

NY32 #17's first owner was Harvey Conover. He named her *Revonoc*, his last name in reverse. Conover was one of four first owners that became NYYC members in March 1936. He was proposed by Robert Bavier and seconded by Butler Whiting. At the time, Conover was rear commodore of the Larchmont YC, following Bavier as vice commodore there in 1938. He would be rear commodore again in 1948. He was also a member of the Essex YC, CCA, Off Soundings Club and NAYRU.

In 1955, Conover was elected the CCA commodore. In the brief summary of the new commodore, Parkinson (1960) wrote that Conover served in World War I with the American Ambulance Corps and then as an American pilot, who was wounded near the end of the war. He was awarded the U.S. Distinguished Service Cross and the Croix de Guerre of France. One of the various business magazines he published after the war was "Aviation Maintenance" and with his knowledge in the field, the Naval Air Service sent him to the "to the southwest Pacific during World War II ... studying maintenance problems aboard and at shore installations." (p247). The NY Times article (Jan. 7, 1958) said that in 1948 Conover was "summoned by the Air Force to help in planning the Berlin airlift." (p24)

At the time, he signed on to #17, Conover also owned *Vega*, a Morgan Barney designed sloop of 29'5" waterline length built in 1915 at the Eastern Ship Yard in Greenport, NY. According to Lloyd's, she was altered from a sloop to a yawl in 1924 when her engine was installed and then returned to a sloop rig in 1930.

Conover successfully raced this, his first of three *Revonoc*'s, on LIS beginning in July 1936 and in the 1938 Bermuda Race. The annual race week hosted by the Larchmont Yacht Club (LYC) ran from July 18-25 in 1936. And as usual it began with the Flag Officers' Ball after the first day of racing with greetings by Commodore Rudolph Schaefer and Rear Commodore Harvey Conover to all the visiting yachtsmen and their families and guests. Some of the social events for the week reported in a NY Times article (July 19th) included entertainment and an informal dance on Tuesday, a "pool night" of swimming Wednesday and Friday will be a "costume shipwreck party." The article also related other dinners and dances to be held in the area during the week. Apparently, lots to do for crew of all ages while not racing. This is the first of *Revonoc*'s racing, although she was not surveyed until July 29, 1936 together with sisters 18 and 19, they being the last of the fleet launched and before the NYYC August cruise as promised for the Club and the owners.

James Robbins reported that week's races for the NY Times beginning with the headline "Taylor's Barbara leads 50-footers as 250 yachts sail" (NY Times, July 19, 1936). This first day was raced in northeast winds calling for working head sails, although only about 18 miles an

hour, it blew against the ebb tide, kicking up the waters of LIS. The summary of the day's races for the 25 classes gives further insight into the race. The start for the NYYC 32-foot class was 2:20pm and *Valencia*'s finish was recorded as 4:43:47pm and *Esmeralda*'s finish, seventh of the class, was 4:51:39. The first in class sailed the fourteen and a quarter mile course in two hours and twenty-four minutes. *Folly* finished 2 minutes and 25 seconds after *Rampage* with *Swell* one minute and thirty-seven seconds after her. The closest finishes were *Revonoc* 6 seconds after *Swell* and *Clotho* just 7 seconds after *Revonoc* !

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

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

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

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

The report for the racing on July 21st among the eight 32s was limited to the summaries, with nothing mentioned in the text. The course length was fourteen and a quarter miles which *Esmeralda*, the first to finish, covered in two hours and twenty minutes. *Wynfred*, eighth to finish (interesting with her sail number), covered the course in two and a half hours. It would seem that among the first six finishers there might have been some exciting times as they finished within a minute and twenty seconds. Six seconds separated *Esmeralda* and second finisher *Clotho* with *Rampage II* third, eighteen seconds later. *Valencia* was only two seconds in fourth followed fifty-two seconds later by *Swell*. *Revonoc* and *Notus II* finished ahead of *Wynfred*.

Class start of the July 21, 1936 Larchmont Yacht Club race.

Photo Rosenfeld Collection (76237F)



The final racing of the week, July 25, was won by *Clotho*. *Rampage II* led her off the wind, but *Clotho* passed her on the windward leg finishing two minutes and fifty seconds ahead. The weather this last day was sunny with a “splendid breeze.” (Robbins, NY Times, July 26, 1936). The summaries for the day included ten 32-footers finishing with *Clotho* first (4:58:06), followed by *Rampage II* (5:00:56), *Valencia* (5:01:04), *Swell* (5:01:15), *Wynfred* (5:04:04), *Revonoc* (5:05:21), *Notus II* (5:05:51), *Esmeralda* (5:07:30), *Folly* (5:08:54) and *Apache* (5:13:57). *Clotho* covered the course in two hours and eight minutes while it took *Apache* almost three hours. Rosenfeld captured nine of the NY32s racing at Larchmont in a two picture sequence from the start on July 25th. The one shown in the section for #12 or #20 is the second of a series, which shows eight more spread out and easily seen, but loses what appeared to be *Apache* to the far left without a spinnaker set, but noticeable with her dark mainsail.

In the Sunday, August 9th NY Herald Tribune was a report by William Taylor of the American Yacht Club regatta in which six of the 32s were among the fleet of 126 sailing. It was accompanied by a picture of *Rampage II* and *Swell*. *Valencia*, Commodore Shethar's flagship, gave her classmates a beating over the thirteen and a half mile course from Scotch Caps to Captain Island then over to Oak Neck finishing just over six minutes ahead of *Clotho* with *Revonoc* just two seconds behind in third. *Rampage II* was fourth followed by *Wynfred* and then *Swell*, ten minutes behind the second place finisher.

August 9th saw six of the thirty-twos racing in the first run of the AYC three-day cruise from Rye to Port Jefferson over the twenty-seven and one-half mile course. They were in

Division III with *Edlu*, *Zaida*, *Stormy Weather*, *Actaea* and others. *Revonoc* placed eighth on corrected time finishing between *Wynfred* and *Stormy Weather*. *Revonoc* did not appear during the next days.

The NYYC fleet gathered off New London, CT, August 12th for the Club's Annual Cruise (Robbins, NY Times, August 13, 1936) with the masts of the J boats towering over all others. The NYYC Race Committee report showed that in the 32-foot class, the winner of the run and the Cormack Cup was *Valencia*. She covered the thirty-seven and a half miles in six hours and five minutes. *Rampage II* was second forty-five seconds later followed by *Clotho* about three minutes later. The rest of the class racing finished in order of *Apache*, *Revonoc*, *Notus II*, *Sapphire*, *Swell* and *Geisha*, about thirty minutes after the first to finish. The only NY30, *Oriole* owned by Samuel Prire, made the run in six hours and one minute. The weather for the run was described as clear with a south-westerly breeze about 5 mph at the start and 15 mph at the finish.



The 85th Annual Regatta was held in Buzzards Bay on August 18th 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. Starting five minutes later was *Oriole* in a mixed class with 10-meters. The weather was clear

and winds northeast at the start about 12 mph shifting to east-northeast by the finish. *Apache* finished the course in three hours and forty minutes to *Oriole's* three hours and fifty-three minutes and *Actaea's* three hours and fifty-four minutes and sixteen seconds. *Revonoc* was about four minutes behind *Apache* and about a minute and a half ahead of *Swell*. Fourth in the class was *Clotho* followed by *Notus II*, *Rampage II*, *Valencia*, *Sapphire*, *Mehitabel* and *Geisha*.

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

Once back in Newport. The races for the King's Cup and the new Navy Members' Cup for the thirty-two foot class were sailed on August 20th. *Revonoc* did not show up in the results.

From Stamford Yacht Club on September 7th came the announcement of the results of the sixth annual Vineyard Sound Race. This was a 232-mile race that started at 6 pm Friday. *Edu* won setting a course record when she finished at 10:41 am Sunday. On corrected time *Apache* trailed her by 34 minutes for second. *Clotho* was 20 minutes behind *Apache* and a minute and a half ahead of *Rampage II*. *Revonoc* was just thirty seconds after *Rampage II*. *Geisha* finished eighth between *Cotton Blossom* and *Stormy Weather* among the fifteen yachts in Class A.

The NY Herald Tribune on October 21, 1936 reported the victors in the YRA of LIS championships at their meeting in the Yale Club. In this first season of competition among the new 32-foot one-design class, *Valencia* with 12 starts and a score of 0.812 points was the winner. The points given for the others in the class were *Swell* (14 starts) 0.528 points, *Clotho* (8 starts) 0.851 points, *Revonoc* (5 starts) 0.594 point, *Wynfred* (11 starts) 0.564 points, *Apache* (4 starts) 0.516 points, *Geisha* (2 starts) 0.429 points and *Esmaralda* (4 starts) 0.281 points. The aim was for a perfect score of one.

For the 1937 season, Conover, along with nine others of the class, purchased the new rule spinnaker from Ratsey (Mystic, Coll. 236, v 156). In the NY Herald Tribune (June 20, 1937), Everett B. Morris reported on the results of the Larchmont Yacht Club's 53rd spring regatta. There was a fifteen knot easterly breeze for the few (86) yachts that turned out on the overcast day. The course was fourteen miles in a "nasty slop". *Valencia* won beating *Wynfred* by five seconds and covering the course in two hours and fifteen seconds. *Folly* was third about a minute after *Wynfred* and about a minute ahead of *Revonoc*. *Rampage II* finished fifth about a minute and a half later and fifteen seconds ahead of *Notus II*.

The 65th SCYC annual spring regatta, June 26th had three NY32s reported (Mystic, Coll. 198) with *Wynfred* beating *Ibis II* and *Revonoc* racing in this YRA of LIS regatta.

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, the largest number in the Star class. The weather was fair with south westerly breezes during the racing. The 32s sailed a fourteen mile course in two hours and thirty-seven minutes with *Valencia* finishing first. She was almost six minutes ahead of second finisher *Ibis II*. *Apache* finished less than a minute later followed by *Wynfred*, *Rampage II*, *Revonoc*, *Notus II* and *Release*, twenty-five minutes after the leader.

James Robbins reported (July 24, 1937, NY Times) that in the second to the last day (i.e., July 23rd racing) that "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 forty-seven seconds after *Release* and fifty-four seconds ahead of *Swell*. *Wynfred*, *Apache* and *Rampage II* followed.

The report of the July 24th's races said that with 342 starters in the fleet, it was fewer than the record set on the opening day this year. The course on this last day provided reaches, runs and beats. 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*. Yachting (September 1937, p.60) gave the summary results of the NY32 class from the 39th Larchmont Race Week, July 17-24th. *Notus II* was first with 45 points and *Revonoc* was second with 41 points.

John Rendel (NY Times, Aug. 8, 1937) began his report of the August 7th racing from Rye as "Threatened squalls, light variable airs, a short period of real hull-down sailing and the inevitable scrambling of positions through wind shifts gave 129 starters in the American Yacht Club regatta, fourteenth in the Y.R.A. championship series, their usual merry Saturday today." There was a postponement of an hour and a half awaiting the breeze which reduced the number in the fleet of starters. From this report, the most exciting race and finish was among the first three International's. Bavier's *Frolic* was third by the "length of her foredeck, 1 second in time" and the second place boat was 12 seconds behind the leader, *Canvasback*. *Valencia* lead the 32-foot class with *Apache*, *Wynfred*, *Rampage*, *Revonoc*, *Folly* and *Swell* following her. The three NY30 were also racing that day.

Conover appears to have been elsewhere as *Revonoc* does not appear in the AYC cruise August 12-14 results. . She does not appear among the NY32s, but is listed in the racing fleet with thirteen of her sisters.

The September Stamford Yacht Club Vineyard Lightship race of some 232 miles was mentioned in both the October (1937) Yachting and Rudder. Both reported three NY32s among the racers in a mixed class. The race was over the Labor Day weekend with the start Friday at 6pm. It was a broad reach down the Sound beginning with 17 knot southwest winds which

swung around to the northeast after midnight. *Revonoc* won this class on corrected time with *Rampage II* third and *Apache* seventh.

The NY Times (May 31, 1938) reported 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*.

Conover and *Revonoc* raced to Bermuda with the start June 21st. This was her first of eight Bermuda Races and the only one Conover sailed with her. She would do seven more with her next owner, winning her class in 1952 and placing second in 1962 to winning sister. In the 1938 race, there was a sister, *Swell*, also racing in Class B. *Revonoc* placed third ahead of #3 in sixth. *Revonoc's* crew (Mystic, Coll. 303) included Harvey Conover, Jim Merrill (nav), A. Smith, W. Dodge, R. Merrill and E. Ross.

The navigator, Owen "Jim" Merrill (OH-88-18) designed the 49-ft yawl, *Anchorite*, for a friend, Walter Masland, in 1936. She was built at the Nevins yard in 1937 [see more on this and Nevins at the end of section for #11] Merrill skated in the early 1930s on a hockey team coached by Rod Stephens, Sr. that played in the Rye arena. Jim became their goalie while Rod Jr and Drake Sparkman were defense men. He crewed on *Dorade* in the trans-Atlantic race in 1931. Merrill worked at S&S from 1930-1934, where he worked on designs for *Gimcrack*, *Jack*, *Stormy Weather* and *Edu I*. From 1936-1940, he worked at the Nevins yard in design area. In the years between working at S&S and Nevins, he worked for Rudie Schaefer, owner of *Edu* and the Schaefer Brewing Company. The first owner of NY32 #8, Fredrick M. E. Schaefer, was Rudie's brother and later owned the first *Edu*.

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. 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*.

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 21st in the 32-foot class, *Valencia* finished about three minutes ahead of *Clotho* followed by *Swell*, *Revonoc*, *Notus II*, *Rampage II* and *Arbela*.

July 22 was the last day of Larchmont Race Week in 1938. By accounts in both the NY Times and NY Herald Tribune, the rain poured and the courses were shortened. *Valencia* finished almost 2 minutes ahead of *Rampage II* followed by *Clotho*, *Revonoc*, *Swell* and *Arbela*. *Revonoc* was not seen in any race reports for the rest of the 1938 season, apparently only racing at Larchmont after the Bermuda Race.

The first day of the 1939 Larchmont Race Week was given by the NY Times (July 16, 1939) 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 reported on the racing. The NY32 results showed *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 thus far for the NY32s were given as *Valencia*, *Revonoc*, *Rampage II*, *Ibis II* and *Apache*. But after July, *Revonoc* disappeared from the racing until September.

Apache and *Revonoc* sailed in the annual 252-mile Stamford YC to Vineyard Lightship Race in September (Yachting, October 1939). There was a fleet of 31 sailing in southwest winds. *Edu II* was first to finish in thirty hours and almost fifty-two minutes. She was followed by *Baruna*. *Starlight* was ninth, covering the course in thirty-nine hours forty-seven minutes and thirty-nine seconds. Just three seconds later *Revonoc* finished in tenth place with *Apache*, an hour and a half later, in twelfth place. *Apache's* Log (Log 818, Mystic Colls.) for this race mentions that the start at 6pm was "in nice southerly. Played the Beach all night which turned out wrong. Carried spinnaker Port Jeff to Vineyard LS.... Finish in very light westerly 1 1/2 hrs behind *Revonoc*. A good hard Race. Our mistake -- the Long Isl. Shore the first evening."

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. *Revonoc* did not appear in any of the NYYC races that season.

In the LIS column (October Rudder 1940), Davy Jones reported on the Stamford - Vineyard Race in which *Revonoc* was second in Class A for the smaller boats. There was no wind with the fleet anchoring on the starting line for three hours until a light easterly arose. The wind became a moderate reaching breeze, but there was "fog so thick two boats collided" with resulting damage. *Spookie*, owned by ES Bradford a future NY32 owner, was third.

