

Number 16 of the NY32 class was first owned by Frederic Coudert Jr., who had been a member of the NYYC since December 1928. He was also a SCYC member, club secretary (1927-1937) and commodore there in 1942-44. The first *Notus* was a Herreshoff S-boat (x *Ellen* ) that he owned from 1931 (Brooks Brothers) through 1936 (Lloyd's Register). *Notus II* was present in race results with the class from 1936 through 1941. She was surveyed July 17, 1936 with sisters #14 and 15.

According to his obituary (NY Times, May 23, 1972), Coudert was thirty- eight the year the class was launched. He was described as a "six-term Republican Representative from the East Side of Manhattan." Coudert was a state senator from 1939-1946 and then the NY Representative to Congress for the 17<sup>th</sup> "Silk Stocking" district from 1946-1958, where he established

"a generally conservative record. He sponsored bills seeking to limit government spending to income, to require Congressional approval before troops could be sent abroad and to limit the power of the President to initiate foreign wars. All of the measures were assailed at the time by liberals."

As a state representative, Coudert gained notice in 1946 when he headed a subcommittee "seeking out Communists in the public schools." He served in World War I as a first lieutenant in the 27<sup>th</sup> Division with the Allied Expeditionary Force in France. A graduate of Columbia College in 1918, Coudert received a law degree from Columbia Law School in 1922. He was described as an "enthusiastic yachtsman." Coudert received the French Legion of Honor and Columbia University Medal for distinguished public service. He and his brothers had an international law firm, Coudert Brothers.

Frederic Coudert III (Fritz) was thirteen when the family got the NY32 (pers com 1/05). He described her as white hulled with black boot and copper bronze bottom paint. Her bright work was kept up by their Captain, who varnished each week. He believed his father bought the 32 "because everyone else did". The name means "south wind" in Greek. *Notus II* was sold after World War II, when his father did less sailing. Going to the NYS Senate two days a week from January to May did not interfere with his racing and cruising, but the year round commute to Washington, DC, seemed to limit him to day sailing. After *Notus II*, Coudert moved into the Shield's class. Fritz remembers stowing away on *Notus II* for some cruises. He hid among the sail bags and enjoyed the sailing when he was allowed to stay until the second or third harbor stop before being picked up to go home. He believed *Notus II* was sold sometime between 1946-1948.

A look at this sister among the reports of races from 1936 - 1941 follows ...

The annual race week hosted by the Larchmont Yacht Club (LYC) ran from July 18-25 in 1936 and *Notus II* was among the class racing. The report for the racing on July 21<sup>st</sup> among the eight 32s was limited to the summaries and does not include #16. But on July 25th, Rosenfeld took a two photos of the fleet starting (see sections for #12 or #20 for a photo) and number 16 can be seen almost eclipsed by #12. Between the two photos, there were ten of the class at Larchmont their first year.

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). There were seven 32s racing among the 113-boat fleet that day. 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.

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. *Notus II* was listed in both fleets.

Off Newport for August 14<sup>th</sup> were the Astor Cup races. Seven of the NY32s raced with three of the Paine-36s, together with *Rugosa*, *Stormy Weather*, *Mandoo II*, *Ayesha*, and *Marilee* in the sloop and yawl division over the fourteen mile course in a light south west wind. On corrected time the winner was *Rugosa* with *Swell* second and *Gypsy* third. *Valencia* was forth and *Notus II* and *White Lady* tied for fifth. In this first year for both the NY32s and the Paine 36s each had the same ratings within their classes. When they raced within the sloop and yawl division, their ratings would come into play, but not racing within their own class races that season.

The second run of the cruise on August 15 was from Newport to Edgartown. 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* first and six minutes ahead of second place *Swell*. *Apache* was third, eight and a half minutes after the leader. *Revonoc* was fourth followed by *Sapphire*, *Notus II*, *Mehitabel*, *Rampage II* and *Geisha*.

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* fifth. Then *Rampage II*, *Valencia*, *Sapphire*, *Mehitabel* and *Geisha* finished.



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*. *Notus II* did not race with the five for the new Navy Members' Cup for the Thirty-two foot class sailed on August 20<sup>th</sup>.

