

Sixty-eight years after the original twenty of the class were built, #21 began taking shape in The Netherlands -- more precisely at 51° 52' 07.76 N and 4° 59' 22.38" E -- about an hour south of the North Sea where she will first find her sea legs. Pieter van der Aa, owner and builder, began his planned four year building project in 2004. He wrote he is from a family of boat builders. His business, which involves 'recycling' wood from old buildings as well as importing, no doubt will be of help in this project.

When asked why he pick the NY32 design to build, Pieter wrote that he had first seen the boat in the Franco Pace (2002) book of S&S designs for which a good friend, John Lammerts van Bueren, had written the text. Pieter had been searching for a boat he could sail with his family (his wife and three daughters) as well as race with friends. He loved the beautiful lines and decided "that it must be a NY32 to build." Van Bueren, secretary of the eight-metre association and good friend of Olin Stephens, helped convince S&S to sell Pieter the drawings. According to Bruce Johnson, S&S chief designer, this boat would use the next available number (em 5/07), so she is #21.



While van der Aa begun lofting the design and building the frames, he also looked for one of the original of the class past any rational state for rebuilding from which he could use the ballast keel, bronze fittings and parts as well as mast and boom fittings. Nevins had destroyed the keel mold as well as the construction molds after the last of the 20 contracted that first year were built. There were several candidates at that time he could choose from -- namely #7, 11, 13 and 14. All of these hulls had such

deterioration of the framing and/or plank fastenings, that rebuilding reasonably will involve setting up new molds for hull shape and essentially rebuilding to the plans. In August 2004, he looked at the one in Port Townsend, WA for sale for \$10,000. The bill of sale from Dan Bastien of Surrey, BC, was for the "vessel and all of its parts in locker #161 at the Sound Storage facility." Pieter shipped his whole purchase in a container to Holland for an additional \$4,200. He described #13 in "very bad condition" and that she took about three weeks to reach Holland where the molds were nearly ready. [see section for #13 for her earlier story as well as final survey]

In May 2005 Peter Roos, also from The Netherlands and interested in the NY32 design, visited Pieter. He wrote (em 5/05) that the new boat was built in the "wood core" method, that is strip planked with cedar and sheathed inside and outside with fiberglass cloth set in epoxy, to give a strong and low maintenance hull. Roos was impressed on the lightness of the construction. He also noted that building a lead ballast would be very expensive for environmental reasons. Roos wrote that if he were to build one the ballast would need to be redesigned, unless he were lucky enough to find one as Pieter had done.



Although he did not weigh the ballast keel, van der Aa wrote that the capacity of the forklift was 5000kg, or 11,025 lbs. At the Nevins yard in 1936, a block and tackle system was used to turn over the new hull to set on her keel.



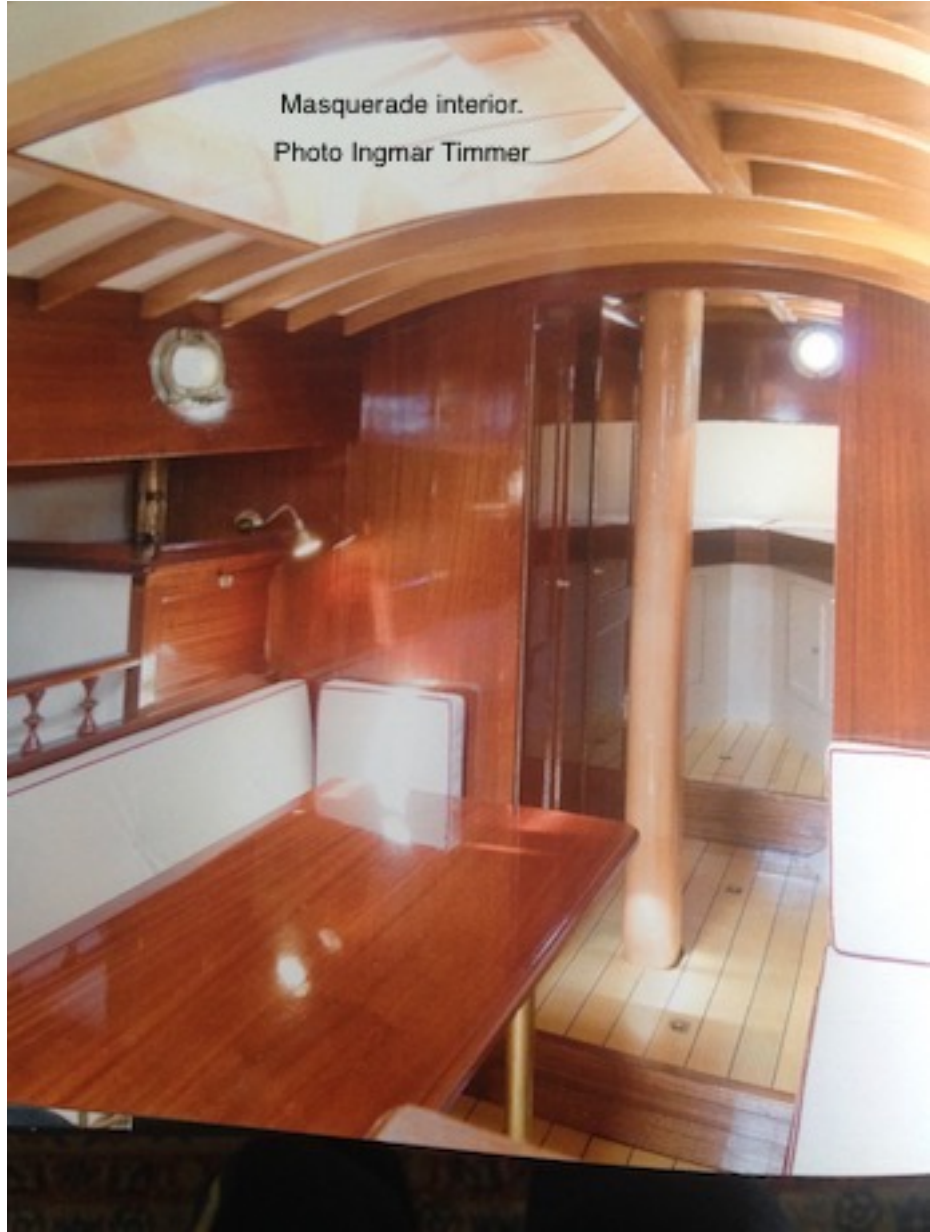
This new NY32 has the center companionway accommodation plan that was favored by only two of the original owners when built (#6 & 14). Van der Aa described the sides of the cabin house as mahogany on the interior and teak on the exterior set on oak deck beams, half the thickness each glued together. The deck is yellow cedar decking over fiberglass.



