone free to buy one for long races if he wants to" and written in circle below that is "get new spinnaker". Page wrote back May 22nd -- "I vote against the requirement of the new spinnaker although I may buy one for cruising races." Iselin's address was 40 Wall Street, NYC and Page's 165 Broadway, NYC. In spring of 1937, ten of the owners, including Iselin and Page, purchased a 1937 rule spinnaker from Ratsey (Mystic, Coll. 236, v156) and it appears that only Gibbs ordered a 180% rule spinnaker in 1940 (v158).

Iselin owned *Ibis II* the longest of any of the classes first owners, although probably sailed her less and less toward the end of his life. In December 1963 O'Donnell wrote to Skip Gmeiner (his files, see section for #2), in answer to his November letter, to say he was still the owner. He closed with the following:

"The *Ibis II* had not been in commission lately, due to reasons it would take too long to tell you about. She has the original rig of the Thirty Two's. With the advice of Rod Stephens I think I have her in as

good, if not better shape than she has ever been in, having given her Bariant winches, modern running rigging, etc. I cruised in her from City Island, New York to Northeast Harbor, Maine, and back last summer with two good young men as crew, who were familiar with the New England coast. We had some stormy weather I can assure you during the cruise."

In 1968 Skip, secretary of The New York 32 Owner's Club of which Iselin was installed as the Commodore, being the longest first owner of one of the class, apparently sent some information about the 32s in late November to which O'Donnell answered in December that he still owned *Ibis II*. She was stored at Minneford Yacht Yard and her homeport was still New Rochelle. He allowed that "my difficulty is increasing to get a qualified skipper and crew to sail her."

According to communication with O'Donnell's son Peter, his father sailed an IOD (#13) when in Maine. Peter said (per com, 04) that when his father died in 1971, the market for wooden boats "was non-existent. Ultimately a builder/real estate developer from Lake Champlain put her on a truck and took her there. That was the last I heard of her."

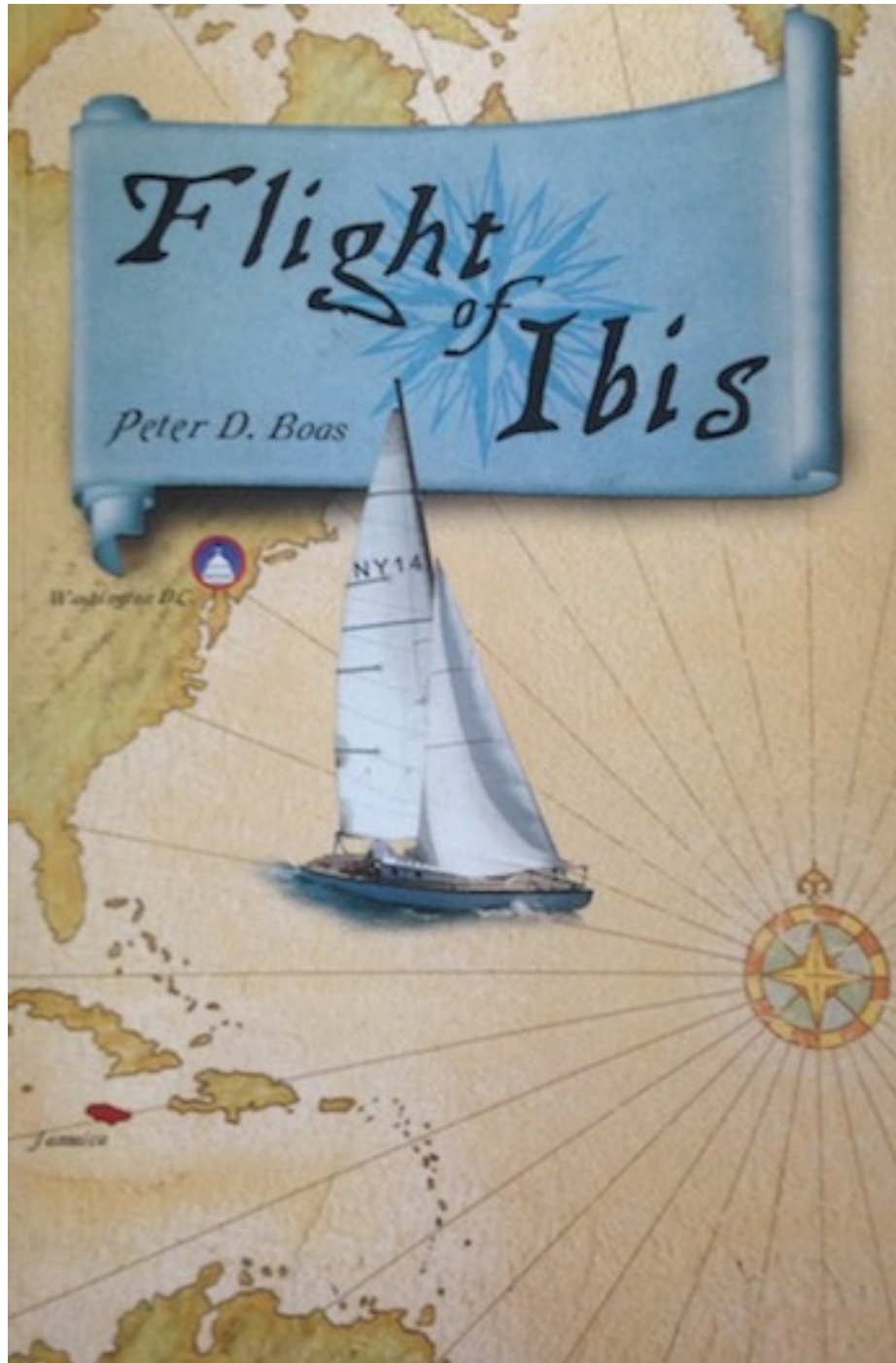
Summer of 2007 brought an email to the history link on the NY32 website. It was from Charles Tittle, who was looking for information about this sister. Turns out his parents had lived aboard her in Camden, which he didn't learn until visiting the Rockland, Maine, area with his mother in that summer. At the time there was one of the 32s in the harbor and that brought back many fond memories from his mother. *Ibis II's* travels did take her to Lake Champlain for about a year and a half when the owner and his wife felt she was too much for them to handle. The owner [Sheets?] sold or chartered her to the Tittle's and she moved to Camden. From Camden she moved to Florida with a broker, Timothy Faulkner, on the Miami River. Tittle wrote that they sold her for some \$23,000 through this broker to two business partners who planned to use her "for import and leisure until it was seized in a raid in Maryland." He thought they had changed her name.