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 Handicapped.

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*, 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* because only 20 and 30 seconds separated the last three of the class to finish.

For 1937, Coudert and *Notus II* got their season off to a great start among the class racing. At Larchmont Race Week, James Robbins reported (July 24, 1937, NY Times) that in the second to the last day (i.e., July 23<sup>rd</sup> racing) "Frederick R Coudert Jr.'s *Notus II* beat the other 32 footers, gaining a margin of fifty seconds on M.D. Truesdale's *Release*." The course was fourteen miles and *Notus II* ran it in two hours and thirty-three minutes. *Revonoc* finished third seven seconds after *Release* and fifty-four seconds ahead of *Swell*, followed by *Wynfred*, *Apache* and *Rampage II*. The report of July 24<sup>th</sup>'s races said that with 342 starters in the fleet, it was fewer than the 361 record set on the opening day this year. The course on this last day provided reaches, runs and beats.

"The 12-meters made a beautiful start, all three in a row, Manny's *Night Wind* to weather. Barbara led the 50-footers from the start on. Frederick R Coudert Jr.'s *Notus II* scored in the 32-foot class by just a minute over C.F. Havemeyer's *Apache*. S.C. Pirie's *Oriole* was the 30-foot winner, as was Miss Dorothy McGee's *Sea Venture* in the 6-meter group. Robert N. Bavier won his fifth straight race with his International Class sloop *Frolic*, this time coming in 40 seconds ahead of Robert L Garland's *Javelin*."...

The course for the 32-foot class was fourteen miles which *Notus II* sailed in ten seconds under two hours and thirty minutes. She was followed by *Apache*, *Folly*, *Revonoc*, *Release*, *Rampage II*, *Swell* and *Wynfred*. There were three of the 50-foot class (*Barbara*, *Spartan* and *Ibis*) and three of the 30-foot class (*Oriole*, *Variant* and *Alera*) racing that day.

During the rest of the season, this sister showed a second and four thirds in addition to these two firsts in the 24 races found in the news reports. Her best finishes were to come during the 1938 season with four firsts, three seconds and four thirds.

The SCYC Decoration Day series, May 28 - 30 1938, saw a good group of the 32s racing on a 15-mile course. May 28<sup>th</sup> *Revonoc* led the fleet of nine, followed by *Notus II*, *Arbela* (x*Wynfred*), *Clotho*, *Valencia*, *Sapphire*, *Ibis II*, *Rampage II* and *Swell*. On May 29<sup>th</sup> *Arbela* won followed by *Valencia*, *Swell*, *Clotho* and *Notus II*. On May 30<sup>th</sup> *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 30<sup>th</sup> racing stated 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.

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. 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. It took *Rampage II* over twenty-two hours to finish sixth in this Division.



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> event 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) led their classes. The result of the 32s race was *Swell*, *Ibis II*, *Notus II*, *Rampage II*, *Clotho*, *Valencia*, *Arbela* and *Revonoc*. The NY Herald Tribune's report by William Taylor (July 17, 1938) carried the famous Rosenfeld picture, 'Flying Spinnakers', *Gleam* chased by *Northern Light* down the Sound.

In a NY Herald Tribune report for the racing on July 19 (July 20, 1938) 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* (DNF). 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*. *Notus II* did not race on the last day of this series.

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, with *Notus II* finishing eighth on corrected time.

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*, finishing the run twelve minutes after *Rampage II*.

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 some in, it was a southwest. 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.

After the third run, the AYC held a joint regatta with Shelter Island YC off Shelter Island on August 7<sup>th</sup>. In 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. *Notus II* did not participate in the final run. Twenty-one of the fleet stayed 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 1938 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*. There were also three of the 30s - *Variant*, *Oriole* and *Banzai*. Only one of the Paine or Marblehead 36s -- *Actaea* -- was listed. 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 -- *Actaea*, *Gypsy* and *White Lady* -- and all with different ratings. In both the racing and cruising fleets, the 32-footers had the same ratings.

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 through-out 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, but not *Notus II*.

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. 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 with *Notus II* covering the distance in nine hours and eight minutes. She was followed by *Rampage II*, *Sapphire*, *Clotho*, *Larikin*, *Folly* and *Arbela*.

