

The original owner of NY32 # 9 was Henry H. Anderson. He had become a member of the NYYC in January 1935, being proposed by Clinton Crane and seconded by Philip J Roosevelt. Henry was also a member of SCYC, CCA and NAYRU. From 1931 to 1935, he owned and raced a Herreshoff S-boat named *Clotho* (Brooks Brothers lists). He raced to Bermuda in 1928 aboard his father's Alden schooner, *Trade Wind* (Loomis, Ocean Racing, 1936). A Yale graduate in 1916, Henry was forty-three years old when he got his NY32. The NY32 class address list for 1937 notes he was the class secretary.

Henry's obituary (NY Times August 17, 1945) said he had been a vice commodore of SCYC and chairman of the rules committee of the YRA of LIS. During World War I, Anderson was a major in the 8th Cavalry on the Texas border. In 1922, he graduated from Columbia University Law School. He was with the law firm of Gasser, Ferris, Hayes and Anderson in NYC. With World War II, he served in anti-submarine duty and marine experimental work on both East and West coasts as a Lt. Commander in the Navy. An ad for the Jacobsen Shipyard, Inc. in Oyster Bay had a picture of #9 and a note –

"The owner of "Clotho" is well known up and down the eastern coast as an intrepid skipper. Now he's on Navy combat duty. His duties are secret, but his skill and stamina are not. Where ever he is, he'll be right up front at the finish. In the meantime the CLOTHO is snugly cradled with us." (Yachting , March 1943, p15)

One of his sons, Henry Jr, known as Harry, said the name *Clotho* was for one of the three Fates (pers comm, 2004 letter), but he didn't know why his father picked that name. Clotho is the one that spins the thread of life. Harry, was born in 1921 and started racing when eight or nine years old (Mystic, OH 90-8). In this oral history recorded in 1990, Harry said that his father was an active racing person. He related how Rod Stephens stayed at his family's house back in the Thirties.

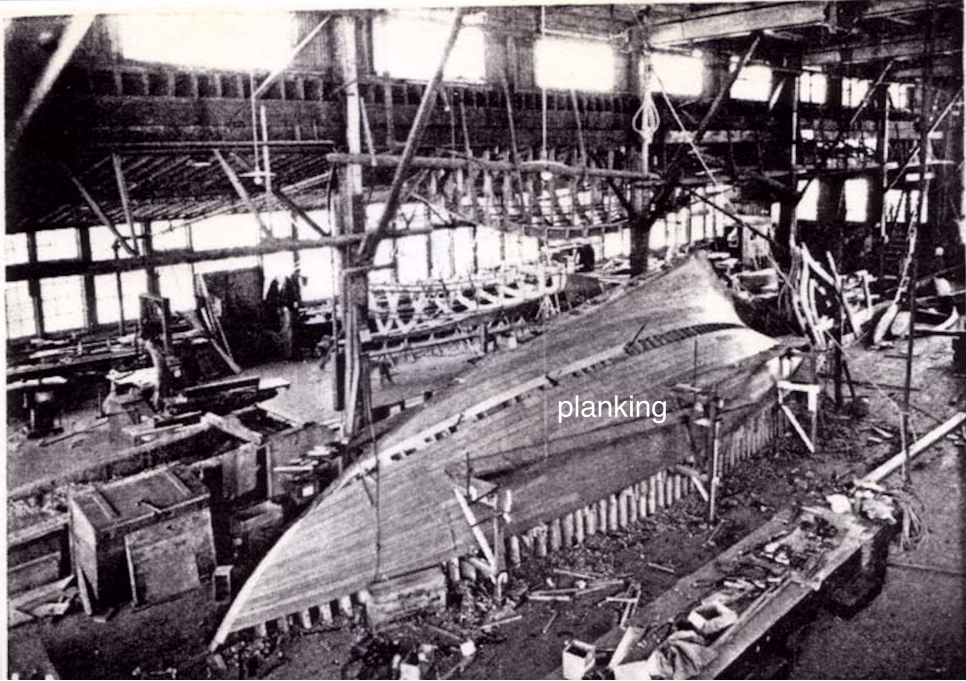
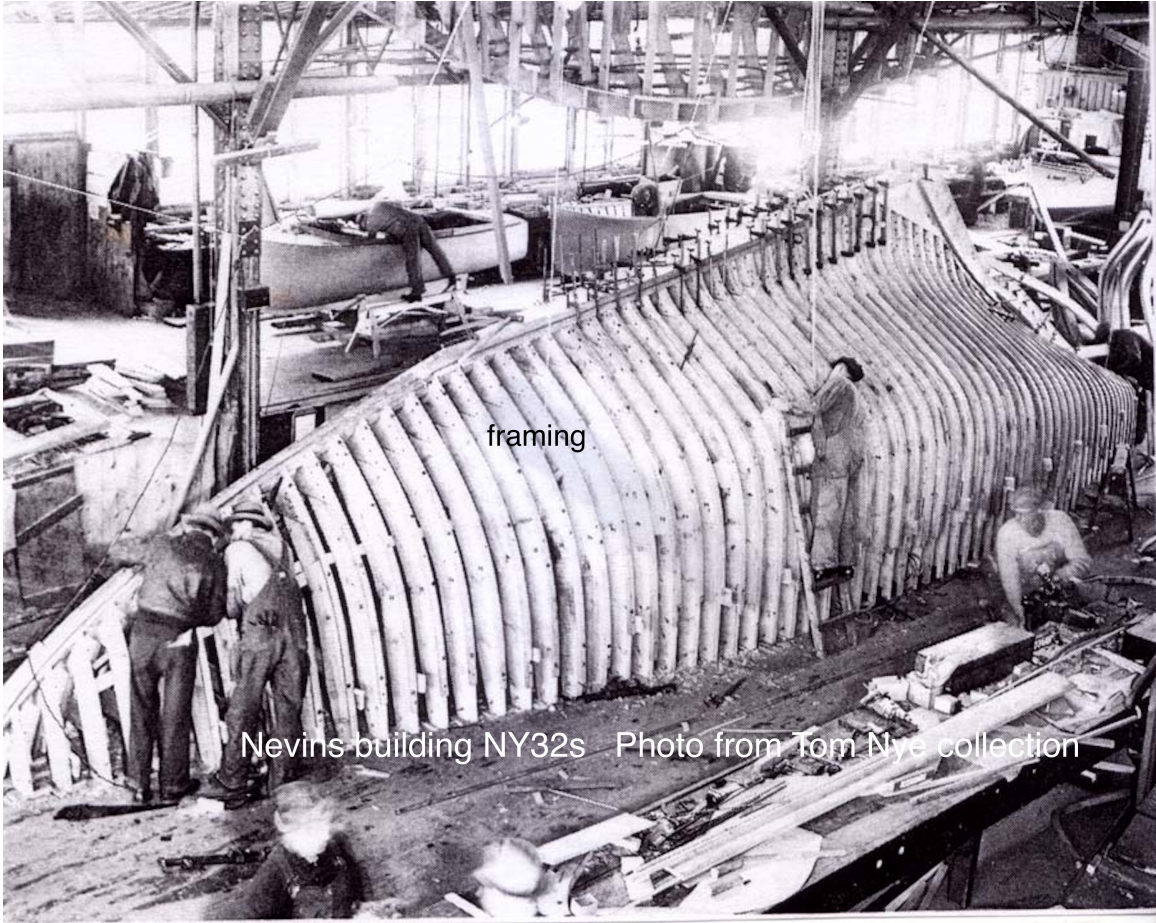
"In one bathroom there was always Rod's toothbrush there whenever he popped in. So, I had the good luck to get to know him as a youngster and sail with him once in a while. He was in the afterguard of Vim when I was crewing on Vim. And, of course, such an agile fellow, he was famous for shinnying up a mast by himself without a bo'sun's chair." (p20).