In the second part of Peter Boas' [Flight of Ibis](#) (2008), he tells of her purchase and sailing adventure. From the back cover as an overview is --

"The years of 1969-1974 were the years from Woodstock to Watergate. These years marked a changing time in the United States when a small but determined brotherhood of young entrepreneurs embarked on a different kind of mission. They sought to deliver quality herb to the hungry market of 30 million US consumers. These were the years before organized crime realized that there

was a lot of money to be made by pot prohibition. This was a period when marijuana seemed truly innocent and many believed it was only a matter of time before it would become legal."

From Boas' forward to the book is that this is "just an 'actual' true story" ... a "baby boomers nostalgia ride" and insight into a world pre-tech gadgets ... The story takes the reader on "the high seas in a classic wooden sail boat with canvas sails, one of 20 built by Henry Nevins and designed by Sparkman & Stephens. No GPS either. Nothing but the wind, the water, the waves -- and not another boat in sight; the thrill that Mother Ocean will provide when surfing down a roller in the brilliantly alive Caribbean. Bootleggers, sailing to be free..." It was written at Danbury Federal Prison Camp during Boas' four year sentence for the crime of conspiring to import and distribute tons of marijuana. [and for those who remember or know the tunes, it is a musical story as well...]



Looking for a yacht to purchase for trip to Jamaica and back with load of 'quality herb' as part of 'the trade', they found Timothy Faulkner at River Bend on the Miami River. Faulkner had just gotten *Ibis II* to list for sale at \$25,000. While they looked her over, the broker told them about her builder, first owner [but not Columbus O'Donnell

Iselin], designer [Rod Stephens owned #17, not Olin] and that she "came in second in her class in the 1938 Bermuda Cup" (p.339). But #14 never raced in the Bermuda Race and only two sisters raced in 1938 -- #17 placing third and #3 placing sixth in their class. Faulkner told them how Iselin's wife, when he was too ill to sail and then after he died, had wet stored *Ibis II* and had her maintained. The estate sold her to a couple that "kept her for a year and a half before deciding she was too much of a boat for him and his wife to handle alone, even in light air and small waves. They did island hopping too, not long voyages." Depending on a survey of her seaworthiness, they made an offer that the owner, Mr Sheets, countered and they settled on \$23,500 and a sea trial. Boas wrote that "she was beautiful sitting still. She seemed to have a certain confidence about her ability to sail on the open ocean. Being chained to a dock up a river wasn't what she was all about. I could feel her yearning to be free again. Free to sail back out where she belonged: On the High Seas." (p340)