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. *Rampage II* was first by twenty-nine seconds ahead of *Arbela*. The course only took three hours and thirty-eight minutes to cover for the first of the 32s and three hours and fifty-two minutes for the last of the finishers. *Clotho* withdrew and there was a protest of *Sapphire* by *Arbela*. The others to

finish were *Notus II*, *Folly* and *Larikin*. The protest was under Rule XXXI of NAYRU to the EYC race committee. They referred it to the NYYC race committee "feeling that both boats were members of the New York Yacht Club 32-foot class,..." [see section for #15 for more]

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.

In 1939, Coudert and *Notus II* did not appear in the news for the AYC cruise or Larchmont Race Week. They do appear listed among the eleven of the 32s in racing fleet and the cruising fleet of thirteen in the NYYC, according to the 1939 NYYC Race Committee Report. The first run of the Annual Cruise was August 8<sup>th</sup> from Glen Cove to New Haven, a distance of 38.8 miles. The weather was overcast with showers in light south-west to south-east winds. Six started in the 32-foot class, but only three finished the run. *Rampage II* finished first almost eleven hours after the start. She was followed about two and a half minutes later by *Notus II* and then *Folly*. *Valencia*, *Arbela* and *Dolphin* did not finish. The next day was another 38.8 mile run from New Haven to New London. All six finished with *Sapphire* first, covering the course in seven hours and almost six minutes. The weather was clear with light southeast breeze to start and south-southwest at 14 mph at the finish. *Dolphin* was second and *Arbela* third. *Valencia*, *Rampage II*, *Folly* and *Notus II* followed. About an hour separated the first and last of the class to finish. By the sixth run from Mattapoisett to Newport on August 16<sup>th</sup> only four of the class raced and *Notus II* was not among them.

The September, 1940, Yachting reported on the NYYC Cruise in an article by William Taylor. There were five NY32s competing in their own class. *Sapphire*, *Rampage II* and *Swell* each took a first. A look at the NYYC Race Committee report for 1940 gives more details. For 1940 the ratings of the NY32s in both the racing and cruising fleets were the same as those of 1939. Seven were listed (*Swell*, *Clotho*, *Rampage II*, *Sapphire*, *Notus II*, *Revonoc* and *Dolphin*) among the racing fleet and eight (same as racing plus *Larikin*) in the cruising fleet. *Notus II* raced during these races. The first cruise run was on August 12<sup>th</sup> from New London to Block Island (24.3 miles). The report says it was foggy at the start with winds less than 8mph from the south throughout the run. *Sapphire* was first to finish the run with *Rampage II* almost three minutes behind her. *Dolphin* was third in the class, followed by *Notus II* and then *Swell*. The second run of 30.8 miles was from Block Island to Newport. Winds were southwest

from 12-18mph and *Rampage II* beat her classmates with an elapse time of four hours and eleven minutes. She was just 31 seconds ahead of *Sapphire* , only 11 seconds ahead of *Notus II* . Forty-seven seconds later came *Dolphin* and then *Swell*, just three minutes after *Rampage II*.

August 14<sup>th</sup> saw the Astor, Fales and Navy Members Cup races off Newport. According to the report of the Race Committee, it was clear for the 14 mile races and winds went from northeast to east but about 12mph. *Swell* won the Navy Members Cup by five minutes over *Sapphire*. *Rampage II*, *Dolphin* and *Notus II* followed. The next day the squadron made the 32-mile run to Mattapoisett in clear weather, beginning with light (8mph) east winds and ending with moderate (13mph) southwest winds. *Sapphire* was first in her class followed by *Dolphin*, *Rampage II*, *Notus II* and *Swell*.



The 89<sup>th</sup> Annual Regatta was held in Buzzards Bay on August 16<sup>th</sup> in clear weather and south-southwest winds of less than 12mph. *Rampage II* topped the class with an elapsed time of three and a half hours for the 15.8 mile course. *Notus II* was second just a minute later with *Sapphire* third, *Swell* just three seconds behind her in fourth followed by *Dolphin* .