Harry's first Bermuda race was aboard George Roosevelt's *Mistress* in 1936 and he remembered the minor hurricane that hit the fleet on the way down. Harry was the first commodore of the SCYC junior YC in 1937 and recalled racing every day and then with his family on the big boats on weekends. Many of those he raced against during the week (SCYC vs Cold Spring Harbor, etc), he then raced against in college -- he at Yale, Bavier at Williams, Nichols at Harvard and Mosbacher at Dartmouth. He said that

NYYC cruises had 13-15 NY32s "hitting the starting line as a class." Harry mentioned the match racing week with Marblehead YC vs. NYYC at Marblehead. There were a pair of twelve meter boats and a pair of NY32s racing. On one of the family's cruises to Maine on *Clotho*, he remembers stopping to see Clinton Crane at his summer place in Dark Harbor. (OH 90-8)

In the winter of 1936, Harry wrote (04 letter) "the routine on Saturday mornings was to drive with father and my brothers from Roslyn, Long Island to City Island" via the Clausen Point ferry as there were no bridges.

"It was a site to see what probably was the first mass production large boat belt line -- not quite the match of Henry Ford's -- with framing being laid up over an upside down mold and the planking attached. Then the hull was turned right-side up to install interior and the deck..."

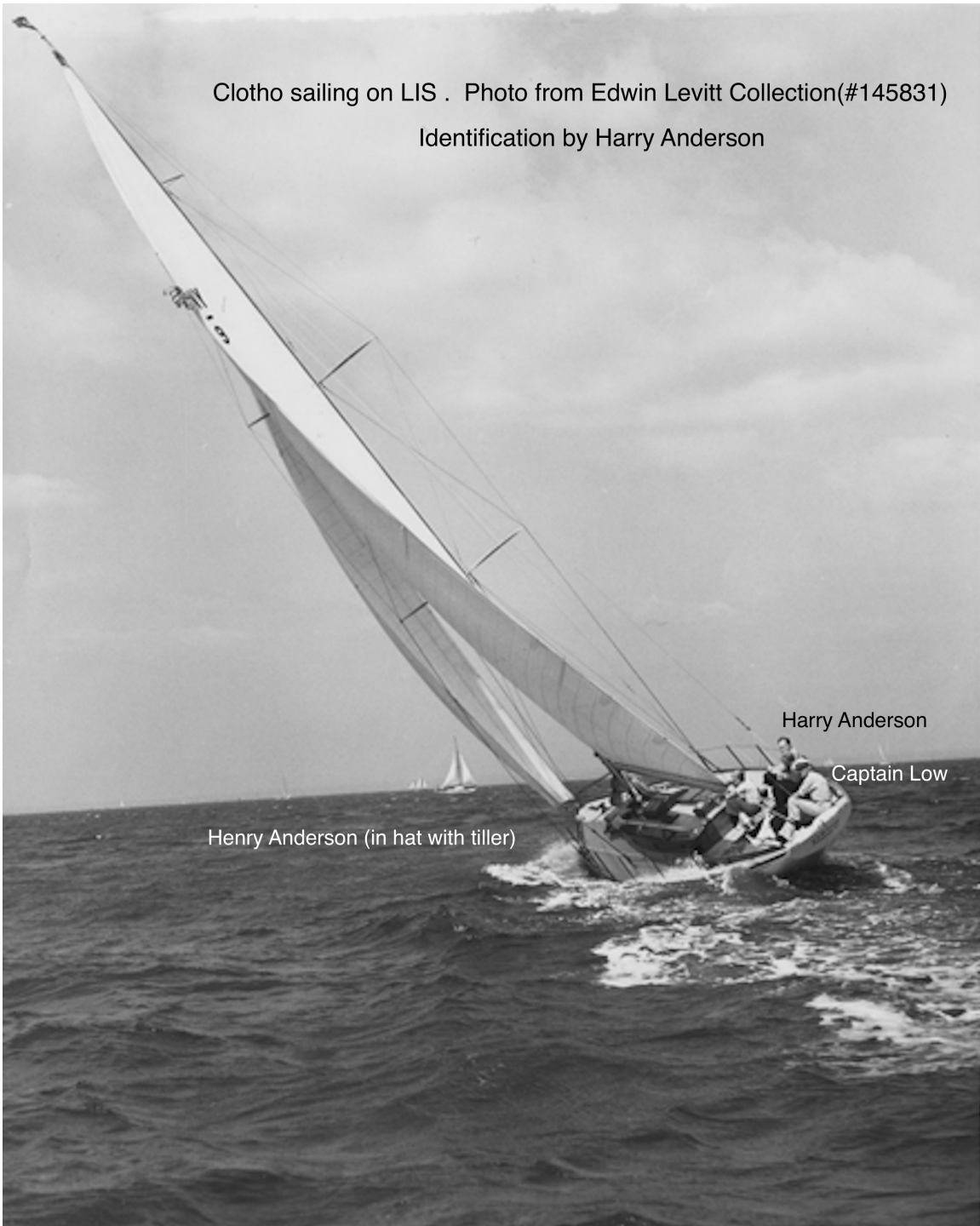


Harry remembered watching the adze man -- "top in all New England's shipyards" -- hollow out the mast sections. "Two sets of long planks were glued together in pairs after which the adze man straddling a pair would hollow out the sides. When a second pair was finished they were glued edge to edge with resorcinol glue, heated in a pot, and the outsides rounded with an adze. "

In his letter (04) Harry called the 1936 NYYC cruise "memorable" when

"five or more Class J-Boats -- US defenders and UK challengers for the America's Cup --started off Newport in a new northwester. Fifteen minutes before the downwind start the wind shifted, and when WEETAMOE was in the process of jibing, the crewman walking the running backstay aft to hook it in did not make it before the main boom crossed over. Without the runner hooked up the top of the mast, of course, whipped a foot or more with the result that the crewman was on the end of a bull whip and yanked up into the mainsail from which, fortunately, he was bounced off into the water clear of the deck."

That cruise ended in Marblehead where, Harry wrote, his father and the owner of another yacht "after dinner figured why not cruise on down to Maine." They borrowed some charts and took off. "A week later when father had to return to his law firm in NYC, he turned CLOTHO over to me and we spent another couple of weeks scouring the coast -- not entirely without supervision as Capt Low, who had worked on my grandfather's schooner TRADE WIND, was the pro aboard."



The weather for the last day of the Larchmont Yacht Club Race Week was July 25, 1936 with *Clotho* winning her class of ten was was sunny with a “splendid breeze.” (Robbins, NYT 7/26/36). *Rampage II* led her off the wind, but *Clotho* passed her on the windward leg finishing two minutes and fifty seconds ahead. 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 the July 25th start as shown in section for #12 abd 20]

While four of the class were racing to Bermuda in 1936, *Clotho* turned in a second in the seventh race of the YRA of LIS at the New Rochelle YC (John Rendell, NYT June 28, 1936). Three of the 32s raced that day as did three of the 30s.