For the 1941 season, Conover got his 32 a new mainsail and a balloon spinnaker from Ratsey (Mystic, Coll. 236, v 159) for some Sound and offshore racing. *Revonoc* was among those during the May 30-31, 1941 Off Soundings Club regatta along with *Wynfred* (Mystic, Coll. 285). In June *Revonoc* was third in Class B for the Cruising Club's Stamford to Shelter Island run (Yachting, July 1941). June 21st was the start of the Storm Trysail Club's New London to Hampton, VA offshore race. The only NY32 to race was *Revonoc*, among 20 starters, she lead the fleet as well as Class B (Rudder, August 1941). She covered the 347miles in sixty-eight hours and nine minutes. The race was actually between *Hother*, skippered by Jakob "Pete" Isbrandtsen (who would become a NY32 owner in 1956) and *Revonoc*. *Hother* finished eight and a quarter minutes after *Revonoc*. They were both more than two hours ahead of the first Class A boat to finish, *Vamarie*, who was second on corrected time to *Blitzen* in that class. The Class A course was 422 miles -- the extra distance was in rounding the Vineyard Lightship -- in an attempt to have all of the boats finish closer and thus all could attend the awards party. In the Hampton to Annapolis Race which followed on June 27th, *Hother* was the winner (Yachting, August 1941). *Revonoc's* owner, Harvey Conover, was among the crew "of skippers" aboard *Belisarius* in two of the southern ocean races, according to the March Yachting's Month in Yachting column. She won the Lipton Cup with the "Off Sounding syndicate" of E S Bradford Jr, Prescott Huntington, Fredrick Crane, In the October Rudder of 1941, Davy Jones mentions that *Revonoc* was "first home" in the City Island YC overnight race for the Sayers Trophy in the big boat division. The column mentions what was probably the last distance racing of the year.

Revonoc did not appear in any of the news reports for racing during 1942 and 1943. In the 1944 'Starboard Tack' in the June Long Island Soundings pages of Yachting was the announcement for the start of NYYC special race for cruising boats not over 32 feet waterline length on Saturday July 8th at 8PM. The race would be from Larchmont to Stratford Shoals Light and back under the CC rating. In the July 'Month in Yachting' it was noted that Drake Sparkman, secretary of NYYC Race Committee, reported that twelve yachts had been entered in the 60-mile race. This included the NY32 *Revonoc*. In the August Yachting Long Island Soundings page came the news of the results. The NYYC centennial overnight race of 38 starters included two Internationals and seven S-class boats. Colin Ratsey's *Golliwogg* was winner on corrected time with Harvey Conover's *Revonoc* second. According to the NYYC

history (Parkinson, 1975) on July 30, 1944, the NYYC became 100 years old and this July 8th race was on one of the three nights that the US Coast Guard had granted permission for yachts to be underway during darkness. There were three classes started that evening -- 28 cruising racers plus two International and seven S-boats.

The Off Soundings June 8-9, 1945 spring cruise was mentioned in the June Long Island Soundings column (Yachting). On the 8th the fleet made a run from Stamford to Manhasset and then from Manhasset to Oyster Bay on the 9th. There were no results or number of yachts racing. The Off Soundings Collection (Mystic, Coll. 285) does have a list of boats and owners participating in this cruise, but no results either. There were two NY32s -- Harvey Conover's *Revonoc* and Stan Bradford's *Windward*. -- among the listed yachts.

The December 1945 Yachting issue brought news that there would be no Boat Show in January 1946, so the lapse of five years would continue at least one more. William H Taylor wrote an article on post-war ocean racing. He foresaw little time for new designs for the 1946 Bermuda Race, where a fleet of twenty would be a "good turn out." He mentioned that Rod Stephens had bought *Revonoc* (#17) from Harvey Conover.

Conover's next *Revonoc* was S&S design #602 (Kinney and Bourne, 1996), a 32 -foot waterline length centerboard yawl. Bray and Jackson (2006) showed this design as one Aage Nielsen drew the lines, sail plan and accommodations plan for while working freelance at S&S in 1945. She was built at the Derecktor yard. The waterline length, established by Conover, was carried over from his NY32. He wanted a center-boarder for cruising the shoal waters around the Bahamas and she was one of the earlier masthead rigs. Both Nielsen and S&S went on to design other successful centerboard yawls along the lines of this *Revonoc*, including *Alebet* and *Finisterre*, respectively, in 1954. This second *Revonoc* raced with the next owner of the first *Revonoc* as crew in the 1947 Miami to Nassau Race.

The first Miami-Nassau Race after WWII was reported by Vivyan Hall in the April 1947 Yachting in an article with subheading " *Revonoc II* wins as 8 boats are disabled, one man lost." The article begins-- "Thursday, February 13th, was the worst day ever seen around Nassau outside of a hurricane." The race started in Miami at noon Tuesday in a northeast breeze of about 15mph. The weather forecast at the start had been for "fresh northwesterly winds, good schooner weather for the first time since 1936." But instead the wind swung to the east and stayed. The scratch boat, the 72' ketch *Ticonderoga*, appeared in the lead after the first hour of racing traveling about 11 knots, when her mainmast broke at the lower spreaders. When the mainmast fell it carried away her mizzen as well and was towed back to Miami. *Stormy Weather*, winner of the prior five races looked to be able to make it six in a row later Tuesday. Her crew, according to the article, included Fred Temple, owner, Dave Sloss, Bob Bryant and George Van all Toledo and Detroit fresh water sailors who had done this race in earlier years. She was first to finish after thirty-five hours and fifty-six and a half minutes, but was second on corrected time by twenty-four and a half minutes. First on corrected basis was *Revonoc II*, Harvey

Conover's yawl, finishing in just under thirty-seven and a half minutes. The third boat to finish and place was the NY32 *Away* with an elapsed time of forty hours and twenty-one and a half minutes. The two others to finish the race were *Ciclon* and *Spindrift*. Besides the owner, *Revonoc*'s crew included Rod Stephens, Bill Dodge, Ed Raymond, Blunt White and Dick Baxter. Aboard *Away*, "A headsail halliard carried away but little time was lost over that. Early Wednesday afternoon she had put two reefs in the main. The last leg was thick with rain squalls blinding everything and the crew was glad to see the Nassau committee come out to meet them when she crossed the line at 4:21 Thursday morning, "Toot" Gmeiner, who races a sister ship out of Detroit, and Howard Baxter, Hollis Baker and Hugh Schaddelee, of Grand Rapids, did not divide into watches but all kept at it." The article ends with the following :

"Friday at Nassau was as perfect as only the day after a storm can be in the tropics. It was that afternoon when all hands had had sleep, baths and dry clothes that the boat talk began. *Revonoc* lay alongside the pier and 58 persons squeezed into her 45 feet. The boat was new and everything held through the water line rose into her sink. And the talk went on until Rod Stephens broke out his accordion and the singing began."

In 1957 there was a third *Revonoc*, S&S design #1252 for a 29'5" waterline length centerboard yawl. When this last *Revonoc* disappeared off FL in 1958 (NY Times, Jan. 7, 1958), Conover was 65 years old. That would have made him 43 years old when he bought NY32 #17. The NY Times article --"5 aboard yawl missing at sea" -- said Conover was president of the Conover-Mast Publications, NY. The yawl was apparently caught in near hurricane winds resulting from one of the worst winter storms off southern FL. The U.S. Coast Guard had reported two 55-foot shrimp boats were also missing and five had been rescued from the schooner *Amberjack*, after she floundered and sank in the storm.

Parkinson (1960) described the 1958 loss of this *Revonoc* and the search by CCA members. Aboard the yawl on her New Year's day sail from Key West to Miami, FL were Conover, his wife, Dorothy, his son Lawrence with his wife plus William Flugelman. The winds were light as they started the passage and there had been no strong winds predicted in the weather forecast.

"However, an unreported, small but intense low pressure center developed over Cuba and swung north to meet a broad cold front moving south, thereby creating winds of over 70 miles an hour from the north-northwest and the terrible sea that results from opposing current of the Gulf Stream in the Straits of Florida. *Revonoc* sailed into this storm and was never heard from again. All that was ever found was the yacht's dinghy which drifted ashore, painter ring broken, off Jupiter Inlet to the northward." (p275)

Parkinson goes on to describe the search organized for the missing yawl as "probably one of the most expensive ever made for a yachtsman." It involved the U S Navy, Coast Guard, Cuban navy, Civil Air Patrol and several private planes. They searched areas from the Bahamas Bank,

Cuban coast, Gulf of Mexico as far as Yucatan, FL coast and Gulf Stream north to Cape Hatteras. Rod Stephens, the current owner of #17, was among those searching from plane windows.

Long time crew aboard Rod's *Mustang* (x *Revonoc*), Bob Erskine said (per com, 6/06) that Rod was devastated by the loss of the Conover's. Erskine described them as the closest of friends on the water, always rafting together when their boats were on the same cruises or in the same races. He said they were very different in their approach to sailing, although very competitive. Conover was more a 'seat of the pants' sailor than Stephens and often needed to be reminded of morning colors. During the 1938 Bermuda Race, a very rough passage, the hand aboard his NY32, who had stayed below decks, came at Conover with a knife after everyone else had gone ashore. Conover was able to subdue him until he got the police to help. Erskine said Conover realized what the outcome might have been had he had a chance to begin his ashore drinking and never drank again. Although many thought he was still having a rum and coke, from then it was only coke.

In the fall of 1945, Conover's 32 was sold to his friend Rod Stephens, who renamed her *Mustang*, although Lloyd's did not list Stephens as the owner until 1947. In his "Cruising Under Sail" article in Sports Illustrated (1962), Rod wrote about what he was looking for in a boat when he bought *Mustang*:

"I wanted a boat a family could live on comfortably, whether out for a weekend off Larchmont or on an extended cruise along the coast of Maine. I also needed a boat which, with family ashore and a crew of ocean racers aboard, could beat across the Gulf Stream to Bermuda. The measurement rule for the Bermuda race and most other blue-water events sets a practical minimum of about 35 feet in overall length. But since the bulk of the heavy chores on a family cruise would normally fall on me, I felt the boat should not be over 45 feet so I could handle it myself if need be. In the 17 pleasurable years that I've been cruising and racing *Mustang* I've never regretted that decision. There is much to be said in favor of a compact cruising boat." (p36)

Among the Rod Stephens collection at Mystic Seaport Library are many of *Mustang*'s log books. Stapled to the back cover of a *Mustang*'s log (Coll. 163) on yellow note pad paper is a note for 1945 saying -- "Friday pm 26 Oct Conovers; to City Island (CI) via under Washington Bridge ; Sunday 28th sail out into Sound; Monday 29 out of commission at C.I." It seems that Rod and the Conovers took #17 to City Island where after a sail the next day, she was decommissioned for the season. In this first of *Mustang*'s log books was recorded the Storm Trysail Club's Block Island Race in May 1946. Conover's son Larry was part of the crew for that race, where they finished third, but won their class on corrected time. Stephens raced

Mustang in the 1946, 1948, 1950, 1952, 1954 and 1956 Bermuda Races, winning her class in 1952. Ten years later another NY32 would win that class (see section for #13).

Roderick Stephens Jr. was the feature of November 1933 Yachting's "In the world of yachting" column. At that time he was a member of the Larchmont YC, serving as vice commodore for 1931-32, CCA and Royal Ocean Racing Club. The column traced the travels of Rod and his brother Olin from a Crosby knockabout through a cruising yawl and then ketch to a Sound schooner and the 6-meter, *Natka*. Then came *Dorade* in 1930, designed by Olin and whose building was supervised by Rod. It was Rod and *Dorade's* 1931 and 1933 sailing records that Yachting was noting. Rod was born in 1909 and died in 1995 (NY Times, January 12, 1995). He attended Cornell for one year before beginning work at the Nevins Yard [see section for #11 with brief Nevins history]. Rod joined S&S in 1933 where he oversaw the construction, rigging and outfitting of their designs. Rod became a member of the American YC in 1946, CCA commodore in 1949-50, Off Soundings Club member in 1940 and commodore for 1955-57 and Storm Trysail Club commodore in 1963-64. He, as his brother Olin, was president of S&S.

During World War II, Rod worked with General Motors to bring the "DUKW" from the drawing board to work in the Pacific. DUKW was named via GMs code system where "D" was year 1942, "U" for utility, "K" for front-wheel drive and "W" for the two rear-driving axles making the six-wheeled truck that went to sea. For his contribution to the successful DUKW program, Stephens was awarded the Presidential Medal of Freedom. Rod was also a member of the Society of Naval Architects and Marine Engineers. (Kinney, 1978)

The February Yachting in 1942 in the notes on club activities and new officers for the season states that 33% of CCA members were serving in the Navy or Coast Guard and 10 members were in the Army. The membership of the CCA for that year was about 480, according to a count from their yearbook. In this year, the U S Coast Guard, after hurried Congressional legislation in June, organized the Committee for Enrollment of Yachts and Personnel to assist in the combat against German U-boats sinking ships along the coast. CCA members Robert Bavier, Herbert Stone, John Shethar and Perry Weeks were among the members. "It is the only time since the middle of the nineteenth century in which sail was regularly employed by naval ships." (Parkinson, 1960, p.153). Bases were set up at Greenport, LI, NY, Boston and Charleston with the service known as the Offshore, or Listening, Patrol. Meanwhile, the DUKW had gotten to the building stage of four models at the General Motors Truck and Coach division in Pontiac, MI. Once completed, the observers of early trials were not impressed. Rod Stephens was one of the three yachtsmen for the design and pushing the Army to produce them for the help needed landing supplies on European beaches.

A serious gale pounded the northeast coast during the first week of December of 1942 taking a toll on two of the "Corsair Fleet" (Offshore Patrol). *Zaida*, owned by George Ratsey, was swept onto Nantucket Shoals. She survived eventually making it to shore in North Carolina after being towed, but lost, drifting through a convoy, receiving food by air drop and finally towed into port. She came back to race to Bermuda in 1946. The other was the 65ft schooner, *Rose*, launched in 1940 and on patrol out of Boston. She was driven onto a sandbar off Cape

Cod Light due to faulty compass. With the sea running and the wind blowing such as it was, the Coast Guard could not get to her with their surf boats. The crew was rescued successfully by Rod Stephens in one of the new DUKW's (CCA 1960). Kinney (1978) describes this rescue as follows:

"A big demonstration had been arranged near Provincetown on the ocean side of Cape Cod. Through friends in the War Department, a Liberty ship was provided even though there was a shipping shortage, and a detachment of recruits fresh from Midwest farms. They were then trained intensively for three weeks and began to operate like sailors.

Four days before the scheduled large demonstration, during a gale blowing on shore, a Coast Guard officer, drenched and seemingly in a state of shock, rushed through the door of the little inn that was headquarters. "I'm Commander Allison," he said. "One of my boats with seven men is aground on a bar out there. Do you think your DUKW's can get through this surf?"

Throwing on his foul-weather gear, Rod started the engine of one of the DUKW's and sped down the road to the beach. There a group of Coast Guardsmen were standing helplessly, unable to use their surfboats or breeches buoy. When Rod looked where they pointed, he saw a 50-foot patrol boat a quarter of a mile offshore being pounded on the sandbar by the breaking waves. He headed his DUKW straight into the surf. A breaker hit her, exploded into spray obscuring her. When it cleared, the powerless men on shore saw her behaving just like a seal slipping from shore and swimming out through the seas. On she went to the rescue. In six minutes Rod was back with all seven shipwrecked Coast Guardsmen. Their 50-footer vanished during the night.