The fourth run, Cape Cod Canal to Provincetown, was 18.8 miles on the 17<sup>th</sup> in clear weather. The winds were south-southwest from 9-18mph. *Sapphire* was first with an elapsed time of three hours. *Notus II*, *Swell*, *Dolphin* and *Rampage II* followed within five and a quarter minutes. *Gypsy* made the run in two hours and forty-nine minutes.

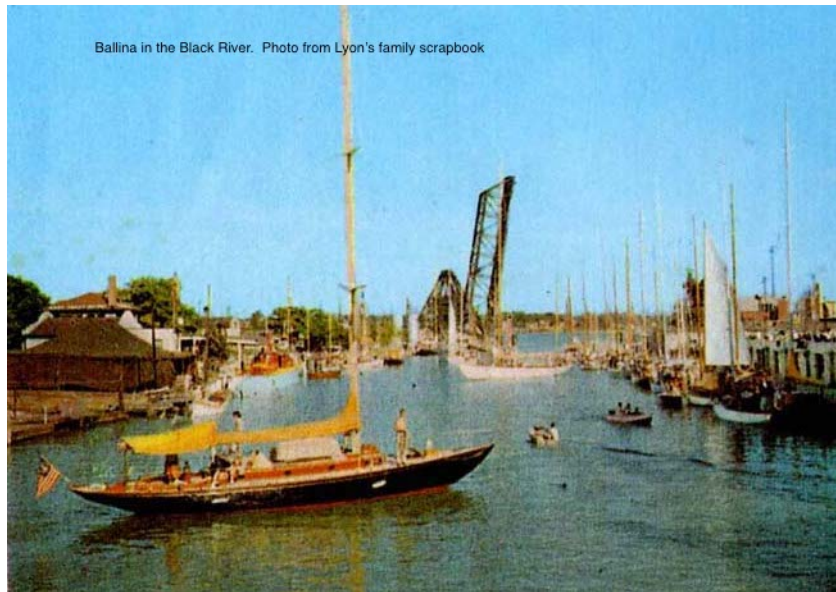
The AYC cruise reported by Davy Jones in his 'LI Soundings' column (Rudder, September, 1941) had fine weather for the Block Island -Shelter Island run and races at Fishers Island. Three of the NY32s were mentioned. *Sapphire* won two runs and *Larikin*, chartered by Ralph Manny (former *Swell* owner), won another. *Notus II* was the third one racing. There was no NYYC cruise for 1941. There was July 3, 1941 racing off Glen Cove of the 90<sup>th</sup> Annual Regatta, which included no NY32s.

In William Taylor's LI Soundings column in the September Yachting (1950), he described that year's Indian Harbor cruise July 14-16 with a fleet of 30 yachts. Instead of long port-to-port runs, there were two harbors close for start and finish at Greenwich and Cold Spring Harbor for the first night and then Northport for the second night. The courses were selected so that the classes sailed varying distances to arrive according to size. *Notus II* and Coudert were the winner of the Medcalf Trophy for best total corrected time for the cruise in Division I. The other 32 racing was *Pavana* and John Lyons, finishing second.

The 1957 Lloyd's Register lists the owner of NY 32 #16 as Michael Dwyer of Chester, Nova Scotia, Canada. Her name then was *Ballina*. And she still had her original Gray engine. Among the Ratsey orders for sails for the sisters, are two for Michael Dwyer. One for spinnaker in April 1956 and another for a working jib (80 yards of 9 oz cloth) on March 31, 1958 (Mystic, Coll. 236, v169).

Among Skip Gmeiner's files was a May 1964 letter from him to Mrs. Michael Dwyer, Halifax, NS. He said that via other New York 32 Owner's Club members he heard that *Ballina* was for sale. It was apparently a follow up letter to one he had written in November. He asked if she would fill out the boat information sheet. She wrote back a few days later. The filled-out information sheet gave *Ballina*'s topside as blue with white boot and yellow deck. The cabin interior was white and the hatch covers were brown. She had a double headstay. The engine description said Gray marine 1957 and in the accompanying letter she explained further that it was a 31hp gasoline engine. *Ballina* had neither bow or stern pulpits. Her stove was a "Canopy alcohol" one and there had

been no changes in the cabin. Some of her rigging had been renewed but not changed. Mrs. Dwyer's letter said that the boat was for sale because since her husband had died, she had decided the boat was too large for her "to handle with a paid hand and good crew almost impossible to come by." She asked Skip what she might expect to get for *Ballina* with her equipment -- genoa jib and spinnaker almost unused but she wanted to keep the dishes and blankets for another boat. "I will not be content without some kind of a boat." The sheet showed that *Ballina* had no radio telephone, electric refrigeration, radio direction finder or dockside 110-volt power.