Clotho was one of six NY32s that raced in Division III on the American YC first day (August 9, 1936) of their cruise to rendezvous with the NYYC in New London. This was a 27.5 mile course with the results (Robbins', NYT August 10, 1936) showing all the 32s beating the Paine 36, *Actaea*. *Clotho* beat her sisters in this mixed class with *Valencia* second. This was the reverse of the first day's racing of the six sisters in their own class. The NYYC racing began July 18 and included races for the J-class off Newport. The fleet had gathered in New London August 12th for the Annual Cruise racing to Newport on the first leg of the cruise. The J-class had several special races in Newport. In this year the Annual Regatta was incorporated into the Annual Cruise. In the first four years of the class racing, *Clotho* appeared more in the first year. Of some 24 races (tallied from the news reports) among the Long Island Sound clubs, *Clotho* placed first twice, second six times and third once. She did not appear in any of the 24 class races in 1937. In 1938 of the 27 class races, she took four seconds and two thirds and only a first and third for the 1939 season of 15 class races.

In 1945 Jack Shethar purchased #9 of the class, renaming her *Sylvia*. He was the first owner of #1 of the class, *Valencia*, and very active in getting this new class organized. *Sylvia* stayed in the NYYC with Jack. With his daughters Lois and Sylvia (Rusty) among the crew, #9 won the Astor Cup that year. She raced in the NYYC cruises in 1946 and 1947, mainly against *Sapphire*, then still with her first owner. In the spring of 1947, Jack ordered new sails for the NY32 from Ratsey (Mystic, Coll. 236, v. 162) --mainsail, jib, genoa, CC spinnaker and balloon spinnaker.

The first run of the 1947 (Race Committee Report) NYYC Annual Cruise was 80 miles from Glen Cove to Fisher's Island on August 1-2. It was an evening start in light southwest winds and clear skies. Four of the NY32s raced with *Sylvia* completing the run in seventeen hours and forty-two minutes and *Lord Jim* nine minutes later. *Sapphire* finished almost an hour later. *Maane*'s time of 21 hours and forty minutes was reported as 'taken by yacht'. *Mustang* does not appear among the results of this cruise because she was not yet back from her cruise after the Halifax Race in July.

The second run took the fleet from Fisher's Island to Newport on August 4th in light (6mph) southwest shifting to south winds for the 36 miles. On this run it was *Sapphire* finishing first in seven hours and forty-nine minutes and *Sylvia* almost six minutes behind her. They were followed by *Windward*, *Lord Jim* and *Maane*. These five raced with seven other yachts for the Navy Members Cup off Newport. *Gypsy* won the Cup. *Sapphire* was third, *Sylvia* fifth (after *Starlight*), *Windward* sixth and *Lord Jim* seventh.

The NYYC fleet in 1948 included six of the NY32s -- #3, 9, 12, 13, 15 and 17. With her new owner John Lyons, she became *Pavana*. She raced with *Sapphire* on the 1950 NYYC cruise and for the Una Cup. They raced with other yachts in mixed class that year. Her picture in Southport Harbor drying her tan mainsail was in the 'picture section' of The Rudder for December 1951. There was also one of her interior showing her half model in the main cabin. The caption says "Pavane" is owned by John R. Lyons of Greenwich, CT. Her name, by definition, refers to a slow and stately dance, but there seems no way to know why John so named her. *Pavane* and *Notus II* took part in the Indian Harbor Cruise to Greenwich and then Northport on July 14-16, 1950 (Yachting, September, 'LISoundings').



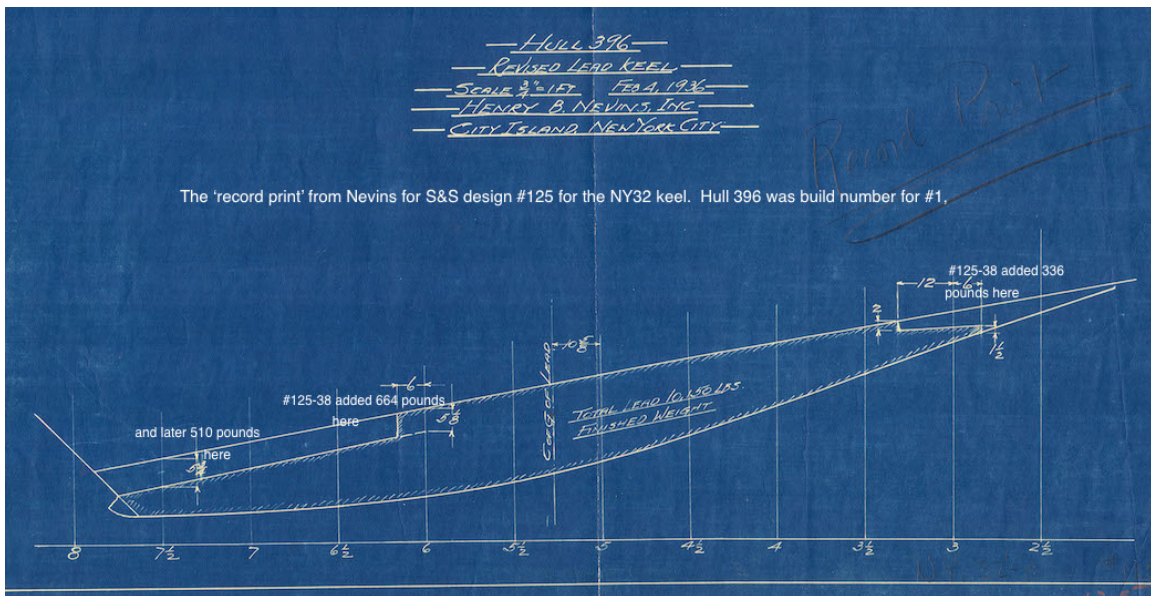
Among S&S files for the NY32 class is a March 1949 letter from Rod Stephens to John Lyon with a NYC address. The letter was to tell him that “Nevins records indicated that the outside ballast recently added to PAVANE weighed 550 lbs.” Rod added that if “you have your inside ballast total 350, you would then be carrying the 900 additional that has been standardized on MUSTANG and quite a few other 32’s for the last couple of years.” This was the last change to the original lead ballast keel design for the class. The first changes occurred between S&S plan #125-11 drawn by Rod on January 20, 1936 showing location, center of gravity and a weight of 10,200 pounds. The record print of the keel by Nevins dated February 4, 1936 shows slight change for the center of gravity and a weight of 10,150 pounds. The class committee, Shethar, Havemeyer and JS Morgan, set the rules for the yachts when sailing in a one design class which allowed for up to 200 pounds of internal ballast. These rules were amended in early June by adding the underlined as follows to the equipment paragraph about ballast.