Two days later, Secretary of War Stimson went to the White House for a Cabinet meeting. He rose and with a wink at Frank Knox, Secretary of the Navy, offered a bit of news. "Mr. President," he said, "two nights ago, from Cape Cod, an Army truck went to sea and rescued the men from a stranded naval vessel."

Four days later, when the DUKW's staged their big demonstration, there were 86 top-ranking enthusiastic officials on hand. Each thought, "I'm sold." So the Army ice was cracked." (p 204-205).

Rousmaniere (2006) provides a glimpse of Rod Stephens earliest Bermuda Races and his philosophy on sailing. Just out of high school, 1928 was the first of Rod's 17 Bermuda Races when he crewed aboard *Teal*, an Alden schooner, that placed second in Class A. Rousmaniere wrote that "when Rod looked back on this race he said nothing about the silver and spoke only of being taught the buntline hitch by a professional deckhand and learning the importance of securing slack running backstays to keep them from chafing against the mainsail." (p56)

Besides seamanship, Rod was learning "how to race hard." Aboard *Dorade* for the 1930 Bermuda Race was Arthur Knapp, a former Star Class world champion, who played the sails continuously." Rousmaniere recalled Rod saying -- "It was a tremendous education because I don't think we ever cleated the sheet all the way from New London, where the race started to Bermuda. But his thing was, 'Don't just cleat it and sit down. Play it a little, in a little.'" (p56-7)

Rod's philosophy was summarized by Carleton Mitchell in his notes on a conversation in 1951. Here, Rousmaniere wrote, "in 103 words is the gospel according to Rod -- and not just Rod, but the entire new generation of ocean sailors:

Rod feels people should sail because of a 'true love of the water.' On going to Bermuda, enjoy the sail because 'for any one boat, there is only a minute chance of winning.' Reason why cruising men should ocean race : it increases the efficiency for cruising: 'boat well fitted for ocean racing is 90-95% ready for cruising.' He also stressed the importance of racing around the bouys -- it irons out details of rigging and handling your boat -- with other boats close by for comparison, so when making long ocean races and nothing is sight, the boat is still sailed at maximum efficiency."

"Mitchell continued: Driving hard at sea, Rod consoles himself by 'thinking what a boat can take.' He looks at a piece of 1/2-inch wire, and thinks of the strains imposed upon it, but also thinks what it would take to break that piece of wire. For there is 'no real point of strain; the boat relaxes and gives in to the sea." (p 57)

Stephens was part of the *Rainbow* crew during the 1934 successful defense of the America's Cup. He and Olin worked together on *Ranger*. She successfully defended the Cup in 1937. On the Wind's Highway (1939) is skipper Vanderbilt's story of that event, where Rod became known as "Tarzan". In 1958 Rod and Olin were part of the *Columbia* design team and crew for another successful Cup defense. Mitchell's Summer of the Twelves (1959) provides a marvelous account of this period and includes pictures from *Ranger* with Rod aloft. In 1964 the successful defender was S&S's *Constellation*. In Stephens (1999), in a caption for a picture of *Rainbow* in 1934, Olin wrote that "Rod enjoyed going aloft, something I did only when necessary. He like the activity of climbing all over the boat, and both sailing and work gave him many opportunities." (p193) This work provides much more about Rod, their family, friends and design successes. Olin related another time, Rod went aloft, but in a bosun's chair, this time on his 85th birthday. Rod was hoisted to the top of a good friend's Tartan 31 mast and attended to something he found there. "When he was back again on deck, he told Dr. Kline, "That's the first time I've felt normal since I had the stroke." (p194)

Stephens' accordion had a special stowage space aboard *Mustang* and went along whether racing or cruising. Olin (em 4/06) wrote that Rod enjoyed music and playing tunes on his accordion. It was the accordion that Rod found in Hawaii during World War II when he was there with the DUKWs. Olin wrote that "the office received his request for \$1500 which was a good deal of money for him at that time. We wondered why and it turned out there was a good accordion that he planned to buy as it was not only a good instrument but extra clearance had been provided for wooden parts, otherwise closely fitted together and likely to stick around salt water. He used that one for the rest of his life." Aboard *Ranger* both Zenas Bliss, navigator, and Rod played the accordion. Bliss introduced Rod to the song "There once was a Roman

Senator" according to Olin, which Rod played later aboard *Mustang*. [so far no one seems to know the song now]



In the Cruising Club News (June 1995, p60-1) Bob Erskine wrote a wonderful 'in memory/ tribute' piece about Rod, parts of which follow.

"... Rod combined delight at being on the water with a deep respect for the sea and an instinctive understanding of its ways and the ways of sailboats. He communicated his enthusiasm to all who sailed with him. A natural teacher, he sensed immediately the level of experience of someone he had not sailed with before. If you were a neophyte you were given patient instruction in the basics; if you were an old hand, you got a master class in the finer points. In either case you were given thoughtful insights on the wonders of sailing and were left with a feeling that you had been treated to something special.

.....

Rod loved cruising as much as he did racing. He was awarded the Blue Water Medal for a cruise in *Dorada* in 1933. He took her across the Atlantic, called at ports along the coast of Norway from Bergen to Oslo, went on to Cowes for the Fastnet, and then sailed back home via the northern route." ...

In the 17 years he owned *Mustang*, Rod visited the northeast coast from City Island to the Bras d' Or Lakes; and he was a regular and welcome participant in annual CCA cruises. He always had his accordion with him on *Mustang*, and at evening raft-ups or gatherings ashore it would appear. In a somewhat gravelly but on-pitch voice, Rod would deliver his favorite spoofs : Worth Loomis' "Oh I hate to race to Bermuda on my face;" the Cruising, Boozing and Snoozing Club anthem "I'd rather hear the rub and scrub (against the dock) than make the bubbles that go glub glub;" etc. Then he'd play a few of the standard sing-along favorites to which -- unlike some of the rest of us -- he knew all the words.

When she was cruising, *Mustang* was a "family" boat. Rod's wife Marge was always along, and the crew often included friends who were invited simply because they were good company and not because of any sailing experience. Rod and Marge's daughter Betsy was part of the crew for weekends and cruises almost from the time she was born. In her first years Rod carried her around the deck in a papoose-like arrangement strapped to his back. After that he devised a special harness to keep her on deck until she was old enough to fend for herself in a life jacket.

One feature made cruising on *Mustang* particularly enjoyable. Everywhere she went, she went under sail. The boat had a reliable (if venerable) auxiliary, and Rod, in addition to his other talents, was an excellent mechanic. But that motor was used only under two conditions -- flat calm or flat batteries. Whatever maneuver was to be accomplished -- anchoring, weighting anchor, joining a raft, leaving one, docking -- Rod made under sail. Once on a visit to Mystic Seaport we went up the river, through both bridges and laid alongside the Morgan dock -- under sail.

Rod received an unsigned postcard one fall (He never did learn who the author was). It read :

Dear Rod,

Just a note to say that *Mustang* appeared to be the best handled boat at the break-up of the Storm Trysail rendezvous at Prices Bend last

Sunday. A busy hand on the foredeck, tidying up as he worked aft, seemed to proclaim you a master in fact, as well as in name. Then as you swept past the sand spit, the cock of the head and the extended arm to the tiller provided the Stephens signature. On the other boats there was a great deal of soft fat amateurism and sweaty fat professionalism... but damn little of the essence of seamanship. The glimpse of *Mustang* on a Sunday sail tucks away with a lifetime of memories of the only sport I know, and I thank you for it even as I thank Wm. Gardner and Olin for drawing lines, and Ernie Ratsey for stitching up duck, and the saws, hammers and chisels of a myriad workman.

A nice way to remember him."

Erskine crewed aboard *Mustang* from 1950 until Rod sold her because his work at S&S did not give him time to sail her. Bob said (pers com 1/05) that Marge called him *Mustang's* "unpaid hand." Erskine (3/05) related that Rod adored cruising and would be off each weekend when it was possible. Rod treated Off Soundings races as a cruise where Marge was the cook and a novice who was interested in sailing was often among the crew. The Bermuda Race was really the only race *Mustang* had a "factory" crew and for the Block Island and Vineyard races she would have a "good" crew. Rod adored being "on that boat" and would do overnights on LIS way into the fall. Erskine said (3/06) that Rod had many people aboard *Mustang* and often, if someone wanted Olin to design them a boat, Rod would take them out on *Mustang*. When asked (1/05) if he knew why Rod named #17 *Mustang*, Erskine said Rod had a test for a name. The test was "what does it sound like when you hail someone?" In this case, there might have been some thought of the airplane or horse, but for Rod, the name *Mustang* met the test.

In a profile "Rod Stephens, Seaman" (Motor Boating & Sailing, May 1976) Roger Vaughan provided some farther insights about Rod. Rod related that Zeb Tilton was one of his heroes. Tilton was one of the last coastal schooner skippers (see book by Polly Burrough, Zeb - A celebrated schooner life for the story) Vaughan wrote :

"Now there is some man: Rod says of Tilton. "He survived as long as he did because of hard work. We need more like him."

There is one thing to say about Rod Stephens that cannot be said about everyone in the yachting game: He is a seaman. A full time, totally involved, bow to stern seaman. That is what he knows, that is what he loves, and that is what he does. If he had been born 50 years sooner (as he often wishes aloud), no doubt he would have been competing with the likes of Zeb Tilton in his own coastal schooner."

..... To hear Rod Stephens tell it, his path has been virtually void of bumps. Ask him to recall his biggest disappointment, and after a moment's thought he will say, "never having won the Bermuda Race." Perhaps, as he maintains, he has been lucky ("I knew what I wanted and did it"), or perhaps his passion for straight ahead effort has flown him right over the bumps.

Derecktor says Stephens isn't appreciated by the new generation of sailors. "The older guy worshipped at his feet, which wasn't so good either," Derecktor says. "But Rod Stephens is a good guy. He is smart, strong, arrogant, pig-headed and honest. He's an old pro. He knows when to go over and sit down."
[Derecktor's yard built many S&S designs]

Bob Bavier, who skippered *Constellation* to an America's Cup win in 1964, says Rod "is a fantastic guy to have on your side.

"He is a good seat-of-the-pants navigator," Bavier says. "In one race with *American Eagle*, he was the only one who noticed how much we had been headed. He realized we were on the line, and he told me to tack. It was hazy and we couldn't see the mark. I asked if he was sure. Yes, he said, and pow, I tacked. ... We laid the mark perfectly and picked up four boat lengths and the race. I also marveled because he is ten years older than I, and he was all over the boat doing jobs, and just looking for a chance to go aloft. He is a bit of a ham."

"Rod does commune with a boat. He thinks of it as being alive. He talks to it. He pats it. He feels when it's not going right, and he makes the boat come alive because of that feeling."

Vaughan ended the article with a story about Rod on the ski slopes at age 67, helping a younger 64-year old, skier relax and enjoy the skiing. Rod took up skiing when he was 54 years old, trading a course in navigating for ski lessons with an Italian customer. Prior to that he enjoyed hockey and figure skating. Rod also took up windsurfing in his sixties -- "a sport he considers hard enough to be interesting."

The Storm Trysail Club yearbook (1961) lists Block Island Race statistics from 1941 through 1961. The Club's first race was in 1941 with twenty starters from New London to Hampton Roads, VA, which *Revonoc* (now *Mustang*) won. There was no race after that until the first Block Island Race in 1946. In this year Rod Stephens was the vice commodore of the STC and Edward Greeffe was the commodore. The yearbook gives the distance as 185 miles, while the July Yachting (1946) said it was 195 miles. That Month in Yachting headline was "'Suluan' wins Block Island Race" and goes on to note that this 44' Luders ocean racing yawl was just three days out of the builders yard. She beat *Mustang* by one minute and eighteen seconds on corrected time. *Mustang*'s elapsed time for the race from Larchmont around Block Island and back to Huntington Bay was forty-five hours and fifty-four and a half minutes, which corrected to thirty-six hours and just over nine minutes. From the Yachting report, the race can be summarized from the start in slow winds light to moderate and then calm all night. Spinnakers with efficient handling paid off and by dawn there was a moderate southwest wind to get through the Gut. Winds were strong rounding Block Island and held through the evening enabling those there to get through the Race. Then the winds died in a strong ebb tide, making it necessary to anchor until about midnight. By morning those yachts behind had caught the leaders and a fine southwester filled in by noon for the race to finish on a close reach. *Hother* (Isbrandsten) was second in Class A, thirty minutes behind *Mustang* on corrected time, and *Gesture* finished fourth in that class.

Mustang's logbook (Mystic, Coll. 163) shows race dates as 29-30-31 May 1946 and "Wed-Thurs". The starboard watch was made up of "OJS-skipper, father, Stu" which is Olin Stephens, Roderick Stephens Sr and Stuart Hotchkiss. The port watch was "Rod -mate, Eddie K, Larry Conover" which was Roderick Stephens Jr (owner), Edward K ?? and the son of Harvey Conover (prior and first owner). They started at 8:15pm with the mainsail and ballooner in moderate winds. There are notes of heading and some winds but the information was that "Hother rounded BI buoy 5:42, Gesture 5:47, Mustang 5:49: 30, Suluan 5:52 : 20 ... End elapse time 45° 54' 33" 3rd to finish 1st Class A." Stapled to the back cover of this logbook are several pages of yellow lined paper which appear to summarize the contents of the period covered by this log. In 1945 is noted "Friday pm 26 Oct. Conovers" then " to CI (= City Island) ...under Washington Bridge" Then "Sunday 28th sail out into Sound" and " Monday 29 out of commission at CI." This summary next mentions 1946 and "launch 10 April 4pm" with mast in as note about rigging just prior indicates. Then there is a list of different sail combinations and sailing days with variety of crew into May. There is mention of a nylon Genoa and main as well as adjusting the runners. Some of the people included Bill Boyd, Marge (Rod's wife of two months), Walt and Jane Page (original owners of *Rampage II*) and Rod and Olin's father. On June 8th it appears she got a new mainsail. *Mustang*'s last sail of the year was recorded here as October 27th and her mast was removed November 3rd. With Rod's entry into the class with the purchase of #17 in the fall of 1945, the NY32s would undergo modifications to bring them into the post-war racing world. The Rosenfeld Collection has a series of 'collages' showing *Mustang* sailing and various deck areas.



In the June 1946 Yachting, the editor in a paragraph about the author introduced Rod Stephens as "one of the foremost experts in matters relating to rig and sail plan." The article was the first of several Rod had published in Yachting. This one is entitled "Suggestions on Spinnakers" and begins:

"In recent years, the words "spinnaker" and "parachute" have become almost synonymous to yachtsmen. Bearing only a family resemblance to the flatter single spinnaker, the parachute or "double" spinnaker (so called because luff and leach are of the same length and shape) has opened new possibilities of down wind speed under sail.

To realize the great potential value of a parachute spinnaker, it is necessary to know *how* to handle it and *when*. A tall order, perhaps, but one worth investigating."

Rod's second, in the July issue of Yachting was "Hints on Headsails". That article was written to help understand the right headsail to use and when and how to handle it. Among those treated was the Genoa jib, "designed for windward work", and the ballooner, "ideal for reaching". Both of these articles were reprinted in Ratsey and de Fontaine (1948, 1957). The book, however, does not have the Rosenfeld yacht pictures which accompanied the articles in the magazine showing the various sails.