In 1964 *Ballina* was listed finishing thirty-second in Class A of the Bayview Mackinac Race (September Yachting) with Reid as owner. But not until the 1968 Lloyd's is James S Reid of Sarnia, Ontario listed as her owner. James Reid was commodore of the Port Huron YC in 1947 (Paul Latham, 2005 commodore, em 3/05). Reid's son, Steve, said his father found *Ballina* in Mahone Bay, NS (em 1/07). According to both Steve and his mother, Reid had been "in love" with the 32s for years. He grew up around them in Detroit and raced against them in Mackinac Races and dreamed of owning one. Steve said his father spent several years racing on the 8-metre *Rangoon* out of Sarnia. Mrs. Reid said until he found the one in Canada, they could not have afforded buying one from the US (per com, 2/07). The Reid's took *Ballina* from Nova Scotia to the Nevins Yard in 1962 and then down the ICW to Ft Lauderdale for the winter. At Nevins, Steve said she got new bottom paint, a new gimbaled stove and larger genoa winches installed. The family spent Christmas aboard her berthed at Pier 66 Ft Lauderdale Hotel and then decided to go to Nassau for New Year's. The trip across turned out to be against strong head winds and took 48 hours instead of the usual half day. Steve described it as "one of the roughest crossing of the Gulf Stream" he'd ever

had. He said he and his father were on deck the whole time as his mom and sister were sea sick.

"By the time we got to Nassau we were both exhausted. That's where I experienced my first ever man overboard. As we entered the channel to Nassau, which requires a right angle turn to port, we were in a strong following sea and I went forward to hoist the Quarantine flag. Just as I stepped up on the cabin top Dad had to make the turn in the channel and the boat heeled abruptly to starboard pitching me over the side. Fortunately for me, I was wearing a safety harness. Unfortunately for Ballina, I had it clipped to the life lines and as I went over board and was dragged aft the clip on the safety line started coming up hard against the stantions and one by one they ripped out of the deck until they came to the stern pulpit where everything stopped. "

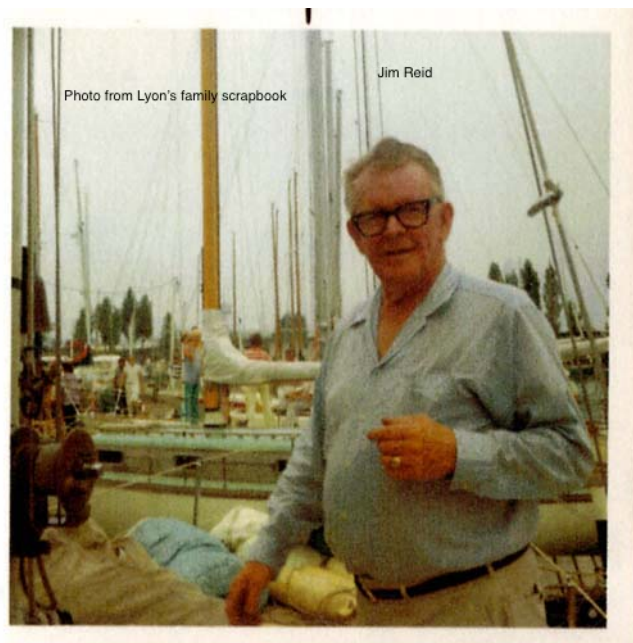
After New Years, the boat was brought back to Florida and competed in the Lipton Cup, Miami – Nassau and Governor's Cup Races. They were joined by some friends from home, including Bob Adams, Stan Watson and John Sullivan. *Ballina* returned to Sarnia via the NY barge canal in the spring of 1963.

