

The first owner of NY32 #11 was Frederick T. Moses of Providence, RI. In March 1936, four of the original owners in this class became NYYC members. Moses was proposed by Russell Grinnell (owner of NY40 *Rugosa*) and Albert Bell. He was a member of the Barrington and New Bedford Yacht Clubs. By 1939, he was no longer a member of the NYYC, but he would become the Commodore of the Barrington YC for 1947-48. At his death (NY Times, April 8, 1959 obituary) he was chairman of the board of Firemen's Mutual Insurance Company which he had joined in 1911. He graduated from MIT in 1907. The title of his 1907 thesis for a BA in Chemistry was "A Study of the decomposition of Grape Sugar by Lime Under Pressure as a Process for Making Lactic Acid" (MIT reference archivist, 2006). MIT does not appear to have had a sailing club at that time.

In Worthy of the Sea, Bray and Jackson (2006) mention Moses' ketch *Malolo* being laid up in the Peirce and Kilburn yard in 1933 according to Enmons Alexander, a broker in the Providence S&S office. Alexander was writing to Olin with the suggestion that S&S hire Neilsen or MacNary "to take the lines off for you ." In September 1934, S&S drew a sail plan and accommodation sketch for F.T. Moses (design #55, Kinney and Bourne, 1996). In May 1935 an accommodation plan was drawn for the 40' LWL cruising ketch. It was a proposal and never built. Bray suggested (em '07) that Moses appeared to have asked S&S for a design based on *Malolo* and design #55 was that work. Lifting the lines from *Malolo* would probably have been more convenient or easier than asking her designer for them. *Malolo* according to the 1936 Lloyd's Register was a 38' 8" LWL ketch designed by M J Casey and built by Casey Boat Building Co., Fairhaven, MA in 1931. According to Yachting in Narragansett Bay 1921-1945 by Arthur W "Jeff" Davis (1946), F. T. Moses sold his ketch *Malolo* in 1936.

Moses, at 50 years of age, was one of seven older first owners of the class. Frederick's son, Harlan, remembered that his father had a NY32 named *Mehitabel*, but did not know why she was so named. He also recalled that to race in the NYYC cruise in that boat you had to be a NYYC member. Harlan thought he father became a member to race in that first NY32 race. The NYYC Race Committee reports show that *Mehitabel* only raced that first year. Later Frederick owned a motor sailor, *Gail Ann* according to his son.



*Mehitabel* raced in two of the 1936 NYYC annual cruise runs and also during the Annual Regatta according to the NYYC race committee report. Off Newport for August 14<sup>th</sup> where the Astor Cup raced with seven of the sisters in the sloop and yawl division. *Metitabel* was eleventh, an interesting occurrence given her sail number in what appears to be her first outing. The run on August 15 was from Newport to Edgartown where she was seventh of eleven in the class. There was no racing the next day, but she raced in the next run from Edgartown to Mattapoisett. Her place was sixth of ten sailing. The Annual Regatta on August 18<sup>th</sup> was in Buzzards Bay and she again placed sixth.

The characters “Archy & Mehitabel” by Don Marquis were popular in the 1920-30s. At one time, Mehitabel told Archy that she had been Cleopatra in an earlier life. One can wonder if Moses’ name for #11 was in some way humorous ...

In 1937 #11 became *Release* with her second owner, Melville Truesdale of Greenwich, CT. He became a NYYC member in December 1936, proposed by Clifford Mallory and seconded by Henry C Taylor. According to his obituary (NY Times, October 21, 1959), he had served as an assistant vice president of Central Hanover Bank and Trust Company, a director of the E W Bliss Company, which manufactured machinery, and was a retired stockbroker. Melville graduated from Yale in 1915. He was an ensign in the Navy during the first World War and a lieutenant commander in the Pacific during the second one. He was forth-six years old when he got this 32. He was listed as the owner in the Brooks Brothers publications through 1940.