In July 1946, Ratsey (Mystic, Coll. 236, v161) made *Mustang* and "experimental" mainsail. In spring of 1948 *Mustang* had another 'experimental' mainsail (v163). In September 1949, Rod got a nylon genoa and then in June 1950 a "Fibre V" mainsail (v164). In spring of 1954, there was another experimental mainsail (v167) In 1960, it was a genoa (v172). Erskine said that the experimental mainsails were probably Ratsey's experiments rather than Rod's. He said the "Fibre V" was one of the new synthetic materials. Rod reported on *Mustang's* experience with nylon sails in Yachting (February, 1947)

In the ' Under the Lee of the Longboat' column in the July issue, 'Spun Yarn' was predicting possible Bermuda race winners for the 1946 race.

"Speaking of Rod Stephens, I was interested to read in a Cruising Club letter a paragraph of his about tuning up. Said he: "When you go out sailing, adjust the standing rigging carefully so that in a normal rail breeze the mast is straight when sighting along the track when carrying the sails you normally use in such a condition. This should be done to windward and on both tacks."

This is modern way of adjusting the standing rigging, and a good way it is.

Mustang was the only of the 32foot class in the 1946 Bermuda Race, which was reported in the August (1946) Yachting "who said 635 miles to Bermuda ?" by William H Taylor. The race was also reported in the August Rudder under title "Revival of the Bermuda Race" by J

Julius Fanta. Taylor's article has the most information relative to the NY32s, however. According to a picture caption, Harvey Conover raced aboard *Gesture*, the winner overall in a fleet of 34 starters and of Class A. Also aboard *Gesture* was Fredrick L Jackson, skipper of *Spindrift* in the 1936 Bermuda Race (Parkinson, 1960, p 188). In Class B, the winner was *Suluan* (elapse time of 5d:15h: 49:48s) with *Mustang* second (elapse time 5d:17h:24m:13s). Taylor wrote that it was a "nip-and-tuck battle" between the two top Class B finishers. Not only was there "not enough wind" but "practically none of it was from the right direction" and the easterlies, predicted to be south of the Gulf Stream by the Navy in the long range weather the day before the start, were not there when the fleet arrived. The wind at the start was a nice 12-15 mph one at Brenton's Reef Lightship. The race committee boat was the Coast Guard cutter *General Greene* and the fleet left on starboard tack carrying Genoa's and almost laying the course. "The first day saw the gradual separation of what were to prove the sheep from the goats. The exceptionally close-winded boats, led in Class B by Rod Stephens' *Mustang* and Bob deCoppet's *Suluan*, edged slowly out to windward of the majority ..." wrote Taylor. The breeze lightened on the second day in the Gulf Stream and then the closer to the islands the fleet got. Taylor devoted a good portion of the piece as follows:

"The battle between *Suluan* and *Mustang* was something of an epic. Of the Class B boats, they had been prominent in the pre-race predictions. Rod and Olin had been working on *Mustang* (formerly *Revonoc*), a New York Y.C. 32-footer, ever since Rod bought her last winter, making improvements in the rig and gear and, since early spring, giving their crack crew a maximum of sailing. *Suluan*, the one brand new yacht in the race, was delivered to deCoppet by Luders a little more than a month before the start. But in her maiden appearance, a Block Island Race late in May when she was not fully finished, she showed a pair of heels that her competitors hoped -- vainly as it proved-- would turn out to be a flash in the pan. Her crew were not only seasoned offshore sailors but four of them -- deCoppet, Ed Raymond, Frank Raymond and Dick Maxwell-- are former Frostbite dinghy racing champions, so she didn't lack for helmsmen and sail trimmers. These two fought it out all the way down. *Mustang* is the bigger boat, and every day she'd work out a lead over the little *Suluan*. But every night deCoppet and his crew crept up on her, so that the next day *Mustang* had it all to do over again. On the fourth *Suluan* overhauled and passed her. After that *Mustang*, in the light going, never regained her lead, *Suluan* finished ahead of her by nearly an hour and a half."

Looking at *Mustang*'s log from this Bermuda Race, they recorded "good start" on June 29th and "light fog" at 0930. The starboard watch was "OJS -skipper, Stu- navigator, Pat Baldwin" and the port watch was "Rod -mate, Stige [William Stiger], Ed K cook" The June 30 noon position was "39-12N 69-18 W, distance good 148 miles" There was mention of *Malabar XIII* and *Hother*. They would finish fifth and fourth, respectively, in Class B. July 1 had a "light SW, distance 162, position 37-05N 67-13 W" for the noon sighting. At 8pm "*Highland Light* tacked on our bow" She would finish fourth in Class A. On July 2 *Suluan* by 3pm "out of sight astern." Then *Mustang* was "headed & tacked" ... " *Suluan* comes back." On July 3 in the afternoon, the winds were light. At 3pm was entered "rain squall, balloon" .. Last entry for race was "finished 4th AM with Genoa." Rosenfeld captured *Mustang* and crew at the finish.



The NYYC Race Committee report for 1946 provides the following about this season of the club's racing. They opened the season on May 25-26 off Larchmont with racing among one-design classes and 57 yachts. There was neither a handicapped class nor a NY32 class. For the larger yachts, there was also a "middle distance" overnight race May 25th from Larchmont to Old Field Point and back. Ten yachts competed over the 56-mile course. *Mustang* covered this course in about nine and a half hours and finished second on corrected time in Class B. In 1946 there were no 32-footers listed with racing ratings and only three -- *Mustang*, *Sylvia* (x *Clotho*) now owned by Jack Shethar and *Sapphire* still owned by Perry Sturges -- listed with the cruising fleet. Their rating at that time was 36.5 and 181.16 seconds per mile. By comparison, *Gypsy*, a Paine 36 (# 5) was rated at 40.4 and 163.46 seconds per mile.

In June on two weekends there were informal invitational races for the cruising yachts. There was no race committee for these races so each yacht took their own time at the finish, although starts were signaled by flags from the Flagship. On June 8th the course was 28.4 miles in northwest winds of 5-12 mph. *Mustang* was first on corrected time and sailed the course in four hours and fifty-three minutes. *Banzai* was tenth, sailing the course in about five and a quarter hours. The next day *Baruna* was first on a corrected basis and *Mustang* third. The course for June 15th was 39 miles in a light southwest breeze. *Mustang* covered the course in

almost eight hours and fifty minutes while *Banzai* finished almost four minutes sooner. On a corrected basis, *Mustang* was first and the NY30 was third. The next day *Mustang* was again first. The *Mustang* crew for the June 15-16 weekend was Olin, Rod, Stu, Stige, Pat Baldwin, Marge & Olie according to her log (Mystic, Coll. 163).

The first run of the cruise started from New London August 12th for Block Island. The Race Committee report says it was clear with southwest winds from 5 to 10 mph during this 24.3 mile run. The three 32s racing as a class made the run with *Mustang* finishing in three hours and forty-five minutes. *Sylvia* finished in just over three hours and fifty-eight minutes and just thirty-four seconds ahead of *Sapphire*. This run took *Gypsy* just over three and a half hours. On August 13th at Block Island in northeasterly winds of 8-18 mph under cloudy skies *Mustang* raced in the sloops and yawls class for the Fales Cup and placed fourth while *Sylvia* and *Sapphire* raced with five others for the Astor Cup. *Sylvia* won this 25-mile race (and the Astor Cup) with *Djinn*, owned by HS Morgan, second.

The second run was from Block Island to Mattapoisett, 46.2 miles, in northeast winds about 14 mph and cloudy conditions. *Sylvia* and *Sapphire* raced in their own class with *Sylvia* finishing in nine hours and fifty-one minutes to *Sapphire's* ten hours and seventeen minutes. *Mustang* raced in the sloops and yawls class finishing the run in nine hours and forty-nine minutes being third on corrected time. *Gypsy* was first that day in that class.

The 92nd Annual Regatta was held in Buzzard's Bay on August 15th with clear skies and moderate southwest winds (13mph). *Sapphire* and *Sylvia* raced in the 32-footer class and *Mustang* in the special cruising class for sloops and yawls. *Sapphire* completed the course in three hours and ten and a half minutes and *Mustang* in a half a minute over three hours. *Sylvia* did not finish. *Mustang* was third in her class with *Gypsy* again first on corrected time. The next day was the run to Edgartown in southwest x west winds of 17-15 mph. The three NY32 raced in the same classes as before on this 29-mile run. *Mustang* finished the run in four hours and thirty-four minutes in the special cruising class, finishing second on corrected time to *Baruna*. *Sapphire* finished the run fifty seconds ahead of *Sylvia* and almost ten and a half minutes after *Mustang*. *Mustang's* log notes for the 16th a "good race with Memory."

August 17th was the fourth run from Edgartown to Nantucket of 20.5 miles. *Mustang*, as her log shows, left the cruise at Edgartown, thus she was not in the results for the rest of the cruise. On the 17th *Mustang* traveled from Hadley's to New London, noting "tacked to pass old Rampage, she hails from Chesapeake now".... and at the end "fine trip".

Mustang's log book for this year has three more entries for two races and a junior AYC cruise. There was also a first NYYC junior cruise (Parkinson, 1975). On Tuesday August 27th the American Jr YC cruise went from Rye to Northport. There are 10 listed in the log aboard -- Robert Norris, Ben Bacon, Leo Blackwell, Lee Van Lares or Jones [?], Marie Fortin, Clare Ellen Adams, Nancy Druding [?], Julia Evans, Lorna Hibberd, Ann Goodens [?] [as best can read them ?]. At Northport, they went ashore for a party. There were no boats mentioned in the log recordings as also participating.

The Vineyard Race was August 30-31, 1946 according to *Mustang's* log. Aboard were Rod, Stu, Stige, Client Gelbert, and Doc Hunter. The right side of the log is the usual time and wind and course. The picture on the left side is of boats and includes *M(ustang)*, *Lord Jim*, *Revonoc*, *Wynfred*, *Suluan*, *Gesture*, *Hother*, *Good News*. The start was in a southeasterly of 10+ shifting to a northeasterly, also about 10, and then to southwest from 10 down to 6mph. At the finish is a note "committee thinks we are second to Good News" She used a nylon main during this race as noted.

Not told in *Mustang's* log, but listed at the end of the log with other races entered was the Off Soundings fall series. The first day was run from New London to Montauk where *Mustang* was second to finish and third on corrected time. The second day was run from Montauk to During Harbor on Shelter Island where *Mustang* finished second but was first on a corrected basis. The list says this resulted in first in Class A for the weekend. According to Off Soundings records (Mystic, Coll. 285) the first day was September 20th. The results give *Mustang* third for the first day after a "15% penalty for previous prize" and second on the second day to give first in class by 1 1/2 minutes of corrected time. *Windward* was tenth. The collection includes the notice for the weekend with two courses (short and long) for each day, but the results do not indicate which was sailed. It did note that this was the first fall series since 1941 -- another first for the season.

1947 saw resumption of the ocean racing off the east coast. The Marblehead to Halifax Race was revived in 1947, last being sailed in 1939. The start was Saturday afternoon July 19th. Two sources are used to describe this race -- the 'Month in Yachting' report In the September Yachting by Leonard M Fowle and *Mustang's* logbook (Mystic, Coll. 163). *Ticonderoga* won the 366-mile race sponsored by the Boston YC and the Royal Nova Scotia YS both corrected and elapsed (fifty hours and thirty-two minutes) and Class A. Most of the race was in "a pea soup fog" testing the navigational skills of the racers. *Mustang* finished first in Class B with an elapsed time of sixty-one hours and three and a half minutes and second overall on corrected time. *Alar*, a sister 32, was second in Class B, a little more than two hours later, and fourth overall. The navigation in the fog was complicated, Fowle reported, by the absence of the Sambro Lightship, which the racers were to round before heading for the last eleven miles and the finish line. She had left to take on needed coal and thus her distinctive sound was missing. To assist the racers, the US Coast Guard cutter *General Green*, accompanying the fleet, took up the lightship's station until her return. "*Mustang*, when she reached Sambro at 10:35pm, was more concerned about the Annapolis Race winner, *Alar*, than her ability to save her time on *Ticonderoga*. Rod Stephens had hit the lightship's position on the button and squared away for the finish confident of victory. However, the gods willed otherwise for the breeze died and *Mustang* did not drift across the line until 5:13:35, two hours and fifty minutes after her allowance on *Ticonderoga* had expired."

According to *Mustang's* log book her crew included Rod, Stu, Pie, Ann, Marge and Bob L [Pie & Ann Truesdale; Bob L =Loomis]. Her start was in moderate southwest by south winds which lessened later. The early part of the race saw her alternating ballooner and spinnaker in rain and fog. There is a July 21st entry for 2000 "hear whistle to port". There are notes

indicating it cleared enough for a sight and also that they were sounding the bottom before crossing the finish line at "4:13" The difference in time from that given by Fowle was the time zone difference between Halifax and Boston.

Harvey Loomis was also part of the crew for the race and then for the cruise planned from Halifax to the Bras D'Or Lakes before returning to LIS. He said (per com 5/05) that he turned 16 years old during the cruise. Bob was his older brother and Harvey thinks that their father, Alf (aka 'Spun Yarn' in Yachting), probably offered his sons to Rod for his cruise downeast to help with the foredeck jobs. Harvey wrote (5/06) that he remembered the race as

"a lot of fog, some mild seasickness and cold wet feet in the bunk—until we got off Halifax in thick fog, and started looking for the light vessel that was stationed off Halifax and was a mark of the course. We sailed back and forth through the fog on a precise grid for what seemed like hours, Rod below bending over the RDF intently listening for the lightship's signal. Well, it turned out that the lightship had been taken off station and into Halifax for maintenance—and the race committee had not been informed. Unbelievable. ... I don't remember how he discovered that another vessel had been positioned out there instead, but I know we lost enough time looking for it to cost *Mustang* a first-place finish. Rod was furious, of course..... "

Mustang's log showed they left Halifax July 24th on the Bras D'Or cruise after "Stu, Pie, Ann, Bob & How - shopping and Rod & Marge dry sails." On the 28th July, they were in Canso and the log mentioned a horse that operated swinging bridge at Lenox Passage. On the 2nd August was noted "Pie & Ann to bus for train, Loomis stay aboard" and on the 3rd August "westward Rod, Marge, Bob, Howie; end day Canso." On August 5 Aug, they were back in Halifax.



Harvey wrote about some of his experiences during that cruise (5/06):

"On the way across the mouth of the Bay of Fundy, Bob and I had a night watch and were sailing along gently when Rod stuck his head up the companionway, took one look aloft and bawled us out for not sailing close enough to the wind. That was my initiation to his rule about cruising at 90% of racing efficiency.

Rod had his superstitions: No yellow slickers aboard. And no two dollar bills: In Cutler, he sent Bob and me off to town to buy some groceries – maybe a 20-minute walk. I came back with change, including a two dollar bill. He sent me all the way back to the store to get it changed. ...

My jobs during the cruise included – naturally, as the youngest aboard - the morning wipe-down of the bright work with a chamois, and the deck with the swab; I also was in charge of rigging the sail stops on the boom before anchoring; and occasionally, when things were calm, I was taught how to heave the lead for soundings when approaching an unfamiliar anchorage. Rod hated being near anyone else when at anchor, so we would drop the hook as far from company as possible – very frustrating for a kid who wanted to go around to meet and greet. But often my brother and I would go off sailing in the Dyer dinghy that Rod carried over the cabin house. It was a sweet little sailer, and Rod was usually willing to let us rig it and go off exploring. Other good times were the songfests down below at the end of a day's sailing with Rod on his accordion and everyone in full voice."