"Beginning June 13, 1936 one thousand pounds of inside lead ballast shall be carried under the cabin sole between the after ends of the main cabin transom and the toilet room bulkhead. Up to two hundred pounds of additional inside lead may be carried wherever desired."

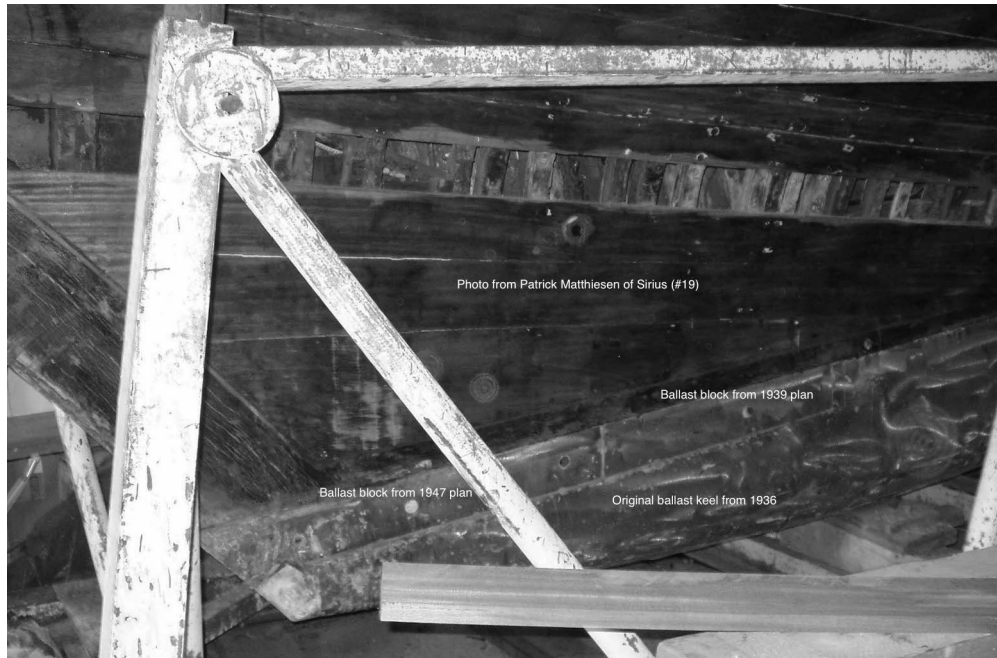
This was apparently to address some “tenderness” and “helm concerns” among the earliest of the class sailing and racing that was noted in some of the news articles. Design plan #125-38 (dated February 20, 1939) showed where 1000 pounds of lead

could be added to the deadwood in two blocks – one aft of 664 pounds and one forward of 336 pounds. This addition was reported in that year's The Rudder in the April issue. However, the discussion among owners of moving the 1000lbs of lead from inside to the keel was addressed in a late December 1938 letter to the designer, Olin at S&S. It was by Arthur Page (from his files) suggesting advantages and disadvantages with questions such as would it weaken the boats or split the class (some owners do and others not. Olin wrote back the next day that it was his opinion that the change would make the boats "stiffer and consequently faster" and that it "should help the boats and could not possibly hurt them..." Olin added on the question of splitting the class -- "To my mind Mr. Nevin's figures are quite reasonable. On the other hand I agree with you 100 per cent that it would be a mistake to do it if the whole Class did not follow along and it also appears to me that it will be difficult to persuade all of the owners to do it. I have talked a good deal with Jack Shethar about this change and have tried to stress that point." By that time, two of the class (#5 & 6) had moved away from the Sound.