Mrs. Reid said keeping *Ballina* at the Sarnia YC allowed them to be on the Lake and not have to battle all the way from Detroit on the St. Clair River. Sarnia and Port Huron are on either side of the north end of the river. *Ballina* 's slip mate was *Tigress*, then owned by George Lyon. Steve explained that "the two of us were constant rivals on the race course and we had the best of parties between the two boats." Mrs. Reid said that *Ballina* also cruised in Georgian Bay with *Tigress*, where Lyon's would take the Reid's poodle ashore in his dinghy for morning walks.



Reid raced *Ballina* along with six sisters (#4, 5, 2, 15, 18, 6) in the 1966 Bayview Mackinac Race, finishing 23rd in Class A (Yachting, September, 1966). In 1968, she finished tenth in Class A of the Bayview Mackinac that again included six of her sisters. Both *Ballina* and *Tigress* raced in Section II of the Chicago Mackinac that year finishing sixth and tenth in class (Yachting, September, 1968). Reid also took *Ballina* in the Trans Superior Race, begun in 1969 and won that year by *Tigress* (see section for #4). 1970 brought five of the NY32s together in Class B of the Bayview Mackinac, where *Ballina* finished sixteenth, but second of the sisters. None of them raced in the Chicago Mackinac that year (Yachting, September, 1970).

Pete Irland (per com, 6/07) crewed aboard *Ballina* in 1970, but moved to *Tigress* in 1971 or 1972 where he had fiends among her crew. The two boats were major competitors as well as slip mates. He described Jim Reid as a "character" who "died young but enjoyed life."



The class summary by Skip Gmeiner showed that with the Reid's *Ballina* had a blue hull, white boot and light tan deck colors. Her rig was original with a double head stay and original cabin interior. Her engine was a gray 31hp. Reid died in 1971 and Mrs. Reid said they sold the boat a year or so later because Steve could not afford to take her on. She said they sold *Ballina* to "a fellow from Detroit suburbs who said to get the boat he'd marry the widow." The Reid's understood that the boat was named for the town in Ireland, apparently from where Dwyer or his family came. Steve said his father was owner of Chembarge Ltd, a shipping company on Lake Erie and Ontario. Steve sails a

C&C 27 Mark V out of Etobicoke YC, Toronto, and was commodore in 2005-6 (em 2/07). An obituary among the pages of a scrapbook supplied by George Lyon's daughter Janey, said Reid was the past commodore of PHYC and a life member of PHYC and Sarnia YC. He was the former president of Reid Transport and Tank Truck Transport, president and owner of Chembarge Ltd and co-owner of S and J Tug Co. During WWII, his US Marine Corp flew in the South Pacific.

Lloyd's Register showed the next owner as Robert Raisch, listed in 1975. The McCoshs, the present owners of #16, said (letr, 04) that

" Robert Raisch bought her around '75 and brought her to Grosse Pte Farms, MI to campaign in several Mackinacs, the Bermuda & Nassau-Bahama races. Bob was a colonel in the Marines so he changed her name from "Ballina" to "Patriot" and painted the hull red with blue & white trim & a large Marine insignia on the sail."

Little else has been learned about *Patriot*. Of Reid and *Ballina*, McCosh wrote: "He raced up and down Lake Huron & Lake Michigan in the Port Huron -Mackinac and Chicago-Mackinac races. He must have raced hard & partied harder - as we've often been approached in different ports up & down the lake by folks with stories of crewing & partying aboard #16 [Ballina] in her racing years."



Raisch apparently only owned #16 for a few years according to the McCosh's information about her. Around 1979, she briefly became *Woodwind*, when a couple from Ann Arbor, University of MI graduates, bought her with dreams to do some "world cruising". But sold her the following year to Reid and Ann Pouliot, of Mt Clemens, MI. A letter from June 1981, in response to a question to the NY 32 Owner's Club of where the boats were, said that #16 was in Detroit, "but unfortunately just sitting in the shop yard." (Gmeiner's files).