In a letter to Charles Bartlett (Mystic, Coll. 163) dated February 6, 1961, Rod described *Mustang's* cruises to the Bras d'Or Lakes in 1947 and again in 1959. In both years, he reported that there was fog along the coast but no fog in the Lakes

"In 1947 we used 7 days between Larchmont and the start of the Marblehead - Halifax Race. Then 3 days and 3 nights racing, then 7 days along the Nova Scotia coast, 6 days in the Lakes, 9 days and 1/2 night from Canso back to Yarmouth and all the way along the S.E. coast of Nova Scotia. One night across to Cutler, then 6 days to Boothbay and one night to Rockport, followed by 6 days to Larchmont - total 44 days, including 5-1/2 nights of sailing.

I ran through some figures on both our trips and found we consistently averaged about 11 lbs. of ice per day, a little over one gal. of milk, a little under one gal. of gas and somewhat less than 1/2 gal. of stove alcohol. These figures are based on the U. S. gallon but in Nova Scotia one will deal with the Imperial gallon and thereby should get something like one-fifth better mileage. However, as I believe you have mentioned, there is a limitation of places where the drinking

variety can be found, and in 1947 at least we proved conclusively that stove alcohol was absolutely unavailable east of Yarmouth. We took care of this in 1959 by having an ample supply of Pie Truesdale's excellent Tru-Heat. "

Rod listed with brief description some points he thought would be of "some general interest." They included Cape Roseway, Little Dover Run, Lennox Passage, Berra Strait, St Peter's Inlet, Red Islands and Boulacett Harbot. Among the AV collections at Mystic Seaport are several videos of *Mustang* and her crews for some cruises as well as some races.

In the August 1947 Yachting, Taylor noted in 'Long Island Soundings' column that there were 40 boats in the Riverside YC Stratford Shoals Race in July. *Mustang* beat the ten in the big boat class.

The annual 233-mile Stamford -Vineyard Race over Labor Day weekend was reported in Yachting's October (1947) 'Month in Yachting' column. It was a windward race the whole way -- light easterlies to the Vineyard Lightship and then westerlies for the return leg -- for the 26 boats. *Nina* was winner and the 12-meter *Cotton Blossom II* second, finishing while there was still some breeze. The wind died, then finally filed in from the northeast so next boat could finish six and a half hours later. That was *Mustang*, third. Two other of the NY32 class raced -- *Sapphire* finished sixth and *Lord Jim* eighth, all on corrected basis. *Revonoc*, Class B winner did not finish until 7pm. *Mustang's* log book for this race, as the others cited, is found in the Rod Stephens collection (Mystic, Coll. 163). They started for the race on Friday, August 29 with "Lorna, Doc & Stu" to Stamford to pick up "Olin, Stig, Fred; tie up with "Revonoc" . At 1800 is recorded "good start" with the wind "ESE & speed about 6-5.5" through night. Olin, Stu & Doc were the port watch. On Saturday, the 30th, at 1822 "round Lightship" and "Sapphire, Lord Jim, Dolphin" are written in on the right side while on the left side page -- " SE & E" winds, speed "5.6". At 1910 is written "took in spinnaker & set ballooner" Winds are recorded as "SSE to SxN" that night. The notes indicate they switched these two sails throughout the night and on Sunday the 31st at 0935 "tack off New Haven" with the wind column recorded "W x S" At 1741, it says "Barnum crosses" and at 1749 "Gesture finishes" and at 1959 "Mustang finishes". On September 1st she sailed back to Rye. The crew consisted of Lorna and Fred Hibberd, Bill Stiger, Doc Hunter, Stu Hotchkiss and Rod and Olin Stephens.

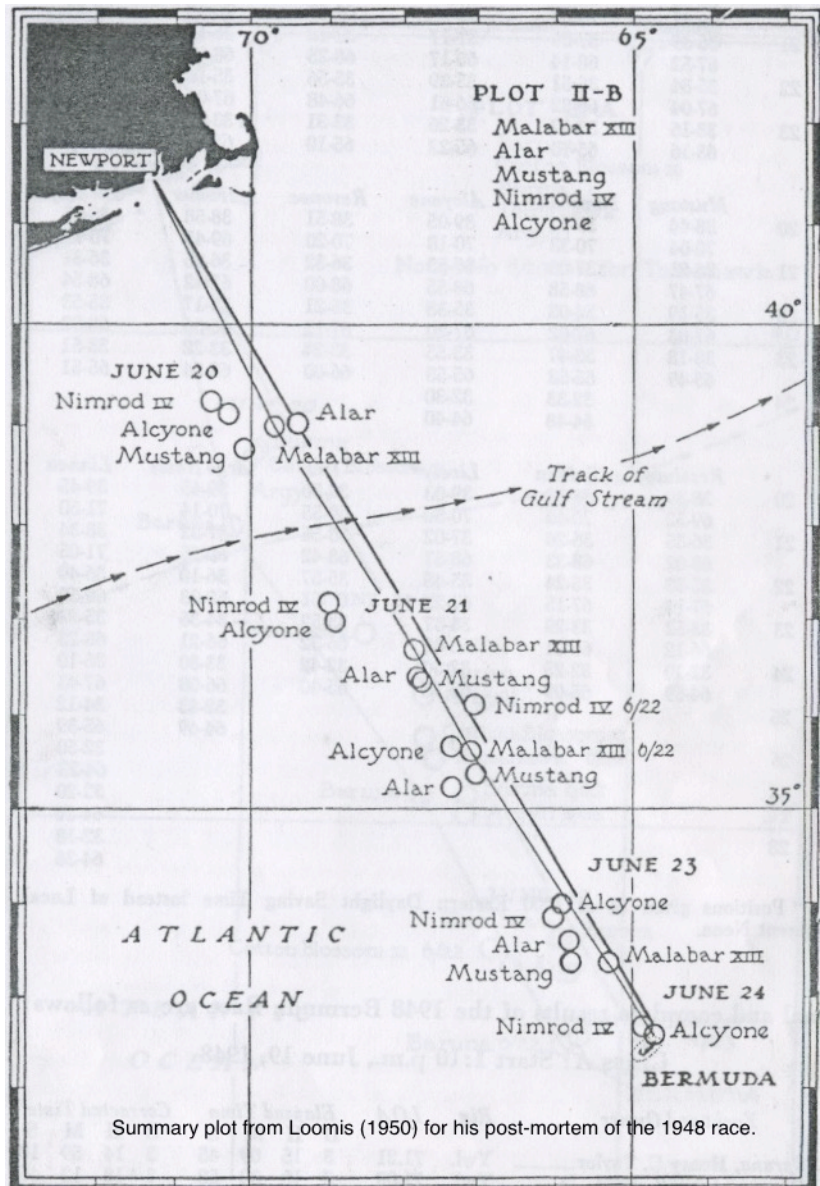
The opening LIS race of 1948 was reported in the 'Month in Yachting' by Bob Bavier under banner "*Mustang* wins STC Block Island Race." There was little wind in fog and rain for the 23 boats racing the 193 miles from Larchmont around Block Island and back to Norwalk in May. After 50 hours *Mustang* finished first in class and overall in the fleet. It is reported she won when finding herself in a flat spot and headed at the Race, she tacked and continued tacking down wind to finish. Many of the others racing --*Nina*, *Gesture*, *Stormy Weather* -- would also be going to Bermuda.

Earlier in May, the 22nd according to *Mustang's* logbook, was the Single-handed Creepstakes Regatta of the Cruising, Boozing and Snoozing Club. This race was included in William H Taylor's 'Long Island Soundings' column in the July Yachting (1948). This 2nd annual race "gave the skipper a work out" when the breeze came up and they were caught with genoas up which their crews watched from the spectator fleet. It should be no surprise that *Mustang*, single-handed by her very knowledgeable and talented owner, was the first to finish this race. That was included in Taylor's report. A full report of all the finishers can be found in the Rod Stephens collection (Mystic, Coll. 163) in " a special notice to those hardy & foolhardy gentlemen who so bravely delivered themselves to the mercy of the raging seas in the second annual Cruising, Boozing & Snoozing Club invitation handicap creepstakes." According to this report of the race, each of the participants completing the course received the "order of the bloody knuckle" and the 'first prize' was awarded to the last boat to finish on corrected time. That was *Overhead* skippered by Art Draper in a 21 boat fleet. The 'cruising prize' was awarded to the first boat to finish --*Mustang*. The second finisher, *Chantyman* skippered by Ed Raymond, was awarded the 'boozing prize.' *Freedom* and her skipper Chet Elliott received the 'snoozing prize' with a third place finish. There was a report on race casualties which included *Mustang* --Rod being "0.009 seconds late starting due to defective stop watch." This notice closes with advice to 'tune up now for next year's tune down classic! "

The eleventh Bermuda Race started the afternoon of June 19, 1948 and was reported by Alfred F Loomis -- " 'Baruna' wins Bermuda Race again" -- (she won in 1938) in the August Yachting. Loomis reveals in the article that he was aboard *Cotton Blossom III*. Full crew lists, race results and noon positions and their plots on H.O. Chart 1411 are in "Bermuda Race, Post-Mortem of the Race of 1948" by Alfred F Loomis (1950, Yachting Publishing Co.) found among *Alar's* owners' saved clippings. Four of the NY32 sloops made this race in Class B. *Lord Jim* finished second on corrected time, completing the 635-mile (rhumb line measurement) in four days, seven hours forty-four minutes and nineteen seconds. *Tigress* was third on corrected basis and finished almost an hour after *Lord Jim* in elapsed time. *Alar* was sixth and *Mustang* seventh in their class on corrected time with fifty minutes separating them in elapsed time. Loomis reported that once through the Gulf Stream, those that tuned in weather forecasts heard 'southwesterlies' or 'southeasterlies'. Those finishing well in Class B chose to sail close to the rhumb line believing in the shortest distance principle. As Loomis pointed out in both his publications about this race, the usual -- getting west of the rhumb line with the current setting eastward while sailing course to Kitchen Shoals Buoy -- experienced from earlier races did not apply in this race.

Loomis' subheading for the August article is "But new blood and changed weather conditions otherwise bring about the greatest upset in years of racing. 'Malabar XIII' first in Class B." At the start for Class A, *Baruna* and *Nina* were early and had to recross in "a light southwesterly..." but finished first and third in class. The Class B start fifteen minutes later was less confusing according to Loomis, although he claims that an ariel photo shows *Malabar VIII* "virtually dead in the water when the gun went." Aboard *Mustang* her log entry says "start 5 sec after gun" and the wind recorded was west at 10mph. A little while later was written

"Leeward start 32fts all around us." The log entries mention other boats at various times including *Baruna* and *Revonoc* by name as well as night winds "NNE" at 18mph. Prior to her finish, *Mustang* was tacking in east and east-southeast winds of about 10mph. The early morning of her finish was clear with moon visible. She rounded Kitchen Shoals Buoy at 0625 and finished at 0725 Thursday June 24th with notation "we have done quite poorly but has been a fun race for all aboard."



The crew listed in Loomis (1950), from records filed prior to the race, aboard *Mustang* were Roderick Stephens Jr, owner/skipper, William Boyd, Edward R Greeff, Stuart T Hotchkiss,

Durbin Hunter [Doc ?], Charles Larkin II and Colin Ratsey. *Mustang's* log recorded that from June 19-24 during the race they had use "37 1/2 gal water, 3 1/4 gal alcohol" for the stove and ice. Another note about the voyage down was "food list wonderful only could have used more tomatoes." There appeared to have been a possible disaster for the trip back -- "Had 3 qts of milk on arrival Thurs 24 (no milk or cream for return trip)." But later -- "6 qts from Revonoc -- a fine gift". As a long time *Mustang* crew member explained it, Rod loved milk and the prospect of a trip without was 'unpleasant'.

The cruising fleet of NYYC in 1948 again had six of the 32-foot class and this year they were all rated the same -- 36.7 and 180.19 seconds per mile. Those from the previous year with the same owners were *Lord Jim*, *Mustang*, *Sapphire* and *Windward*. Number nine of the class had her third owner, John Lyons, and was name, *Pavana*. *Rampage II* had returned to the Club after several years in Chesapeake Bay as *Gallivant* and she was now named *Voyageur*. Her new owner was Fredrick Lyman, and she would be the first of her class to across the Atlantic Ocean in 1950.

The NYYC Annual Cruise this year began on Tuesday August 3rd from New London. The run began in fog and showers with a light easterly breeze and ended at Block Island over 24.3 miles in southwest breeze under clearer skies. Three of the 32s raced in their own class. *Sapphire* finished the run in four hours and forty minutes. *Lord Jim* was about five minutes behind her. *Mustang* finished third some fifteen minutes later. The second run on August 4th was called off due to lack of wind and the fleet powered to Newport. The wind was back the next day for the 36-mile run from Newport to Mattapoisett. The fleet started in northeast winds of 15mph with clear skies and finished in more easterly than north winds of 20mph and cloudy weather. *Mustang* bested her sisters, completing the run in eight hours and two minutes. *Sapphire* followed six and a half minutes later with *Lord Jim* almost eight and a half minutes behind her.

On August 6th the racing was in Buzzard's Bay in clear weather and moderate (15 mph) southwest winds. There were three classes racing. In the 'cruising rule sloops and yawls' *Mustang* and *Sapphire* raced with thirteen others. The fourth run followed the next day, Saturday, from Mattapoisett to Edgartown. The day was clear for the 29-mile run with winds at the start from the northwest at about 10 and finishing in southwest by west winds of 16mph. *Sapphire* was winner covering the distance in four hours and almost nineteen minutes, but *Lord Jim* was close behind by twenty-four seconds. *Mustang* finished almost five minutes later. The following day saw no racing and the 94th Annual Regatta was held August 9th off Edgartown. This saw races for the Astor Cup, Una Cup and Navy Members Cup. The latter was won by *Gypsy* with *Sapphire* the only one of the 32s racing. The cruise finished back in Newport with a run on the 10th. *Mustang* was the only NY32 making this run and in her own class.

Mustang's log shows the first run of the American YC cruise July 31st- August 1st. This was from Port Jefferson to Duck Island. The second run was from Duck Island to New London. It says she "crossed line first, left to join NYYC cruise" The notes show she joined the NYYC cruise for Thursday, August 5th through Saturday, August 7th. The recording for Friday says "

Race in Buzzards Bay Lead S. all the way but big boats gain going over to S. side of bay. L.J. not racing." And for Saturday is written "Race to E'town Good start -- get trimmed too flat & S goes thru less. We drive thru her in hopes of header which is only temporary. L.J. out to N. gets let up and leads till S. tacks out after which S. leads & M. third, L.J. gains on reach from E chop by carrying spin. S wins, M 3rd." After the NYYC cruise *Mustang* was part of the August 24th Junior YC cruise of AYC. The log records no names of the juniors present nor other yachts participating.

Mustang was recorded racing in 1949 in the Storm Trysail Club's annual Block Island Race which drew 26 starters, three more than the prior year. From the start in Larchmont around Block Island and back, the 183-mile race overall winner was *Revonoc*. She was also the Class A winner. *Mustang* was second in Class A. (STC yrbk)

In the Off Soundings annual spring cruise in early June, 1949, to Montauk and Shelter Island, *Mustang* was second overall and *Windward* third. The club 'awarded' rating penalties to past winners and *Mustang*'s was 15% at this time. At the annual fall cruise in mid-September another of the NY32s joined the club. *White Lie* with new owner Gib Wolfe. She was 33rd at the end of the two-day of racing, while *Mustang* was second and *Windward* sixth. (Mystic, Coll. 285)

For the 1954 Bermuda Race only two of the class raced in Class C -- *Mustang* placed fourth and *Lord Jim*, a yawl, placed fifteenth with her next owner Potter. *Mustang* reefing photo was cover of Yachting issue for March 1955.