*Release* shows up in the LIS racing results in July of 1937, but not in the NYYC August cruise. In May 1937, he had estimates by Ratsey (Mystic, Coll. 236) for a genoa in the spring (v135) and a mainsail in the fall (v119), but appeared to only have gotten the genoa.

During the war Truesdale sold #11 to Donald Kent of Philadelphia, PA, and New Bedford, MA. When Lloyd's Register resumed publication in 1947, Kent is listed and her new name was *Maane*. Llewellyn Howland (2002) recorded how Hurricane Carol in 1954 swept through Padanaram and Kent's green NY32 was dismantled. "Kent was swept off on the bridge as *Marne* went over it, and very nearly lost his life." It was Kent's son, Donald Jr, that was aboard the boat at that time (pers comms 2004&'07). He recalled very well that day and his original hope to move her out of the harbor, but had only gotten to putting an anchor out to assist the mooring. He had the engine on, but it quit in the rain and wind. *Maane* broke loose from her mooring and headed toward the causeway where power lines were shorting against other shrouds of the boats already on the causeway. He went to jump off onto the causeway before hitting when a surge wave lifted the boat. He made it off and then another surge lifted the boat fifteen feet and over the causeway. She landed in the mud. When she was re-rigged, she became a yawl with Drake Sparkman's help. The senior Kent and his wife cruised and lived aboard her as yawl in Roque Island, ME.

Donald Jr was away at school when his father bought the boat, but remembers taking the train up to sail for the day on LIS during the war. They enlisted to help look for German subs -- she got fuel and there was little traffic during the sail. They had large numbers painted on the cabin top so they could be spotted as a friendly yacht. Donald said that when his father bought the boat he sent his mother to the library to find a Norwegian goddess for her name. She was named for the chariotier of the moon, with the 'a' sounding like 'o'.

In 1950, Kent ordered a #2 genoa in March 1950 from Ratsey (Mystic, Coll. 236). From the Lloyd's Register engine descriptions, #11 had the original Gray in 1947, but had changed by 1949 to a Gray 2 3/4 X 3, which the 1961 Lloyd's also noted as "61hp".

In 1963, Skip Gmeiner, while setting up the Owners Club (see section for #2) sent Donald a list of the current owners and asked if he knew where any of the missing were and did he still own #11. Donald wrote back in December saying -- "I have had my boat for 22 years and enjoyed every one. ... I am getting to old to pull up the anchor so she may some time end up in Detroit." Skip wrote back in April 1964 that he understood that "Peter O'Neil of Toledo, Ohio, has purchased "Maane". ... That makes seven NY32's in the area." Donald wrote back to say he had not sold *Maane* and "do not presently intend to." He gives his age as 71 years old. Donald Jr says his father sold her in the 1970s when he was in his 80s and she was a lot to handle.

Among The New York 32 Owner's Club documents in Skip's file is a form for #11 which shows her name *Bellamina* written in over a crossed out *Maane*. Her owner's name (Kent) is also crossed out, but nothing is written in its place. Her topsides were green, her engine a 1962 Gray 4 cylinder and she was a yawl. Her owner according to other lists was Dan Mayka of Royal Oaks, MI. Skip had another note which said Dan had four sons ages 9-20, but with no date. In still another list dated November 1968, #11's owner is Mayka and her homeport Detroit. S&S files contain a May 1968 letter saying NY32 #11, a yawl, had lost her drive shaft and propeller. Fred Stacy of Pellston, MI, was writing to request information on the thickness of the shaft, size of propeller and reduction gear for this boat with a Gray 4 engine. In a June 1981 letter, Skip listed where the boats were known to be, #11 *Ballamina* "was in the Detroit area but now believed to be in Florida." There were nine boats listed.