The survey "turned out real well, especially the structural integrity of the hull," and they moved her to a slip at Bahia Mar. They started making preparations for their delivery to Cape Cod for the owner -- aka their run down to Jamaica. Inspecting the sails on a public football field for the space, they found the mainsail, working jib and a 150% genoa were in good shape. They arranged for a compass 'swinger' to service hers. "When the compass swinger arrived he gawked at *Ibis* in a melancholy kind of way." After introductions and his boarding, he proudly said he had "sailed against *Ibis II* in the 1938 Bermuda Cup. 'I was a crew number on another N.Y.32, called Raider, she was number 12. *Ibis II* is number 14, right?' He was staring up at her varnished mast as he spoke with a happy trance on his face." He went on with more stories of the boats and how they sailed.... "She may be old now but she was built for blue water sailing. If her hull is tight she can still go anywhere. You'll get wet but *Ibis* will get you there in one piece." After finishing the job, the bill was 'zero' -- saying it was a pleasure to tune her compass -- "Just spending the day on a N.Y.32 again was more than worth it, he explained cheerfully." (p 383) [see section for #12 to learn when she actually raced to Bermuda.] They bought a Loran A and a Gladding Island RDF on their budget to go with their charts and sexton. This was 1974.

In this installment of *Ibis*' story, with a three man crew, Boas sails from Miami/ Ft Lauderdale to Hilton Head, SC, where her sails get restitched - "38 year old canvas" was really 38 year old best Egyptian brown cloth from Ratsey - after problems in a blow on way. When supplied, she leaves for the sail south to St Anne's Bay area of Jamaica via the Mayaguana Passage, the route between Cuba and Haiti. In the wind and seas as they pass Eleuthera, they have a jenny and a jib blow out and end up sailing, with two-thirds of a main and no engine after almost losing the mast, into a marina on the southwest tip of the island. Customs officials come down from Rock Sound to clear them at the Eleuthera Yacht Club. They take the sails for repair to Rock Sound and two of the three fly back to Florida to retrieve other sails, find an outboard as the old, seldom used, engine has ceased to work, and get funds to pay for dockage, supplies and sail repairs. When they leave after fashioning a bracket for the outboard, they have nine days to reach St Anne's Bay to pick up their ton and a half of 'quality herb.'

The sailing includes calm seas and winds generally astern as well as a Nantucket Sleigh Ride for a time -- "feeling like a downhill freight train with no brakes" -- when they remember the compass adjustors words and hope he is right. The outboard works when there is no wind and they make their rendezvous. The return trip to the Potomac River is via the Yuctan Passage west of Cuba into the Florida Straits and the Gulf Stream to Chesapeake Bay. On this part of the journey, they dodge a waterspout, Cuban gunboats, are herded by whales, an albatross looking for a rest area, other near disasters and more wind. They lose the mainsail, but keep the working jib heading into a northeaster with hugh waves off Cape Hatteras. They enter the Bay with the old main (for the original longer boom) and jib wing and wing, luckily missing the larger tankers since they have no running lights.

Boas spent most of his time aboard *Ibis* at her wheel -- in the calm, racing down waves, staying afloat in the northeaster -- and feels that she would be 'tugging at her mooring, ready for another sail" -- he wants to save her and see her flying again. He wants to give her wings again. When speaking with him (3/19), he said he took her to Camden, ME, for below the waterline work and many fasteners later she was ready for more sailing....

For those interested in the case -- Peter D. Boas, Appellee, v. William French Smith, Attorney General, United States Department of Justice, Appellant. United States of America, Appellant, v. One Note as Secured by Deed of Trust; \$20,000 United States currency, Appellees, 786 F.2d 605 (4th Cir. 1986) U.S. Court of Appeals for the Fourth Circuit - 786 F.2d 605 (4th Cir. 1986) Argued Dec. 2,1985. Decided Feb. 27, 1986

"..... * These two civil forfeiture cases stem from the August 1983 convictions of Peter Boas, Timothy Fuller and Alfred Kincaid for conspiracy to import marijuana in violation of the Controlled Substances Act. See United States v. Boas, Criminal Case No. R-82-0053 (D. Md. August 22, 1983). Boas, Fuller, and Kincaid had conspired with undercover agents of an interagency task force of federal and state law enforcement officials to outfit a schooner "Cavale" for smuggling marijuana. The three conspirators needed working capital in order to prepare the boat for drug smuggling. Accordingly, in October of 1982, a government informant introduced to the conspirators as a possible investor in their illegal operation a Drug Enforcement Administration (DEA) agent, Robert O'Leary, using the fictitious name of "Bob Olson."