Gifford Pinchot (Loki and Loon, 1985) wrote of several experiences he and his wife Sally had aboard *Mustang* or cruising with her in their own yawl. In 1952 Sally was part of the *Mustang* crew in the Bermuda Race when they won class B, but were second overall to Nye's *Carina* in Class C "In those days, Rod was the absolute "top of the heap" in sailing and racing. *Mustang* was certainly the boat to be asked to crew on. Some of the bigger boats might have had a better chance of winning the overall race, but Rod was the reigning expert." (p51) In 1956, both Sally and Giff raced on *Mustang* in the Block Island Race and then in the Bermuda Race.

"Looking back, the most memorable thing about those events was the chance to sail with Rod. Each race with him was an education in itself. It was more than a little exciting to be racing on that beautiful, fast *Mustang*. We thought and talked a lot about tactics of offshore racing that trip -- about how much more important boat speed is than keeping strictly to the rhumb line, and

how, if you're a long way from the finish line, it pays to alter course to pick up speed, if you can, even if you have to sacrifice sailing the shortest distance. If the finish is still many miles away, and you're hard on the wind, it will probably pay to crack the sheets a bit, if you can gain significant speed that way, and it certainly doesn't pay to hold high to "put some money in the bank." The wind is likely to shift before you get to the finish line, and, in most cases, the boat that has sailed faster and gotten nearer will be in a better position than one that held high and went slower. Rod also emphasized the importance of tacking downwind. Even though you have to sail farther, you do it at a speed great enough to pay off in the end. Keep the boat going fast, and keep track of where you've been!" (p 103)

The crew aboard *Mustang* that year with Rod included Stu Hotchkiss, Bob Erskine, Arthur Knapp and Clayton Ewing in addition to the Pinchots (Mystic, Coll. 303). There were three other NY32s in the race that year -- #1, #13 and #3-- all in Class B and placing eighth, tenth and twelfth to #17's seventh.

Pinchot described a shark encounter on the return trip from Bermuda while they were becalmed. Four of the crew -- Corlis Knapp, Marianna Pinchot, Sally and Bob were swimming in the Gulf Stream while Rod and Giff kept a look out for sharks. Seeing a fin approaching, they gave the alarm.

"Bobby, the perfect gentleman, left the ladder for the ladies and shot up on deck without it. As we motored away in the calm, we looked astern and saw that the shark was about eight feet long and was chasing the log spinner. Rod pulled it aboard to keep him from biting it off, and the shark followed right up to the stern of *Mustang*. The shark finally kept on going and bit *Mustang's* propeller, which almost stopped the engine. Some people say that sharks are safe to swim with, but if one will bite a 45-foot boat, I'd rather not take the chance." (p 105)

Erskine (per com, 3/07) added that the shark followed them until a school of porpoises showed up and hassled the shark and drove it off with the school.

In his book Pinchot described their cruising in *Loki* with *Mustang* through the Cape Cod Canal and on to Maine in 1960. They each returned via different routes. The two boats plus *Revonoc* had apparently cruised to Maine in 1955 according to *Mustang's* log book. It was a mid-July to early August cruise. Rod's daughter Betsy was aboard as there is a note that she was swimming with flippers. Gordon Abbott came aboard. Gordon [see section for #18], a freshman at Harvard was invited aboard by his roommate, Bob Erskine, for a day sail. The cruise stopped in Blue Hill and a note says that 28 gallons of gas was purchased in Camden. On the return trip, there appeared to be more wind than on the sail up. *Mustang* sailed until she reached the Cape Cod Canal. She motored through the canal, but resumed sailing once the railroad bridge had been cleared. In Marion, they stopped, with a note of music on *Revonoc*.



NY32 sister, *Gaylark* won Class B in the 1962 Bermuda Race, beating *Mustang* by almost an hour and three-quarters on corrected time, the difference between fourth and twelfth in the fleet (Yachting, August 1962 summaries). In his "Fair Wind to Bermuda" article in Yachting (August 1962), Loomis described *Gaylark*'s win as well as other yacht's confusion with the consolan 'dots and dashes'. *Mustang* placed second in class. [see section for #13 for more] *Mustang*'s crew according to Bob Erskine was probably "one of the best groups I ever sailed with.." This would be *Mustang*'s last Bermuda Race.



There are several interviews with Rod and Olin among the Mystic Seaport oral history [OH] collections. In a joint interview with Captain Irving and Mrs. Johnson (OH-87-4) Rod mentioned the appeal of sailing and that he enjoyed the self-reliance required during longer voyages. He spoke of the challenge and enjoyment of entering a strange harbor for the first time and/or entering a harbor at night. Rod said he liked being at sea and the sunrise on the first watch, where no two days were the same. He was glad he had learned to sail in boats without motors. Rod said experiencing sailing without an engine enabled him to come into a dock under sail without scraping off any paint. He said it amazed other people, but was easy to learn and practice. He told a story about switching people from one 6-meter to *Goose* and then back, all while under sail. Rod crewed aboard *Goose* in 1938 and 1947 [see section for #18] When interviewed by himself (OH- 91-4), Rod was talking about "great sailors" and said, "Olin is by far the best of all. ... His judgement is so good." Other great sailors he mentioned were Arthur Knapp and Lorna Hibberd, both having sailed on *Mustang*. One question asked of Rod was if his work was something he always enjoyed. "No question about that. For all the years I worked there, and they've been quite a few, I've pretty near always been there by 6:00 or 6:30 in the morning. And that was only because I enjoyed the work and enjoyed what I was doing. I like to have time to think things through." When asked if there was ever a time he felt a need to take a break from boats, Rod answered "Never. Never, never, never a second or a moment. Nope." Near the end of this interview, Rod mentioned a saying he heard something from Charlie Dayton, a coal business friend of his fathers, that he always remembered. It was "eternal vigilance is the price of safety."

Rod owning a NY32 had several effects on the design, especially rigging changes, which no doubt aided in their success in post-war handicapped racing. Erskine (pers com 3/05) said Rod shortened *Mustang's* boom in 1946 and added a permanent back stay. He also made a stem fitting so the head stay could be moved forward, increasing the J measurement. The 1946 sail plan reflects these changes. The increase in J apparently balanced the decrease in the mainsail area so *Mustang's* CCA rating didn't change.

These changes plus several others are included in design plan #125-40 named 'Revised sail plan drawn by SP [Stanley Potter] on March 15, 1946 with a note "Mustang" - Roderick Stephens Jr" for this and also for #125-39 Revised deck plan. The copy in the plans folder is "125-C1 Mustang 1946 sail plan." This plan shows the V strut as 27" long and 38°. Upper spreaders are 4' 0" and lower spreaders are 4' 5". The boom length from the mast to the black band is 23.25' (23' 3") and the mast length from the top of the boom to the black band is 52.33' (52' 4"). P2 is given as 47.89' (47' 10.6"). The total sail area is 987.8 sqft with 380 for the jib and 607.8 for the mainsail. In the upper left corner is a table of sail measurements. [see section for #1 near end for a summary of this and other of the design's sail plans]

Bob Hinckelman was Nevins' master rigger. He came to the yard about the same time as Murray and worked until the yard closed in 1954. Rod Stephens (OH 91-4) remembered him as a "great guy" of German background who knew his trade "beautifully". He told of Bob's help with *Mustang's* rigging when Stephens owned her.

There was design plan #125- 39 called Revised deck plan drawn by SP [Stanley Potter] March 13, 1946 that says "125-01 Mustang 1946 deck plan". Like the original deck plan (#125-3 Deck and beam plan drawn by AG [Alexander George] on December 27, 1935), it shows all deck placements port and starboard. It shows the original forestay and tack attachment and the new position one foot farther forward on the stem. There is a bow pulpit shown and battery operated port and starboard side lights at the bow. Instead of the windlass [on the original plan] between the jib stay attachment and the forward hatch, there is a cleat and then a 5" spray proof vent on the deck over the forepeak area. An 88lb HEN [? HBN = Henry B Nevins] anchor is shown in chocks between the mast and the skylight. The dinghy is outlined over them. Two vents -- port and starboard 5" spray proof ones -- are shown near the foot of the mast and a 3" stovepipe over the galley on the port side have been added. There is now a main sheet winch, which is designated as a #3 one, instead of a centered sheet lead and cleat with a #2 winch on starboard side of cabin house. A #6 HBN geared winch has been added to port and starboard forward on the flat ends of the cockpit along the center line of the cabin aft end. A #3 backstay winch [replaces hayfield levers] along the cockpit edge, port and starboard, is shown 6' 3" aft of the cabin. One foot forward of this winch inside the toe rail is the backstay runner sheave with a #4 pad eye for the runner lead block 1' 6" aft of the winch along the toe rail. The backstay attachment is shown on the outside edge of the aft toe rail. The instrument panel is labeled at the

aft end of the cockpit and there are port and starboard pad eyes for a boom tackle in line with the aft end of the aft hatch.

Famous New York Yacht Club 32 Sloop "Mustang" -- owner Roderick Stephens Jr.

Craftsmanship always shows up in the taste. That's why Johnnie Walker Red Label Scotch is no different from any other. Patient and painstaking craftsmen protect the traditional quality with unhurried attention to every detail of fine whisky blending. The result—a consistently rare flavour ... traditionally mellow and smooth. You can taste the difference.

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HOLIDAY/SEPTEMBER

In addition to design changes, Mustang was seen in several ads -- this one for Johnnie Walker Red Label Scotch in a 1958 September holiday issue. The model according to the small text under the picture is "famous New York Yacht Club 32 Sloop "Mustang" -- Owner Roderick Stephens Jr. All about 'craftmanship'....

In the 1948 Technical Memorandum (Davidson, et al) #85 of the Stevens Institute of Technology, "The New York '32' series of related yacht models", Rod was "invited to express his views on the overall sailing performance of the NY32 class boats, based on his wide and extremely successful sailing and racing experience. His interesting remarks, derived from two letters, are quoted below." (p.41). This report contained the results of towing tank tests using the NY32 design for the model as well as actual close-hauled sailing trials with *Mustang* off Larchmont on October 14, 1948. At that time *Mustang* had an eighteen-inch diameter Hyde two-bladed feathering propeller. She was floating deeper, at 33.53 feet, than the standard test waterline of the NY32 and her center of gravity was found to be lower than the measured waterline. Rod sailed *Mustang* during these tests on three sailing points, namely full, normal and close, under working jib and mainsail. It was a sailing trial much like the earlier *Gimcrack* tests (Davidson, 1936, SNAME). In the introduction, the choice given for the NY32 in these tests was that it represented a "moderate-sized and modern-type fast cruiser which is intermediate between the pure racer and the pure cruiser. One useful result of choosing an existing boat rather than a hypothetical design is that correlations between model predictions and actual performance will be possible." (p 1)

"The New York '32's" have proven extremely satisfactory from an all round standpoint. They appear to have general characteristics which permit them to compete with virtually any type of boat under a wide range of conditions with a fair chance to be successful. They do not require any special conditions to do their best work. If conditions encountered are what normally might be considered "small boat conditions", they still have a good chance to save their time over the smaller boats against which they may be competing. If they race "big boat conditions", they will come out much farther ahead of the small boats than they are behind the big ones. In fact, they will give the big boats a good race except when there is a head wind and when the breeze is over 10-12 miles an hour. It is with a moderate to fresh head wind that it seems almost impossible to save time on a larger boat that is well designed.

With regard to stability, as the boats came out in 1936 their best performance was under light weather conditions and their stability was somewhat less than the average boat they were competing against. A year later with 1200 lb. of additional ballast, their stability could be considered adequate although still slightly below average. With the addition of 900 lb. in 1947, stability is above average and certainly ample for normal conditions. However, all the increased ballasting since the original design has produced a slight but noticeable lack of freeboard.

With regard to balance, there has always been a slight but noticeable tendency toward weather helm, with the original ballasting, a boat with flat mainsail having an extremely free leach could be made to balance well on any point of sailing up to probably 15° or 20° heel angle. Above this, to windward and more noticeably reaching in heavy weather, there was considerable weather helm. The 1200 lb. increase in ballast, together with the rightening of the mast --

reducing the rake to 6 in., or thereabouts, from deck to trunk -- produced some improvement in balance. Again with flat sails, the boats would balance nicely, picking up a weather helm only at low hull speeds with a strong wind as when beating to windward in rough weather, also when being driven hard on a beam reach. The additional 900 lb. Of ballast, together with moving the fore-triangle base 9 in. forward in 1947, has produced a boat with reasonably good balance characteristics. Reaching balance is exceptionally good until over-powered, and windward balance is very satisfactory until rough water keeps the hull speed below what would be considered normal for the existing breeze.

With reference to the balance of MUSTANG, here are some impressions based on a full season of sailing with excellent sails.

From zero wind speed up to perhaps 5 miles an hour, sailing to windward with genoa jib and mainsail, there is virtually no helm. Of course, irrespective of balance it would seldom be noticeable in this range since all the forces involved are so extremely small.

From 5 miles of wind up to about 17 miles, which is the maximum condition where the genoa can be used effectively, there is a noticeable weather helm which increases slightly as the wind increases and apparently is not affected by heel angle. There is never any tendency to pick up lee helm, and even when sailing with more than a normal rap full, there seems to be little effect on the helm. I would think off hand that the pressure amounts to 8 or 10 lb. maximum on the tiller which has about 4 ft. effective radius. I would judge that the rudder angle was 3° or 4°, but this is difficult to ascertain because of spring in the tiller. Actually, the helm is less on one tack than on the other because of lack of symmetry in the rudder and in the last 4 ft. of the heel of the keel. On one side, the water lines in this area are approximately straight, while on the other side, there is a convexity of something like 3/4 in. As far as the rudder is concerned, the metal trailing edge averages about 2° out of line. This works as would be expected, serving as a fixed tab and adding to the effect of the lack of symmetry mentioned above.

It is also of general interest that the helm in a 17 mile breeze sailing to windward appears to be almost exactly the same with the genoa jib, with the working jib or with the No. 2 jib, notwithstanding the difference in area of these sails. Of course, the reduction in area is accompanied by a moving forward of the center, but the moments still become progressively less in case of the smaller sails.

Of further general interest, in a 20 mile breeze with a single reef and a No. 2 jib, and the rail just in the water, balance is almost perfect although there still is a slight weather helm probably amounting to 2 or 3 lb. pressure on the tiller. With two reefs in the mainsail and the No. 2 jib in a 30 mile breeze, there is a slight lee helm probably amounting to about 2 or 3 lb. on the tiller.

I want to add that the figures above are only general impressions and no actual pressures or angles were measured. Relatively speaking, however, they can be trusted.

From a sea-going standpoint, the N.Y. "32" class boats "feel good" in a sea and seldom pound, and when they do it is not extreme. It seems possible to drive them fast either reaching or running. Slight additional freeboard would contribute to dryness and a feeling of security. However, the New York "32's" by and large, in their present trim and with their present rig, could be considered wonderful all-around ocean racing and cruising boats." (p. 41-43)

The 1200 pounds Rod referred to was carried in the bilge at first but when launched was only expected to be 200 pounds of additional ballast. [see section for #9] In 1939 a design plan showed two blocks added to the deadwood above the keel totaling 1000 pounds. An additional 500 pound block was added to *Mustang* in 1947. For more on the NY32 model tank testing, see the addition on ratings and displacement at the end of the section for #2 with figures from Marchaj (1964) that used Technical Report #85.