A notice dated January 26, 1939 from the class committee, Page, Havemeyer and JS Morgan, reported that a meeting of the class had been held January 19th at the NYYC where "it was unanimously decided to put 1,000 lbs. of lead, now carried in the bilge, in available places in the dead wood of the keel, one casting forward and one aft." They further stipulated that Nevins should make the castings with specifications for placement drawn by S&S and labor of installing could be done at Nevins or any other yard. The Nevins cost for making the castings was \$120. For making and installing the castings, Nevins figure was \$275. These figures did not include any thing for lead because it was expected that the 1000 lbs inside would be given to Nevins. The committee stipulated "that the work should be completed before the middle of July," and for class races the present inside ballast would be carried.



This plan was again updated in 1947 to show where a 510 pound block could be added aft of the earlier one. In addition to #9 of the class, #4, 17 and 19 are known to have all three additions to their ballast. In 1947, plan 125-45 was added giving displacement calculations for 32-ft and 33-ft waterline lengths (see section for #4). Over the years with changes in ratings and rigs, some of those that did have Nevins add to the ballast in 1939, may have had some of it removed or modified.



In 1952, #9 moved to the NY Athletic Club and City Island Yacht Club with her new owner George Hoffmann. He named her *Salty*. George raced her in local LIS races. George wrote he owned her from 1952-1958 (letr '05) and sold her to "a gentleman from Georgia, and after his yachting era, was bought by Dr. George Erdman, who was also a member of City Island Yacht Club.." In the 1953 *Yachting* August issue *Salty* was fourth in the NYAC Block Island Race July 10-11th and won class B in the September Stratford Shoals race (November, *Yachting*). In 1954, Hoffmann wrote to S&S (letter from their files) asking for feathering propeller recommendations. The 'LI Soundings' column by Taylor in September 1954 *Yachting* reported that the Hoffmann brothers finished one-two in class A in the City Island YC day race on August 31st. George was first with *Salty* and Paul second with *Cayuga*, his 8-meter.

According to the 1957 Lloyd's Register, *Salty*'s new owner was David Morrison with her homeport City Island. She had 1954 Gray 25 hp engine at that time. In the 1958 Lloyd's Register her homeport had moved to Savannah, GA. David's son, Bill (em '06 -

'08) said his family owned *Salty* from 1956- 1964. He still had the original bill of sale for \$21,000. He wrote that his dad had “an active commercial real estate business” so didn’t think he cruised much. He did race in at least three ocean races based on a collage wall in the Savannah house built in 1968 – “he sold the boat and built the house”. The lower left corner of the wall above the half model is the 1960 Bermuda Race plate. Below the model are two BBYC Sir Thomas Lipton Challenge Cup Race pennants. One is for the 25th Race in 1958 and one for the 26th Race in 1959, where *Salty* first in Class A. The other two round ones are for the 1958 and 1959 Miami to Nassau Race, where she placed first in class in the latter. The photo on the lower right is probably of the Bermuda Race crew. Bill says his dad is the one holding the tiller (third in from right). Bill remembers hearing about the 1960 Bermuda race -- oil covered sails and a cracked mast returning at a bridge that was supposed to be high enough, but wasn’t -- and other ocean races his father did with *Salty*. Morrison ordered sails from Ratsey (Mystic, Coll 236) in October and December 1957 (v171) -- spinnaker staysail and storm trysail, respectively, in December 1959 (v172) -- storm jib, and in September 1960 (v173) -- mainsail and working jib.



There were five of the NY32s in the 1960 Bermuda Race, a very rough one, and well described in Berth to Bermuda (Rousmaniere, 2006) . There were three in Class B -- #10 a yawl, #19 and #9 – and two in Class C -- #1 and #13 – all based on ratings. The results reported in the August Yachting showed *Salty* finishing 25th in class B. A copy of the crew list (Mystic, Coll. 303) gives *Salty's* crew as David J Morrison, owner,

skipper and navigator, Dr. Thomas Amburgey, James Daniell, John H Baker, James Ryals, R M Hanckel, Saul Krawcheck and Sherrill Poulnot. The last three hailed from Charleston, SC, while the rest of the crew was from Savannah, GA. The race was Poulnot's, a retired Charleston pilot, first and only Bermuda Race (pers com '05). He remembers the race to Bermuda through a "hell of a storm" with apparent differences between the GA and SC crew in tactics. In the rough weather, her deck leaked. Sailing back Poulnot said they met up with a 20 mile wide by 75 mile long bunker C oil slick from a tanker that broke in half off FL. To get home they had to sail through it -- a "real mess!" and sliding on the foredeck to get the sails down.