Boas and Fuller explained during the meeting that they needed \$20,000 to prepare the boat. In exchange for this investment, "Olson" would receive \$50,000 cash or the equivalent amount of marijuana if the marijuana were successfully imported. If the operation failed, "Olson" would be protected by a \$20,000 note signed by Fuller and his wife, Janet McCoy, and collateralized by a deed of trust on their property in New Hampshire. "Olson" indicated that he needed to have his business advisor verify the legitimacy of the collateral. ".. (from the case file..)

The next owner, Thomas, said there was a trial transcript, which he originally thought he could find, but then guessed he lost it. Attempts to locate that or others at DNR who remember the boat yielded nothing as of the end of 2007. An article in the Washington Post dated April 17, 1983 was found about drug smugglers, but the boats mentioned were *Sea Green* and *Centaurus*, a 51 foot ketch. The latter was boarded on April 29, 1979 off Smith Point, MD. Six men were arrested and six and a half tons of marijuana seized.

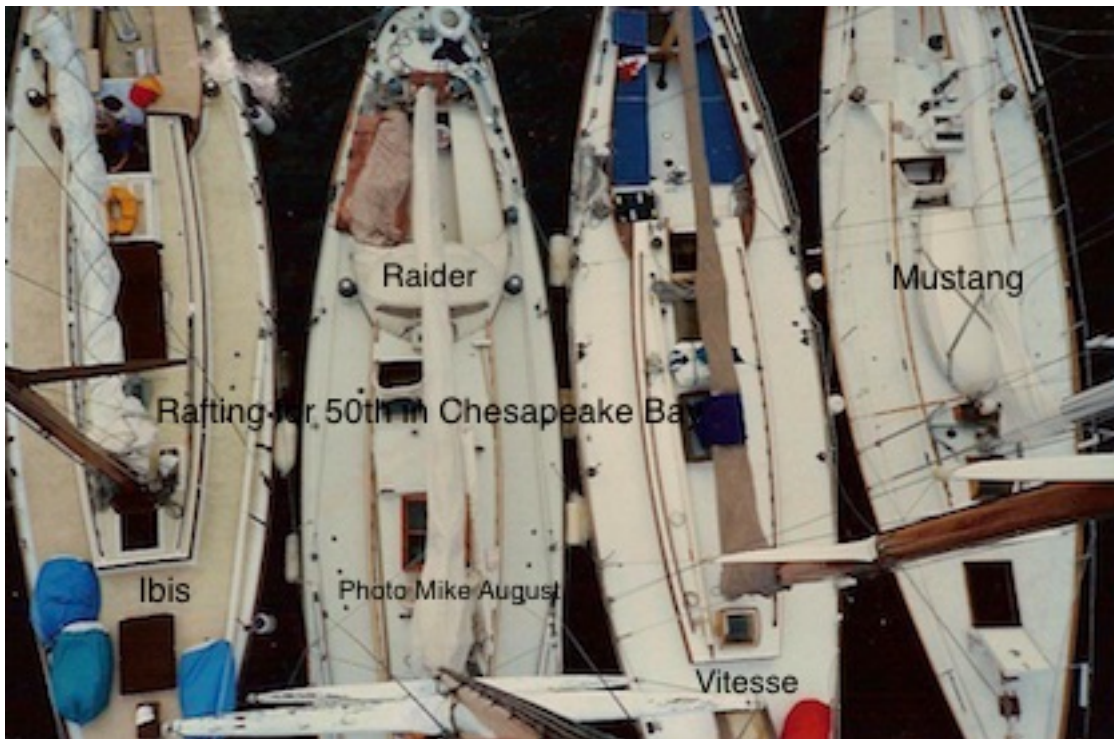
Hans Schultz of *Raider's* family wrote (em, 2/'08) that he saw *Ibis II* in th late seventies or early eighties at Arnie Gay's Yacht Yard on the Eastport side of Spa Creek. He spotted her mast one day from Gay's yard on the Annapolis side where *Raider* was berthed. Hans wrote that no one was around when he stopped to take a look.