McCosh wrote (1/04 ltr) that after Pouliot bought the dark green *Woodwind*, they

"stripped the hull & painted her white and sailed her a few years till they decided to undertake a major rib repair project. They dismantled the interior from the aft cabin forward to access the ribs, and then decided they needed to sell the boat. Finding it hard to find a buyer for a dismantled boat that needed a good home, they asked us to trade our 27-foot Mower cutter for the New York 32 and their bank loan. This seemed like an offer we couldn't refuse, so after having done a lot of rebuilding on our smaller boat, we took #16 under our wings in 1984 and called her 'Night Heron' ."



The McCosh's described the next few years and the work they have done on *Night Heron* as follows:

"We painted the hull light gray while we were working on her structural problems. We laminated oak ribs, reinforced the keel floors with stainless braces to the ribs, installed a stainless mast step with ti-rods to the chain plates, moved the head forward to the port side behind the step to the bow, moved the galley aft to where the head had been, with an open counter to the salon, replaced the settees, & rearranged the stowage. We replaced a garboard, several planks, replaced part of the cabin top and had the engine rebuilt. Every year we'd work on a project in the spring, launch as early as we could, and spend the summer sailing Lake St Clair, Detroit River, Lake Erie, Lake Huron, Georgian Bay, the North Channel and part of Lake Michigan. We built some new hatches and then replaced the transom.

In the fall of '97 we removed the fiberglass and a layer of plywood to resurface the deck and discovered that the ends of the deck carlins were bad -- whoever had covered the deck last hadn't sealed under the toerails. So we lifted the cabin top and installed all new deck carlins, planks, shear strake, laid a new cedar strip deck, fiberglassed the surface with triaxial cloth & epoxy resin, and built new combings, toerails and winch pedestals. Instead of being a one season project we had her out of commission for 3 seasons doing all the work in our spare time while we were both working full time jobs.

We finished varnishing the last of the trim molding just in time to take part in Detroit's Tercentennial Tall Ships parade in July 2001. Apache #1, Sapphire #15 and Night Heron #16 were asked to participate as boats having historical significance to the Detroit area."



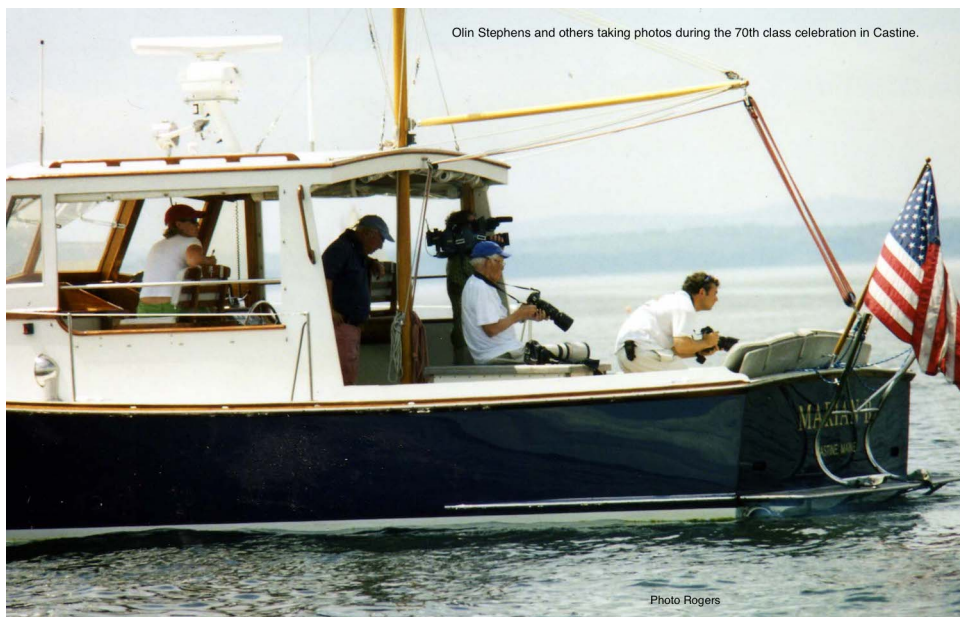
*Night Heron* won the 30-foot plus class and the award for the Most Improved Yacht in 2001 at the Great Lakes Wooden Sailboat Society annual regatta. In 2002, she won the People's Choice Yacht award at the GLWSS regatta (em 3/04, GLWSS). She was seen sailing on Lake St Clair in June 2007 (photo found on HubPages by Ralph Deeds). *Night Heron* is berthed at the Crescent Sail YC and races in the club's Monday double-handed series during July and August.