With her next owners *Salty* moved back to City Island. Lloyd's Register shows the owners as Drs. George Erdman and W. Arthur Staub in the 1966 edition, but just Dr Erdman for 1967. Among Skip Gmeiner's collection from the New York Thirty-Two Owners Club are letters from 1965 and 1966 from and to Dr. Staub. Staub's are on CIBA Pharmaceutical Company stationery with a Summit, NJ, address. His home was in Westfield, NJ and *Salty* was at the City Island Yacht Club. In June 1965, Staub wrote the "Commodore, Detroit Yacht Club" with word that *Salty* was for sale and listing her equipment and improvements. He stated that she had "not been listed with a broker, since I wanted to make this information available first to members of your yacht club.... Knowing of the intense interest in the famous New York-32 Sloops in your area.." The

DYC commodore that year was 'Toot' Gmeiner , owner of *Apache* (#2) and father of Skip Gmeiner.

Looking at the list, there are sails by Ulmer from 1961, 1964 and 1965 as well as some by Ratsey from 1961. *Salty* had a new mast in 1961. She had both a wooden spinnaker pole and a new 1965 aluminum pole and adjustable SS track hoist. The standing rigging and halyards were also new 1961. Her engine was a gasoline 32 hp Gray from 1962 with less than 200 hours. The decks were fibreglassed in 1963 and the cabin house top fibreglassed in 1965. The entire hull (bottom and topsides) were wooded in 1965 and the exterior bright wooded was in 1964. In 1965 the boom was wooded with a new #3 Merriman winch for the outhaul installed. She had an extra tiller and new cockpit cushions in 1964. The list says she had a new head in 1965 and a new instrument panel in 1964. Their asking price in 1965 was \$26,500 according to this letter. .

On January 13, 1966, Staub wrote to Skip Gmeiner at the NY32 Owner's Club to say that *Salty* had not been listed with a broker

"due to the fact that I am not settled in my own mind as to whether or not I wish to sell her, I am nevertheless interested in information pertaining to the general price range at which the selling price is not only in your area but from information which you may have received through the NY-32 Yacht Owner's Association. I understand that three or four NY-32's were purchased in your area within the past three years, and without your divulging any confidential information regarding the names or owners of these particular boats, I am interested in knowing within the general price range at which they were purchased.

Helpful in this information would also be some general idea as to any major rigging changes that were made on these particular boats that may have added to their desirability as well as any major equipment that may have been found on them above and beyond the usual electronic gear..."

On March 1st , the secretary of the owners club, Skip, wrote back having found some general selling prices for four of the class members in the area. He wrote --

"Tigress #NY4 was sold for approximately \$20,000.00 and needed some cubby work including a new deck. Dauntless III #NY15 was sold approximately the same time and sold for a reported \$24,000.00. Her condition was better and didn't require much work. Gentian #NY18 was sold at approximately the same time. She had been in a shipyard for several years out of the water and needed extensive work including completely rebuilding the aft stateroom. She was sold for a reported \$17,000.00. At the present time, Falcon #NY6 is for sale and they are asking \$18,000.00. She is the only New York 32 with a center entrance hatch. This, of course, eliminates the privacy of the aft stateroom and

consequently, the selling price will eventually be \$16,000.00. She does require some work although she is structurally sound.

As to future changes, such as rigging changes, Tigress is a mast head rig and this didn't affect the selling price. In her performance in the last two years of racing against six 32s, she has finished second both years. Other changes to increase the desirability of these boats, have been electrical refrigeration and some galley changes although the most important thing, we find, prospective owners are looking for, is good maintenance and a good racing record. Some owners contend that a good NY32 with a good record and in good maintenance condition should be able to bring \$30,000.00."

March 10, 1966, Staub wrote to Gmeiner that *Salty* was listed with the Tripp Agency and an ad was in the March Yachting. He explained that their reason

"for offering SALTY at this time is entirely a matter of our wishing to get into fiberglass since, as physicians, my associate and I are finding it more difficult each year to muster the necessary time required for fitting out. Consequently, our actual sailing season appears to be getting shorter each year, as we will not launch until the boat is in "Bristol fashion."" He also mentioned her racing record specifically "SALTY won the SORC in 1962 and finished eighth over all in the 1960 Bermuda race. Her other winnings over the past several years have been too numerous to mention."

He noted they wished to net about \$23,500.

Salty was purchased at the end of the 1975 season by Arthur Bartley according to his son, Skip, and she is still in their family (pers com '05). Arthur had sailed aboard *Tenderly* (#10) with Rod Hickey against George Hoffmann and *Salty* in LIS races. Skip recalled that George and his brother Paul were avid racers. *Salty* returned to the NYYC in 1983 and raced in the club cruises in 1983, 1985, 1989, 1990 and 2000. She with both father and son aboard and Prentiss Cushing among crew met with three other 32s – *Falcon*, *Raider* and *Vitesse* – in Oyster Bay for their 50th Reunion in 1986. [see section for #5 for more] Also there was *White Wings*, an Alden design built in 1938. Skip recalled that one of the Gmeimer sons helped to free the main halyard hoist by climbing through the jumper and on to the mast top. *Salty*'s newest mainsail is (nice 'crunchy' sound) from UK Sails and Tom Nye on City Island in 2006, replacing a 1981 sail. Both father and son were commodores of the Douglaston Yacht Squadron (web site '07). The DYS Newsletters at the site has had several *Salty* stories. She was the 'cover girl' of the 1993 winter issue of this newsletter, High Tidings.