"Nobody was aboard and I think somebody at the yard said it was owned by someone in Florida.. The name was removed from the stern but I remember lying down on the deck and looking at the stern and reading the 'tan line' from where the old name was screwed on from what must have been raised lettering. It clearly said 'Ibis II' ... the boat was fairly solid but rough. Of course I saw her again in 1986 and she was much 'cleaned up.' "

Mike August related that in 1986 in a pre-50th reunion get together, five of the sisters got together in Chesapeake Bay. They were *Vitesse*, *Falcon*, *Raider*, *Ibis* and *Mustang*. Three (#5, 6, & 12) made the trip up to SCYC and were joined by *Salty* and other owners of sisters but without their boats for the class reunion. [see section on #5 for more]



Ibis II is next cited in WoodenBoat classifieds in 1988 (#82). The ad reads -- "45' NY32, #14, originally "Ibis 2." Center companionway, Perkins 4-108, 5 sails. Good condition, very fast. Offers. Located Cambridge, Maryland. 301-228-9522, after 6 p.m." It turned out that the number given, but with the new area code, contacted the owner at that time. David Thomas said he bought her for about \$12,000 from the Maryland Department of Natural Resources (DNR) at an auction at the Cristfield Shipyard. She had been seized in a Chesapeake Bay raid, but was found to have no contraband aboard. Thomas said she was pretty "butchered up" and had had "vacuum bagged marijuana stuff into her hull". Thomas, a DNR employee, saw her several times a week on his way to work. He owned her for about four years, fixing her up, although she always took on water when racing. She "caught his eye" and, while he owned her, "had a grand time." Thomas said he had restored and raced a Hampton OD (18 footer), raced on other of the 32s in Oxford and now owns a fiberglass Star boat.



Thomas wrote (em 6/07) that he had replaced several planks, did some galley work and made a new mahogany table. Although he did structural maintenance, sistering, butt blocks and fasteners, he didn't really have the resources to keep her. He and his wife and three children sailed the Bay from Baltimore to Norfolk many times. They joined up with four other sisters for a pre-reunion sail and celebration. After

owning *Ibis II* for about four years, he sold her to a fellow from Michigan, who sailed her down the Bay in late November. Before sailing south, the owner took her to Generation 3 boat yard in Cambridge. There they pulled the mast and spliced some 15-20 feet of new wood to repair powder post beetle damage. Thomas added that he had heard or saw that she was on the Gulf Coast of Florida in the early 1990s and figured she had met her "death with worms."

The new owner was Jusius Milanowski, a licensed captain who had worked in the Annapolis area for twenty years (per com, 11/04).. According to Captain Milanowski, #14 had been seized in a drug raid in the 1970s, gone through court procedures and then sat for some three years until her sale at auction. The Captain took her to Florida where she provided his wife and himself ten years of relief from the Michigan winters. His wife picked *Sarvodaya* as her new name. It means "well being of everyone" in Sanscrit. They cruised aboard her while in Florida. There is a picture of her in Florida in 1996 in Matthiesen's article in the S&S Association yearbook 2004-5. Jusius said he did lots of varnishing in FL and other work on the boat, but when his mother became very sick he shipped her to Alex Hadden's yard in Georgetown, ME, for some needed work. Among the collection borrowed from Skip Gmeiner is a partial page of boat ads which includes one reading -- "46' NEVINS New York "32" S&S Design. Prkns dsl, wheel, ac/dc frig, electronics: Woodenboat article Nov '86. Beautiful, solid, sailing-fast classic sloop. \$59,000. FL (813) 645-0774." The area code is for the Tampa area and the one of the other boats in the ads on the page has a year of 1992.



The Milanowski's sailing #14 off Florida, early 1990s.
Photo from Patrick Matthiesen's files

Among the NY32 files of Patrick Matthiesen, the S&S Association Secretary for Classic and Wooden Hulls, he shared were two letters (long hand written) and pictures from Milanowski. In the first of the two letters, undated, Milanowski described his NY32, one of two original center companionway arrangements. Since 1988, he and his wife had live aboard her from December to May, returning to their Michigan home for the rest of the year. Her stove was a gimble two burner propane one and she had a new AC/DC refrigerator. In the main cabin was a "drop leaf mahogany table which 6 can eat around comfortably but we have packed 9 around it occasionally." There were screens for all the ports and hatches. She had one mainsail, a spinnaker and three jibs. The engine was the Perkins (model 4-108) 50 hp diesel. Milanowski and his wife did all the regular maintenance including paint and lots of varnish. But some yard work had been done including replacing three planks, new transom, clothespin splice in the mast, engine overhauled, new fuel tank, new rudder, propeller and shaft. The second letter, dated December 1993, was apparently in response to one Matthiesen had sent asking if *Ibis* was still available (she was) and saying he was going to look at a sister in the Chicago. Milanowski wrote that he knew which one it was [#18] as they lived only two hours from Chicago. They belonged to the Heritage Boat Club there. Matthiesen was again invited to visit them in Tampa and see the boat.