An ad found among Skip's files was noted "NY-11" The page is not dated and seems to be the lower portion of a page showing six sailboats. The ad reads -- "1936 Sparkman & Stephens NY 32, built by Henry Nevins, City Island, NY for NY Yacht Club, Perkins diesel, Herth trans, all rigging, sails and original parts, boat sound but needs to be restored, \$8700 obo, 813-934-2370..." Written next to the ad, which shows a white hull and dark bottom, is Neptune Marine and Tarpon Springs, FL. There is also a note saying "New Perkins diesel 70 hrs" on the page. It appeared that someone called to learn more details.



Randal Currelly of Neptune Marine in Tarpon Springs, FL said he and his brother bought #11 at Port Tarpon Marina in 1983-4 when she was out of the water. They recaulked her and got her in the water. They worked on her in the water until they bought a yard of their own where they hauled her. He mentioned that after they had owned her about six years, a former owner stopped by the yard. He had seen her mast from across the harbor. He had called her *Bellamina* and under that on the transom was the name *Maane*. When asked why they bought #11, Randy said it was a combination of the S&S design and the price. She has unique

lines -- the "Cup look" -- "cuts through the water like a knife" and was "made back in the day when designers were designers." He said that the prior owner was from Tennessee and a welder at a nuclear power plant. He said there was a packet of papers that went to the next owner, who bought her from the ad.

Jim Alton remembers looking at #11 and supplied the ad and photos he took of her on his visit. The photos are dated September 1998. Jim recalled that the "poor girl was in terrible shape" (em '06). Her interior at that time looked very original compared to the design plans and photographs during the construction at Nevins yard.



Victor Bender, an electronics engineer, bought her and she moved from FL in December 1998 to Marion, MA. This brought her back to Buzzard's Bay where the Kent's had kept her. He said that Randy said he had sailed her the year before she sold. The mast broke on the trip north due to worm damage and rot. The mast hardware was later sold to the owner of NY32 #20 for her new sloop rig. Vic took the interior out so work could be done to replace the horntimber and planks also worm damaged. She went to the Wooden Tangent yard in Mattapoisett, MA, where they replaced the horntimber and several floors. She was there several years when she was surveyed in 2004. She had cracked frames with marginal floor timbers and was out of shape. The survey concluded that her restoration will be a major project. She had no engine. Her name was to be *Night Wing* according to Vic. He said that the packet of papers from Randy never made it with the boat.



Stepping back to March 1936 when the inspection certification was brought up by the class committee stating additional costs were needed for additional frames to comply with the racing rules. There are two related items from mid-March about certificates of inspection. On March 13<sup>th</sup> the Chief Measurer of Lloyd's Register of Shipping, James French, wrote NYYC Secretary Cormack confirming the secretary's morning visit. They had talked about the twenty 32-foot sloops being build by "Messrs. Henry B Nevins, Inc". Apparently, Cormack was there to explain that due to a misunderstanding on the part of the Committee, the matter of inspection had been overlooked. Mr. French closed with the following:

"In the circumstances, have pleasure in stating that the Society's Surveyors will be authorized in this instance to inspect the vessels during construction, in accordance with the Rules of the New York Yacht Club, with a view to Certificates of Inspection being issued upon completion.

The Society's fee will be \$100.00 for each yacht in addition to which the Surveyor's expense will be charged."

On March 14<sup>th</sup> there was a Class Committee memorandum to the owners. The members of this committee were given as Robert Bavier, Charles Havemeyer, John Shethar and Junius Morgan, chairman. At the time, they were the owners of #19, 2, 1 and 20, respectively. The note points out that as they know, the boats were designed as cruising boats intended primarily for racing as a one-design class and in various open races for cruising classes. It reminded them that in order to qualify for races like the Astor Cup, it is necessary under NYYC rules to have certificate from the classification society that construction complied with scantlings of the Club. These were stated to also be rules of NAYRU and YRA of LIS. However, to secure this necessary certificate, two additional frames by the mast had to be installed. This the note explained this was needed to comply with technical requirements of the rule. The cost under an estimate from Nevins was to be \$50 per boat. The committee said they thought this estimate to be reasonable. Owners, therefore, should notify Mr. Nevins by March 19<sup>th</sup> to not delay construction and take advantage of his estimate. They said that the Committee had also arranged for Lloyd's to issue necessary certificate for \$100 per yacht ("very much below their usual charge") and that there would be no further charges in connection with such a certificate. The memo urged the owners to authorize installation of the two frames and to get the certificate. They suggested that the