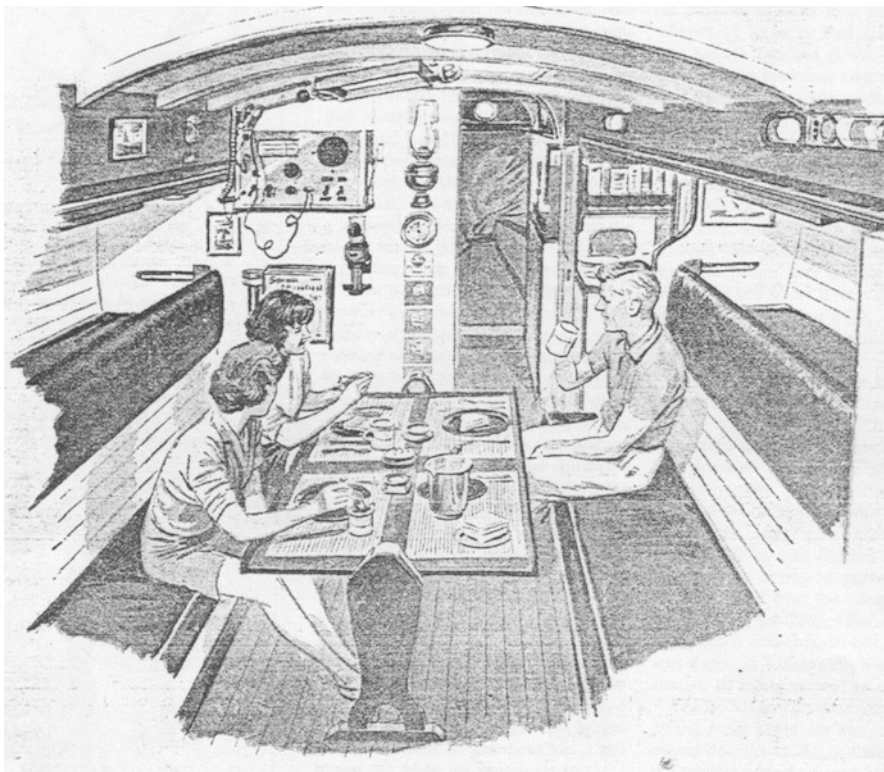
One of the class design plans is #125-41 named Typical Sail Combination was drawn by LCK on April 2, 1946 -- it is labeled "Alt 1 "Mustang" typical sail combinations (5/17/51) " on the plan. It has eleven combinations for various winds with a 'sail plan' sketch and sail area for each combination....

winds, mph	sails	(and area, sq ft)	total area (sq ft)
0-8	light genoa (600) & mainsail (647)		1247
8-15	heavy genoa (581) & mainsail (647)		1228
15-20	genoa (581) & roach reef main (640)		1221
20-26	working jib (335) & reefed main (640)		975
26-28	working jib (335) & single reef main (493)		828
28-31	#2 jib (198) & single reef main (493)		691
31-35	#2 jib (198) & double reef main (354)		552
35-39	storm jib (85) & double reef main (354)		439
39-43	take in storm jib (0) & double reef main (354)		354
43-55	storm jib (85) & storm trysail (132)		217
55-70	take in storm jib (0) & storm trysail (132)		132

When asked if *Mustang* had a heavy weather helm or was more balanced, Erskine answered (3/05) with an event that happened during a Bermuda Race in 1952. "As Stu was turning the helm over to Knappy, the tiller broke. Rod got the spare and in the 15-20 minutes it

took to install the spare, they steered *Mustang* with her sails. Knappy on mainsail and himself on the working jib. She was well balanced and they could just trim her out" Rod mentioned this experience briefly in his Sports Illustrated article (1962) as a reason an owner should know his boats equipment and provide for spares where possible. Rod wrote that "within minutes, the new tiller was in place, and I was back in my bunk." The crew members mentioned were Stu Hotchkiss and Arthur Knapp.

During Stephens' twenty-four year ownership, one of the longer in the class, *Mustang* was documented as it stated on her 1968 NY32 Owner's Club form. At the time, she was blue with a white boot and buff deck. Her interior was white as were her hatch covers. *Mustang* carried no radio telephone, had no electric refrigeration, pressurized water system, auto pilot nor dockside 110-volt power use. She had a radio direction finder, a fathometer and a cabin heater. Her engine was a 1947 Gray model 4/91 with a 15 x 8 Hyde propeller. A KMX speedo-log and an AWI wind direction were listed under other equipment. Her main cabin had four berths -- reflecting design plan #125-27. This is the main cabin berth arrangement ("*Mustang*") (type DWG) drawn by SP 10/9/46. It has "#J1 adds two to main cabin" written on the plan in the folder.



In the sketch above from the 1962 Sports Illustrated article "Cruising Under Sail" both this '*Mustang* cabin' arrangement as well as the 'famous' '*Mustang* table' -- plan #125-46 Table (*Mustang*) (type DWG) dated 1/28/48 on plans list. Looking at it, there are the initials GAT very faded and no date. It is labeled "125-C1- 46 "*Mustang*" table, Job #125-C1."

The abstract of title showed that *Mustang* was sold to W. Mahlon Dickerson in April 1969. Rod had found his work for S&S left him less time to sail aboard his NY32 and rather than have her sit at the mooring waiting, he sold her to Dickerson, who wanted her (Erskine, pers com). Dickerson had been a NYYC member since 1939 and was elected commodore in December 1968. *Mustang* would be his flagship. Dickerson was secretary of the NYYC from 1957-1963 and was a member of the America's Cup Committee from 1962-1969. He had served as SCYC commodore from 1961-63. He was also a member of SNAME (1970, obituary).

Parkinson (1975), wrote that Dickerson, who was known as "Bud", had strong family ties to the sea and the NYYC. In 1876, John S Dickerson, his grandfather, successfully defended the America's Cup with *Madeline*. A great uncle was Secretary of the Navy in the Jackson and Van Buren administrations. The new owner of *Mustang* graduated from Princeton University and then Harvard Law School. After Harvard, he was US Attorney for the Southern District of NY for four years before joining a private practice. In 1941 Dickerson entered the US Navy and rose from ensign to lieutenant commander. His command was the *USS Baron*, a destroyer escort in the Pacific. He specialized in admiralty law after the war and was a founding member of Satterlee, Browne, Cherbonnier and Dickerson. At one time, he was secretary of NAYRU and president of the YRA of LIS from 1956-1958. Dickerson was also a member of the CCA and the Royal Swedish YC. After the war, he chartered

" the great Twelve-Meter *Vim* and raced her with success. Subsequently, he purchased another Twelve. *Gleam*, which won for him over a number of years. Yachts under his command won numerous NYYC Cups, notably *Cotton Blossom III*, Astor Cup, 1947; *Anitra*, King's Cup, 1949; and *Bolero*, Astor Cup, 1967. Over the years, his wife Betty, the former Elizabeth Deschler Brown, was his constant, able shipmate in all races." (p. 480)

Henry (Harry) Anderson (em 4/06) wrote that Dickerson's father "broke ponies for Wild Bill Cody and was a member of Cody's expedition with horses and a show to Europe." Later he was a NYYC member with the nickname of "Ironsides." Parkinson (1975) said that one of the

"greatest tragedies in the history of the New York Yacht Club occurred when Mahlon Dickerson died of a massive heart seizure on the night of August 7, aboard *Mustang*, on the Annual Cruise with his squadron anchored about him in lovely Pocasset Harbor at the head of Buzzards Bay. He was an outstanding sportsman, gentleman, and diplomat, who, with his gracious wife, would have served the Club well during the remaining years he had in office." (p480-1)

Anderson related in his email that "neither Bud or Betty told their friends that Bud was taking glycerin pills for heart problems. When found deceased in the middle of the night, the bottle containing the pills was on the cabin sole and the pills scattered. The premise was that he accidentally knocked them over when reaching for a pill." He described Betty as "very much

part of the team and a very lively person" who "if she had been a half a generation later, ... certainly would have been on one or more committees of the NYYC."

With Dickerson's death, *Mustang* passed by NYS law to his estate in January 1970. In February 1970, NY32 #17 was bought from Dickerson's estate by Guy George Gabrielson, Jr. With this sale *Mustang*'s port of documentation moved from the NY office to Philadelphia. In the 1971 Lloyd's Register, Gabrielson had her in Oyster Bay, NY. The abstract of title for *Mustang* showed that she became undocumented in August 1973 when she changed owners and moved to a MD registration. She reentered documentation in November 1996. The new owners in 1973 were Brian and Christine King, who in the early years of their ownership, kept her at the Georgetown Yacht Basin on the Sassafras River, MD. They reported ("New Boats for Old", 2001) that the prior owner was a Philadelphia doctor. "Compared with our previous yacht, *Spica*, a heavy, fifty-foot wooden cutter, built by Van DeStat in Holland in 1915, *Mustang* was both easy to handle and forgiving of mistakes. With three young sons, we cruised our home waters of the Chesapeake Bay extensively."

When asked why they picked a NY32 after selling *Spica*, they said it was "entirely unconscious." (em 2/05) Brian had been in the British Royal Navy for ten years and they missed sailing after he had recovered from a serious back injury, one reason they had sold *Spica*. The Kings said they first saw *Mustang* on a spring weekend when they were helping friends at the Skipjack Cove Marina on the Sassafras River commission their boat. Every time they walked to or from their friend's boat, they passed *Mustang*'s slip. She was in a broker's slip at the marina. Brian, near the end of the weekend said he asked Christine if she had noticed "that good looking yacht at the foot of the dock." Yes, she had and "doesn't she look nice." They had the broker show her to them and "immediately recognized *Mustang* was just what we wanted. Well built, in apparently good condition, loaded with 17 bags of sails and a fast looking hull. We as 'sailors' were hooked. Several weeks later she was ours and the unending honeymoon commenced!" It appeared to them that *Mustang* had been on the market for about two years. Below her blue and white upholstery had become a sort of black and cream color. The white interior had yellowed. "This plus the forward galley, which was not then and remains unpopular today, resulted in the delay of her being sold. ... After negotiations, we paid \$16,500."

One of the King's son, Simon, said they got her when he was about 13-14. He remembers getting an allowance for sanding and scraping and varnishing when others got allowances for mowing lawns. Simon was aboard *Raider* for the 50th reunion of the class at SCYC. [see section for #5 for more] *Mustang* was one of four of the class in Chesapeake Bay for a pre-reunion get together.



They sailed *Mustang* with their sons in Chesapeake Bay with a cruise to Maine in 1973. All pleasant and uneventful except almost being arrested for speeding, which Brian explained as follows (em 2/05) A year or two later, after a day sail with their teenage sons upon returning to their marina on the Sassafras River, a marine police boat came at them with lights flashing and siren wailing. They were under sail with winds favorable to allow them to reach the dock, although there were many weekend power boaters about. They had passed a speed marker in the channel restricting vessels to 6 mph. The marine policeman was following them, hailing them to 'stop'. They tried to signal that they would stop when they considered that it could be done safely out of the channel and away from other boats. The police boat sped ahead of them, throwing considerable wake apparently trying to pass ahead of them to force them to stop, but another powerboat intervened. *Mustang* came to an open space near the marina, where they rounded up, lowered sails and after several tries got her engine started and came to a stop. "By this time the policeman was totally beside himself and bringing his whaler close to us threatened us with arrest. Worse yet unbuttoning his holster he held the grip of his revolver as if to draw the weapon. This I thought was getting to be ridiculous, as did a considerable number of people in other boats who had been watching the scenario." I suggested we were in a position to learn what he wanted, but without his threatening us with his gun. After calming down some, he told us we had been speeding and had caused a dangerous wake. "I responded that only under the most ideal conditions could *Mustang* exceed 6 knots, that the conditions were not ideal and that unlike his Boston Whaler at full throttle *Mustang* could not possibly create a 'dangerous' wake. Furthermore, he had shown total lack of 'Marine' knowledge by ordering us to heave to in a busy crowded channel where we would have immediately been 'not under command'." King wrote he also suggested he, and probably others witnessing the whole event, would be willing to testify at the station and court about his reckless behavior. Apparently gathering he had over reacted, the

marine policeman issued them a "stern admonition to 'in the future be more careful in navigating within restricted zones' ... left us at a legal speed..." *Mustang* gained her slip. A different ending than NY32 #14 experienced being arrested in Chesapeake Bay waters.

"New Boats for Old" (2001) is the King's presentation of their four-year renovation project with *Mustang*. Phil Parish, executive vice-president of the Georgetown Yacht Basin where *Mustang* was docked, wrote the preface. In that he wrote that during the first ten years or so that the Kings owned *Mustang*, she was commissioned in March and de-commissioned in December and sailed more than most of the other boats there.

"Occasionally Brian would suggest that it was time for them to exchange *Mustang* for a younger boat that would require less upkeep. But in truth few older vessels have the beauty, nostalgia, original quality, and 'sex appeal' of this vessel. No wonder there was a love affair going on! The Kings, while recognizing the heavy penalty they were paying in maintaining and restoring *Mustang*, just could not bear the thought of parting with her."

Their substantive work on *Mustang* actually began with her deck. By 1981, with their sons having outgrown their weekends aboard *Mustang* with their parents, the Kings decided that eventually their boat would be their "retirement cruising home." This meant that considerable upgrades and improvements were needed beginning with the leaky canvas deck and cabin top. Having read Rod's comments in "Cruising Under Sail" (*Sports Illustrated*, 1962) about water below decks -- "it dampens everything, including the spirits of all aboard" [in part Rod was talking about stowing wet gear coming into the cabin from the deck] -- they contacted Rod for his advice. "He replied with a definite. "If you want a permanent cure to the leaking deck and cabin top problem, fiberglass them. Just make sure you do a proper job!". It took them about six months to complete the job. In November 1982, the Kings and *Mustang* left Chesapeake Bay for a nine month cruise to the FL Keys, Dry Torugas and the Bahamas. Returning after this enjoyable cruise, they began work on their identified needed improvements "to fulfill our ultimate ambition of 'sailing off into the sunset' in a well found, safe and comfortable boat."



In addition to replacing the Gray 25hp gasoline engine with a more powerful and reliable diesel, the King's initial list of improvements included repairing or replacing the original mast, boom and rigging, modifying the interior accommodations to suit a couple living aboard and cruising, and replacing the ice box with a refrigerator. But their primary concern was dealing with the hull's old fasteners and weeping butt blocks as well as *Mustang's* cracked frames. With limited resources, they decided that however this work was to be done, they would have to supply most of the labor. For the needed hull work, they outlined three options -- refasten the entire hull, fiberglass over the hull or sheath the hull with epoxy embedded, wood veneer "cold molding" They decided to combine most of the features of these three:

"refasten the old planking' 'cold mold' a sheath over the old hull, mechanically fasten the sheath to the old hull; and finally, fiberglass the entire hull. We carefully estimated the time and costs involved. Six months of spare time labor and \$10,000 was what we optimistically thought would accomplish the sheathing project. ...