Milanowski did not sell this sister, but sent her to Alex Hadden's yard in Georgetown, ME, after checking out several yards. "Alex sounded like he new his stuff and the climate there was good for wooden boats" (per com, 3/07). The trucking from FL went well with Millanowski asking Hadden about a new stern post and to find the leak forward. He was thinking some \$35,000 for that work. Hadden said (per com, 4/07) that he built a temporary shed outside for her and started looking her over. He took some planks off to view frames -- all broken twice and sisters also broken in places. Yes, stern post and horntimber, plus deck beams over the engine room and an inch gap at forefoot and keel under the mast. When he told Milanowski that she needed a total rebuild, Hadden said Milanowski replied "got to bail ... sell boat."



Moving forward from her time at Hadden's --

In 2002-3 (and several years before) driving Maine Route 3 between Augusta and Belfast at Montville, there was a large plastic 'shed' visible behind the garage on a property. It was covering NY32 #14 awaiting much needed restoration work. We had recently bought and restored #18 and her new homeport was Castine. Interested and wanting to 'get a tour', we called the number on Mac Harriman's, a surveyor, card tacked to the back door of the house.

Mac gave us 'the tour' of the boat and also of the parts and equipment stored inside the garage and talked about his ideas to fix her up. Learning about my interest in the class history, Mac said he would love to see ours and maybe get a sail. The sail happened in July 2003 and Mac really enjoyed his first ride on a NY32. He said he had copies of Best of the Best, S&S Classic Modern Yachts, and Choice Yacht Designs and articles of the 32s that he 'treated as some would babies photos'

Harriman claimed (em 2/05) that he "got her back in '97... Did not get to sail her when I got her -- already taken apart.... Was looking for something like her to rebuild -- ie. 40 to 50' wooden sailboat. ..." He planned to rename her *Viking Spirit* once he finished her needed repairs as outlined by himself.

Now moving back to Hadden's yard --

Harriman came by Hadden's yard, apparently in response to an ad about 'saving an old boat' in a magazine. According to both Hadden and Harriman, there were many visits to the yard. Milanowski had paid his yard bill and Hadden stopped without doing more work. Harriman wrote (4/07) that he and Milanowski agreed during a phone conversation that Harriman could get the boat. Harriman gave Milanowski the new location for the boat and contact information in a letter thanking him. There was \$5000 discussed. This was in 1998. But according to both Harriman and Milanowski (sep lets, 06), the money was never paid and, if sent, Milanowski would refuse it. According to Milanowski (per com, 9/06), Harriman 'stole her' from him and, now that he knows where she is, he is working to get her removed so she can be restored, if possible.

Both Hadden and Harriman (in different communications at different times) agreed that Milanowski knew or agreed about the boat leaving the yard. Hadden said when the truck came to pick her up, it was a challenge to move her with the planks off. She landed in Augusta for several years before moving to the property on Route 3. Milanowski said (5/07) that he had a letter (early 1990s) of intent from Mac about restoring the boat over the next few years and that is what Milanowski wanted. He claims Harriman had no bill of sale and wanted his boat back. Harriman claims he bought the boat and Hadden would not have let him take her out of his yard without Milanowski's OK.....

The property in Montville where *Ibis* had landed was sold in 2007 and the NY32 disappeared, taken somewhere downeast Maine or sold her for scrap by Harriman. The trail turned cold then. Milanowski passed away peacefully on September 13, 2015 in Holland, MI. The photograph of him with the obituary page is from his sailing this 32, but there is no mention of her in the text. The text does mention a 36ft Eastern Inner Club named 'Satyagraha' after Gandhi's word for 'soul force'.



This sister, after some firsts in the class, has now joined the known gone (#8) or missing (#1) and is probably not recoverable. It is too bad that no one is able to find her now or learn what exactly what her fate was ... and that no one can make her fly again....

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

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Notes -- Mystic Coll. are among the Manuscript Collections at Mystic Seaport
-- Levick Collection is housed at Mariner's Museum
-- Design plans are housed at Mystic Seaport Ships Plans