resale value with the certificate would more than compensate for the cost of procuring it. Nowhere does the committee mention the "surveyor's expenses" Mr. French of Llyod's stated would be charged.

In a "Memorandum for owners from Class Committee" dated June 30, 1936, they stated that --

The Race Committee and Measurer of the New York Yacht Club require that all boats of the class be measured in order to take part in squadron runs either in the cruising or racing division.

To race in the cruising division requires certificate under Cruising Club rules.

To race in the racing division requires certificate under NYYC rules.

Floatation and other measurement marks called for by New York Yacht Club rules shall be attached to boats before measurement. They should be placed in accordance with designers specifications and certified by the yard attaching them.

The Cruising certificate can be issued on measurements taken with the boat in the water. Issuance of a N.Y.Y.C. certificate requires the boat be hauled to have necessary marks affixed.

In applying to have your boat measured please communicate with the Secretary at the New York Yacht Club, 37 W 44<sup>th</sup> St. who will then get in touch with the Measurer. The cost of the measurement will be \$20 for both certificates.

The first mention in the Ratsey Collection (Mystic, Coll. 236, v119) of the "N.Y.Y.C. ODC" or the NYYC 32 footers" as they were usually noted is an estimate for Sparkman & Stephens. It is on a page dated December 1935. The estimate work includes listing each sail -- "Mnsl, Jib, Genoa, Spin., Fore Staysail" -- as well as "stops & styopo & covers". It appears that Ratsey wanted this order. A note on the 1935 estimate page -- "say summer price" -- together with the fact that if the estimated cost of each of the four sails is totaled (\$1155), it exceeds the column ending with "Nett \$750" would suggest their desire for the job. An 1938 estimate for these 4 sails & cover (v 120) came to \$1245. A storm jib and trysail were estimated in 1938 at \$65 and \$90 each.

The cost per boat was the \$11,000. That was Nevins' \$10,500 to construct (low bid of three builders bids) plus S&S \$500 to supervise and included sails from Ratsey (main, working jib, Genoa jib & Rule spinnaker; see end of section for #1 on when sails changed from an owner to builder cost). Then an additional \$50 for the extra frames, \$100 for the Society of Surveyors, and \$20 for both certificates, bringing the cost to \$11,170. This did not include other items such as stantions & life lines (\$130), storm trysail & jib, varnished spars (extra \$35 rather than painted), the switch track for trysail (\$48), etc ... *Mehitabel* was surveyed June 29, 1936. It appears that Moses agreed to the additional frames and observing the 1936 photo of *Mehitabel* sailing, she had stantions and life lines. It is hard to tell from the photograph if her mast was painted or varnished.

In the spring of 2004 the Rogers' family bought #11 and took her to RI where they hoped to slowly work on her restoration. In 2005, they found and brought to RI *Mustang's* old /wood mast. The idea was to have the hardware from the mast from #17, before she got her aluminum one, to use in making one to return her to the sloop rig. At that time, they were also the owners of #18, *Gentian*, which they sailed and raced in Castine, ME, with others of the class. *Mehitabel* has both exterior ballast blocks (1000 pounds added by Nevins in 1939, see section for #9) and much original Nevins deck hardware.



As plans sometimes change, *Mehitabel* is still on the hard in RI awaiting her total restoration by a future owner.

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  
-- Rosenfeld photos are housed at Mystic Seaport