McCosh was described in the Main Sheet, (DYC, 2/89) as a 'wooden boat enthusiast for many years and other antique boats" .. but .. "having a NY32 is a dream come true."



The McCosh's have restored her to the dark green she was when they first admired her lines in Mears Boat Yard (now Clinton River) in Mt. Clemens. They never dreamed then that "we would come to know her so intimately." *Night Heron* still has the double head stay attached about twelve inches aft of the stem. *Apache* also has the original forestay attachment, but had a heavy helm. *Night Heron's* helm is "light to lee" rather than weather (pers com, 1/05). Her spreaders are the original length but her running backstays have been moved aft to the 1946 deck plan location.

The McCoshs visited Castine, ME, in 2006 during the celebration of the class' 70th year. They didn't crew aboard any of the sisters, but enjoyed taking photos -- like this one of the *Sapphire* crew that included some of her former Detroit YC family. The class designer was also in attendance and did some photographing himself.



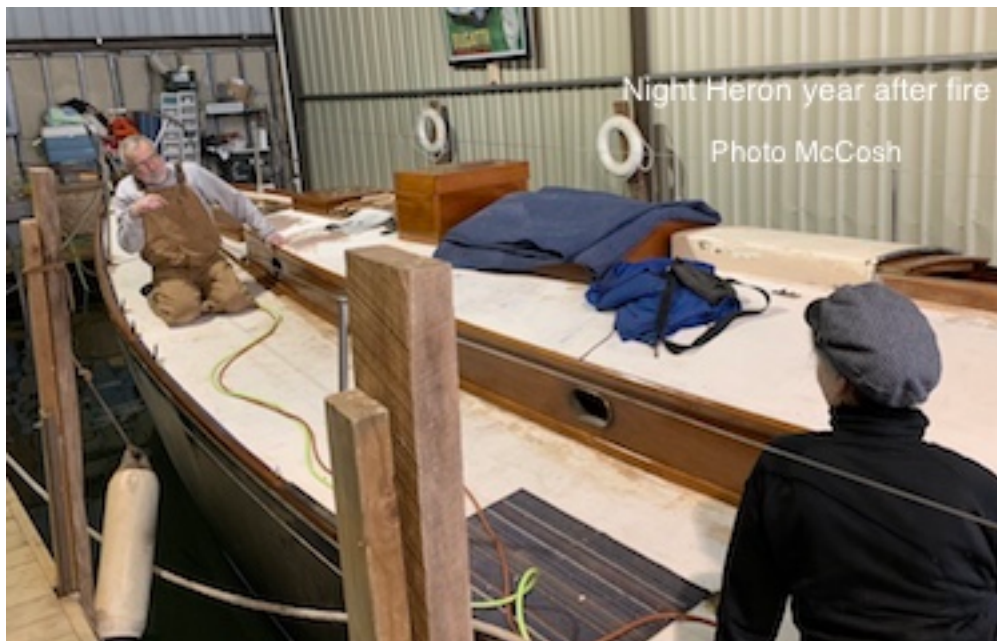


The McCosh's updated their progress since a boat caught fire last spring in the slip next to *Night Heron's* winter berth. The damage to the deck, and cabin house was quite severe. They worked on repairs all summer, and currently are in a boathouse where work continues. It looks like they will be finished by this spring, a year later. Their butterfly hatches, fabricated at a shop in New Jersey, arrived the middle of December "and they look great. We've completed repairs to the deck and cabin—the interior was not damaged in the fire. The work has meant missing the past sailing season, but the end is in sight." (em 12/18) Three others of the class have had fire experiences, only one did not survive.





...and a recent photo shows them working on the last bit of deck repairs and then all will be ready for lots of paint and varnish, followed by some very enjoyable sailing and cruising this coming season.



Night Heron in 1st Detroit Classic Boat Regatta, 2012



Photo from HubPages

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