After stripping all the paint from the hull, they found none of the planks were rotten. In an enclosed temporary shed, it took *Mustang* three months to dry out to the 12-14% moisture content suggested by the Gougeon Brothers manual for using their West System Epoxy. Refastening was accomplished with stainless steel screws, one per every two of the original bronze, through the planks into the oak frames. The sheathing was with 1/8 mahogany veneers in three layers over the hull after it had been faired and filled with epoxy, providing a moisture barrier. The three layers were further secured to the hull with stainless ring nails. The final covering of the hull was with 25oz bi-axial fiberglass cloth saturated with epoxy. There were six of these cloth-epoxy layers to finish the hull sheathing. All of the through hull fittings were replaced in the hull, the keel bolts tightened (after the drying) and many coats of "acetone-diluted epoxy" were spread in the bilge to seal the interior. The yard painters applied the final Awlgrip topcoat plus an ultra-violet resistant clear coat. *Mustang* was then launched.

"In our opinion the resource allocation required to cold mold and sheath the hull of an older wooden vessel can be justified more on an emotional, rather than an economical basis. ... Even though we preformed 95% of the work ourselves the costs were high. Our first estimate of cost proved to be 50% low with materials and special tools totaling in excess of \$20,000. Our time estimate proved to be even more inaccurate. Six months became twenty months but this did include many additional tasks that were not in our initial project planning. During these twenty months we estimated that between us, we spent some 3,500 hours actually working on the project."

The next steps to finishing their improvements for living aboard and cruising were interior changes. They removed the main cabin pilot berth and put lockers and book racks in their place, making the salon more like the original accommodation plan of the design. They

turned the forepeak area into a "library /study" with computer and more bookcases and replace the forward hatch with full Lexan panel. All the electrical systems were upgraded for refrigeration, microwave and new electronics. The engine replacement was a VW/ Pathfinder diesel. The main cabin still had her 'Mustang' table among the redecorated interior. New aluminum spars were made by Hall Spars to match the original mast and boom at a cost of about \$14,000. With the aluminum mast came a new mast step to replace the famous bronze one. [see section for #12 that for story]



The Kings retired from their jobs in late summer of 1994, sold their house and moved aboard *Mustang* to prepare for their planned October departure from Chesapeake Bay. During their trials with her new rig, *Mustang* was visited by Kate Bast and photographer Michael Wootton for an article, "She Lives!", that appeared in the February 1996 Sailing magazine. The article outlined the work the Kings had done on *Mustang* and included pictures of the process detailed above supplied by them as well as several taken of her sailing. In the article, the King's related the story of a visit by Rod in about four years earlier as they were refinishing. "It was very emotional for him," said King. "Rod had a great affection for the boat." (p 72)

In one of the King's newsletters, dated September 1995, they related the details of this first cruise. They finally started south in early December 1994. They traveled down the ICW at a relaxed pace, encountered some rough weather off Palm Beach when, of course, the engine failed to start. They wrote, "Despite our problems, we were, and still are, enjoying our life aboard *Mustang*. There is always something new, different and challenging to look forward to, and a distinct satisfaction in being largely self-reliant." In Miami, they anchored in "No Name" harbor and had a real look at the devastation caused by hurricane Andrew. Without knowing it,

Mustang was in the same waters then with *Falcon*, a class mate and sailing competitor from her earliest days. [see section for #6] They traveled down to the Keys. In the ICW they had run aground several times and did so again off Rodriguez Key. This time the rudder got caught between two coral heads resulting in a broken tiller. The spare was fitted quickly and they found a good anchorage. Family and friends came to visit and sail during the winter and by April the Kings were ready to cruise to Cuba with plans to go on to Guatemala, returning north via Belize and Mexico. In Cuba, they found many mostly Canadian visiting yachts, some from the US and a few each from Germany, France, Belgium, Italy, Great Britain and other Caribbean locations. Other sailors convinced them that they would arrive during the "wet season" if they continued on toward Guatemala, so they thought of returning north and perhaps pass Chesapeake Bay and continue on to Maine. They described their very interesting stay in Cuba. By the end of May, they decided to travel back via Marathon to Palm Beach. *Mustang* arrived back in Chesapeake Bay at the time of the start of the Annapolis to Newport Race, having traveled "more than 3000 miles over a seven month period."

In 1996, they returned to Maine waters and included a visit to the Wooden Boat School in Brooklin. While there, Matt Murphy, editor of WoodenBoat magazine, visited aboard *Mustang*. Murphy used this visit as the introduction to his editorial for the November/December 1996 WoodenBoat (#133) about the King's project and the use of cold-molded sheathing to extend the life of an old wooden boat.

".....

The primary task of the project was the application of a cold-molded skin over the original hull. I remember my reaction when I first heard of this project a few years ago. The hull was old, but had been in basically sound condition, and I was curious that someone would go to such lengths with a serviceable boat. Now, I'm decidedly sold on the concept.

.....

Many consider it blasphemous to sheathe a boat in such a manner, for a cold-molded skin, or a deck sheathing of plywood, changes the aesthetics, mechanics, and maintenance routine of the boat. But where are the craftsmen who created these boats? Where are the virgin stands of teak, mahogany, Douglas-fir, and cedar?

.....

I don't suggest that we all run out and buy veneers and epoxy today; there are some boats to which this surely must not be done. As Brian King told me. the process is not easy; it is expensive; and it is messy. However, a cold-molded skin might be considered a standard mid-life refit for some wooden boats." (p. 5)

In the next two issues of WoodenBoat (#134 & 135), the Letters column contained mostly those in response to Murphy's editorial regarding cold-molding hulls. Many were from wooden boat builders and advised against the use of the process. Many felt that the editorial suggested that cold-molding was appropriate for all wooden boat restorations with which they strenuously disagreed. A very few letters were from owners of boats they had cold-molded sheathed (a1929 yawl, for example) or bought that had been so sheathed (and reported on in

WoodenBoat #52, 1983) and were still sailing safely and well. One letter writer said he had read and re-read the editorial with contradictory feelings. The fact it was *Mustang*, Rod Stephens' famous boat with a well known racing record, made him feel that history was owed that she be maintained in her originally built manner. Then he tried to put himself in the position of owning *Mustang* and having to deal with her needs with aging. He decided that he might have done what the Kings had done. One of these letters was from M P & G in Mystic, who were and have been and still are working and caring for #9 of the class (see that section for their response).

At the end of the Letters column of WoodenBoat for January/February 1997 (#134), Murphy wrote a sort of post-script or clarification to his editorial of the issue before that one. This time he wrote including the sheathing example of 100-year old *Curlew* (see WoodenBoat #86) and her twenty years of cruising around the world.

" The theme of last issue's editorial was that there are many old boats for which a cold-molded skin is an appropriate remedy for aging-related weaknesses. Perhaps too subtly stated in that is the fact that there are many more boats on which such treatment is inappropriate, and for which the only proper course is a rebuilding to the original specifications. ... However, having watched some nice boats slowly die over many years, and realizing that a tradeoff between a solid hull and originality might have kept some of these going, I believe there is a place for cold -molded sheathing.

...

But, the job of sheathing can take more effort and money than simply going after isolated problem areas—for example, punky garboards or cracked frames. A rebuilding or partial repair, per original specifications, often makes better sense—economically, engineering wise, and philosophically.

At least one reader construed my comments to be an indictment against the whole concept of traditional construction. This was not my intent. WoodenBoat remains committed to traditional methods—but, as always, not to the exclusion of new ideas.

Last issue's column may not have addressed the drawbacks of sheathing strongly enough. Owners must beware that the procedure changes the boat, forever, from its original construction, and some of the intrinsic aesthetic and mechanical qualities of a traditionally planked hull are compromised in the process. ... We do not advocate cold-molding as a course for all—or even most—traditional wooden boats, but do believe that well-executed projects have proven it to be a credible option in some cases; poorly executed projects make a case for the converse.

The rhetorical question in the editorial regarding the whereabouts of commercial quantities of timber, of an economy to support the construction of large wooden yachts, and of skilled craftsmen to carry out the work, was posed to contrast today's situation with that of 50 or 60years ago—typically considered, in

terms of sheer tonnage, the zenith of large wooden yacht building It wasn't made to slight the achievements of today's builders by suggesting that the skilled have disappeared. Rather, it was to suggest that their numbers are fewer and their industry has changed. ... (p 11)

When asked if they had seen the WoodenBoat issues after their visit there, the King's wrote (em 3/04)

"We had seen March-April issue of Wooden Boat. In fact Matt published only a few of the responses to his editorial but was kind enough to share a number of these with us. They make astonishing reading! But assuming all is still well with Mustang and us we plan, for the tenth anniversary of Matt's editorial, to offer an article refuting the impassioned prognostications of those who accused us of "accelerating the destruction of the now irreparable classic boat"



In May 2006, *Mustang* had a "hull condition and valuation survey" by Christopher Wooley of El Toque Final, S.A. in Guatemala. *Mustang* was in the water at the Catamaran Marina in Rio Dulce, Guatemala for this survey. At this time there was no evidence of rot or decay found in the visible hull areas. The bilge was dry. Moisture readings in the deck cockpit and topsides showed no "suspicious variations in moisture content of any area. Readings are within limits of "dry" construction." The survey described the interior as similar to the original layout. The galley stove, a Heritage three burner with oven, operated on propane. The propane tanks were housed in vented locker aft of the cockpit. The engine, a 1980 Volkswagen "Dasher" 58 hp diesel converted and made compatible with marine use by Pathfinder, was offset to port with the shaft to starboard. The engine was "tested at dockside and preformed flawlessly." The water tanks were bronze of 40 gallons each under the port and starboard settees. There were two fuel tanks -- a 25 gallon stainless aft of the main engine drive and a reserve 35 gallon one of

FRP under the main cabin sole. *Mustang* has both DC and AC electrical systems. The refrigerator, a 12v Adler Barbour Cold machine, was housed within the original ice box space. Among *Mustang*'s sail inventory aboard were not only the new 1994 mainsail and furling headsail to work with the new aluminum mast and boom, but also a hank-on 1950 working jib, a 1961 storm trysail and a 1961 balloon jib. Electronic equipment included an auto-pilot, hand held and mounted GPS, VHF, radar, short wave radio, hand held and mounted compasses.

The summary began "S/V "Mustang" is a soundly constructed, very well appointed and meticulously maintained vessel." The surveyor stated that he had known the yacht for some nine years and was "aware of the place it occupies in nautical history including the controversy that exists regarding the modification of its classic hull."

"Although assertions by both traditional and composite builders are strongly to the contrary, the vessel thus far (12 years after its sheathing) does not show any evidence whatsoever of the predicted rot or deterioration either from the inside or outside of the hull. The vessel is structurally sound and is as strong if not stronger than when she was originally constructed. With reasonable maintenance and care the vessel will last for many years to come.

It is this Surveyor's opinion that S/V "Mustang", given her location in the tropics and especially her age, is in EXCELLENT condition." (p20)

The surveyor estimated the replacement cost "based on the estimated representative cost of constructing another vessel of this caliber of the same or comparable materials and method" to be \$1,500,000. The present day market value was given as \$300,000. After twenty-four years with the current owners *Mustang* was still sailing and well. Although none of the others of the class have cold-molded hulls, many, especially those sailing regularly, have had their decks fiberglassed to keep the interior dry. Two have teak finished decks.

After the death of Brian King, *Mustang* turned back in Maryland up for sale. She was seen listed in the fall of 2012. She was first listed with one broker and then moved. David Cox of North Point Yacht Sales wrote (em 5/19) :

"It was really difficult to sell the boat and I showed Mustang to a lot of people and obviously talked to twice as many people who were interested in varying degrees. The biggest challenge was to decide whether to leave the fiberglass shell on the boat or strip it off after they buy it and obviously no one was able to determine what the cost would be either way.

Mustang was moved up to the Annapolis area and a survey was done in November 2014 by Fred Wise. The potential buyer who ordered the survey be done disappeared after the survey was completed and the boat remained on the hard until sometime late summer or early Fall 2017 when the boat was relaunched and stayed in

front of the house owned by one of Brian's children. It was finally sold in March of 2018 to Paul Breglio."

The potential buyer according to the pre-purchase survey was David DuMoulin of Marseille, France. According to the WoodenBoat survey of boats, he was the owner in 2013 of the California 32 *Andale*, #7 of this class built in 1951. There have been several meetings of the two 32-ft classes in the Mediterranean circuit -- CA32s *Cholita* and *Amorita* vs NY32s *Sirius* and *Almaran NY* [see setions for #19 & 3]. Patrick Matthiesen, who has sailed aboard both of these NY32s when they were in Italy, wrote (em 5/19) that the CA32s have been "so successful in the Med regattas that each year their rating was radically increased to give the other boats a chance." He added that *Andale* has probably been up for sale.



The 2014 survey which included both ashore and in the water observations, showed her main and genoa were from 1994 to fit her then new aluminum mast and that the engine ran well for the sea trial, but needed to be serviced after long period of non-use. There were several hull and deck items that fell into the 'should be attended to' section. Soundings of the transom area, bow deck area and stem plus some areas along the deck at the toe rail showed "separation of the FRP laminate and elevated moisture readings." To "insure future water tight integrity" the surveyor advised removing the toe rail and transom trim to inspect and repair as needed the hull and deck seams.



With the sale to Paul Breglio, *Mustang* moved to CT, returning to LI Sound for her sailing, and will find her homeport in Mystic together with a sister, *Vitesse* (#5). This new owner is the CEO of Crest Mechanical Services, Inc, in Hartford. He owns a Gulfstream 30 and enjoys sailing with his family. *Mustang* is now in his 'workshop', a Norwich mill building where he enjoys other wood working. His original plan is to not remove all of the sheathing and to have her sailing in the 2020 season. Paul began with removing the deck glassing aft and at various points along the toe rail both port and starboard to check for sections that had become spongy due to deck/ hull leaks. He then proceeded to the transom area.





Breglio wrote (em 4/19) after working to open up the areas of concern that " deck leaks were mostly confined to the aft near the taftrail and around the mast opening. I am in the process of removing all of the stanchion bases where there was leakage as well. The entire transom was rotted under the fiberglass skin due to a compromised seal where the glass met the taftrail. Much

of the very aft planking and framing had to be removed as well along with the cheek blocks and transom knee." It appears that water got in, but found no way out, and so these areas rotted. Paul has replaced most of the transom framing, transom knee, cheek blocks and is in the process of laying the new taftrail. Major work will also include rebuilding the lazarette hatch area and cockpit coamings. All of the beautiful original mahogany hatches and brightwork were covered with epoxy/glass including the bronze companionway hatch and cover. All of the bronze hardware was coated as well and this will be removed and sent to the sandblaster. Paul hopes to have Mustang looking much closer to when she was launched in 1936 rather than, what he calls, "a large vanilla float."



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
 - Oral Histories (OH) and AV films are among the Mystic Seaport Collections
 - Rosenfeld photos are housed at Mystic Seaport
 - Levick photos are housed at Mariner's Museum
 - S&S design plans are housed among Mystic Seaport Ships Plans

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Rod Stephens also wrote many of the S&S technical plans, recommendations and maintenance 'reports'. For example, "Rigging Maintenance" dated March 1948 which advised careful inspection of all rigging, even stainless steel wire and the fittings. "As yet, there has been insufficient experience to provide a very definite idea as to the life of stainless standing rigging with swaged fittings." Or "Inspect Spreaders carefully" written in May 1948 about finding dry rot underneath the metal fittings. In January 1954 Rod wrote three pages with diagrams on "Recommended Reefing Arrangement and Procedure". In 1983 there was S&S Type Plan #R-13, "Rubber in Place of Wooden Mast Wedging" which Rod wrote to replace a 1974 version.