In fall 2005, after setting the new hull on the ballast of #13, Pieter emailed Olin some pictures of his progress. Olin responded "Good work on a long job. Hope you like the way she is shaping up."

Unlike the original twenty with a full yard crew working on them, this NY32 is essentially a one man building project. In his spare time, when he is not tending to his business or sailing with friends on the North Sea, Pieter works on his boat. He hoped to have her sailing in the 2008 season with new Sitka spruce mast and boom and Yanmar 39hp engine. One of part of his business is a sawmill project in Surinam, where one product is roof shingles from Walaba, a very dense rot resistant wood. Number 21 of the class was launched in 2010 with Burghsluis her homeport.

Masquerade interior.  
Photo Ingmar Timmer





Masquerade's maiden sail in Holland from Pieter van der Aa, 2010



"After completing Masquerade Pieter soon realized two things. The extreme satisfaction that building your own boat brings to you and that he wanted to have a larger yacht on which he could live and cruise after his retirement. Studying a book of yachts drawn by Olin Stephens soon brought him to Avanti, a beautiful, 56-foot S&S yawl built in 1935 but lost in a hurricane in 1954. Work started on this new yacht in 2013 " [from Pieter's web site ([PieterVanderaa.com](http://PieterVanderaa.com))]



This new yacht, named *Scarabee*, is S&S design 85 from 1935 for Walter Rothschild. Olin has called her a 'parent form' or guide for other yachts, such as *Blitzen*. She was *Avanti* and 55.8ft LOA designed primarily for cruising. Sadly she did not survive the 1938 hurricane in Padanaram Harbor, MA. (Kinney and Bourne, 1996, p 54-55) All of the NY32s have survived hurricanes, although one (#11) in Padanaram Harbor almost did not survive 1954 hurricane Carol.



In 2018, *Masquerade* came to her second owner, Dirk van der Plas of Schiedam. Dirk wrote in early April (2019) that he had first found "the Masquerade" on the internet. He was owner then of a classic motorboat with a berth at the Schiedam Marina. In the next berth was "an older guy with an Laurent Giles classic sailing yacht." A couple of years ago they were chatting and Dirk mentioned finding "a beautiful classic S&S on the internet.. a NY32." He asked her name and when he heard *Masquerade*, "he said Pieter van der Aa is a friend of mine and I made a photobook of the yacht during the construction/building." The photographer is Ingmar Timmer, who said he would send van der Plas a copy. The book arrived and became the "beginning of the struggle... my wife was against ... at first... we visited the yacht twice ... so the story was over... but during having a glass of wine she suddenly said that one only lives once ... etc.. and why



not." Dirk wrote that he immediately called Pieter and the "next day at 10 o'clock we had a meeting in the winter berth, a covered shed, and made the deal." They did not sail her or any NY32 before, but had several smaller yachts -- "most of them longkeelers, so confidence was not a problem."

They have installed a "bow-jet because she has an excentric propeller on the port-side, so motoring backwards is not easy." Although she was launched in 2010, she wasn't used a lot -- "in fact new!" The new owners plan no races, but nice trips. Recently launched for this season, they have now sailed her and all is just fine.





Masquerade deck viewed from above. Photo Dirk van der Plas.

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

Debbie Rogers, [rogsmu@gmail.com](mailto:rogsmu@gmail.com) or 401-539-2858 (2004 updated 2019)