In a 1992 DYS Newsletter Prentice Cushing described " The Sappho Race: A TILLER BREAKER". The Douglaston Yacht Squadron was founded by the Douglas of America's Cup *Sappho* fame.

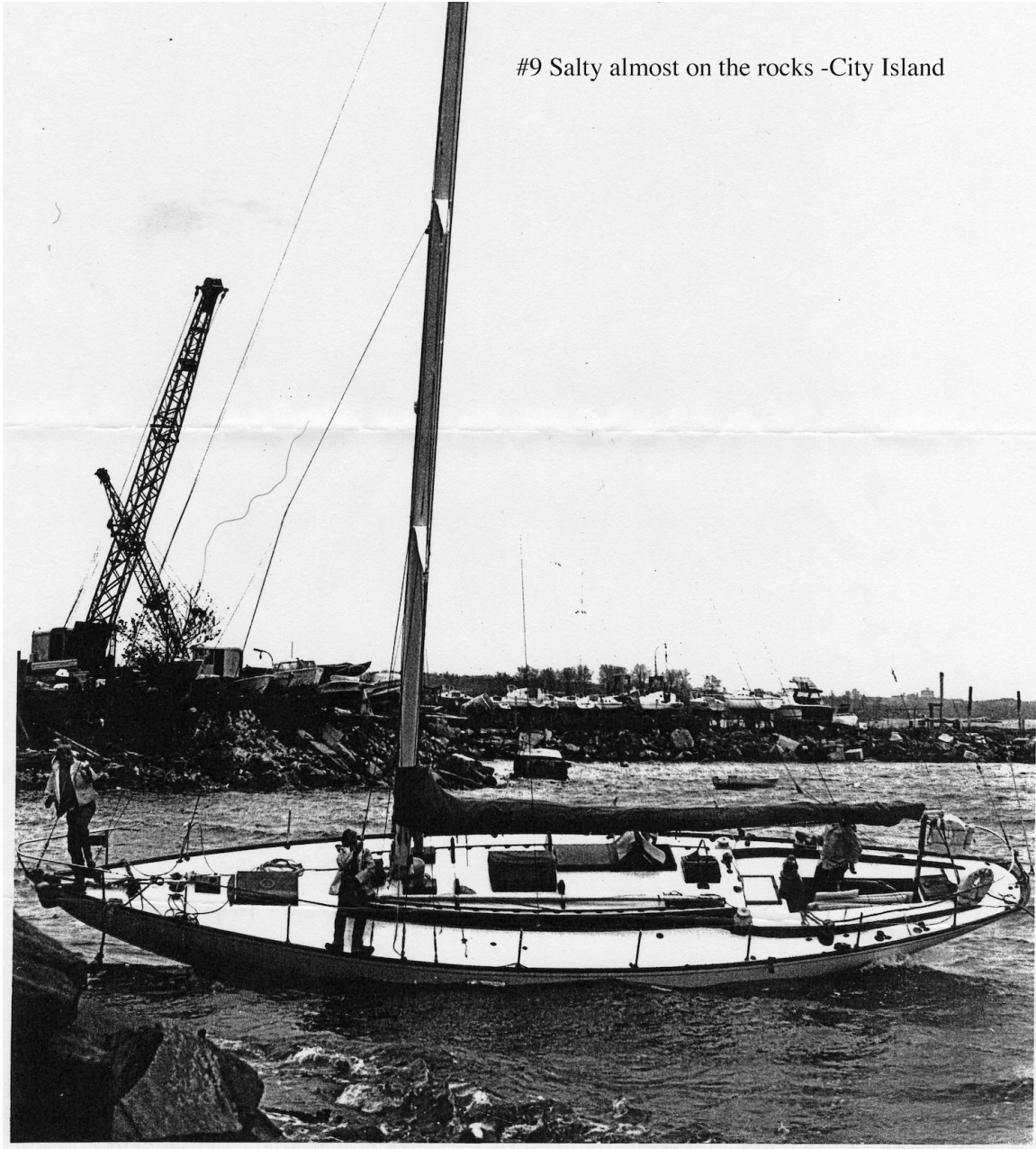
"The 30-knot breeze (gusts to 40, some say), a full main and small jib pushed *Salty* onward beautifully and, while watching some go-fast yachts tearing up spinnakers, we realized once again that Rod Stephens and the Nevins Yacht Yard did know a thing or two about sailing yachts. The second mark found us five minutes behind the leader, who owed us an estimated 17 minutes on corrected time (scratch sheets were in the same category as Sailing Instructions non-existent). When we arrived at the infamous jibe mark we were less than three minutes behind and savoring the sure-to-come victory of the 56-year old *Lady*. Alas, age showed up in the form of an over-stressed tiller which broke trying to overcome a monster main and small jib which weren't cooperating in heading off the wind. "Bang" went the string of Skip's heart as another Sappho trophy eluded him. Moral victories are fine, but silverware is better; anyway, it was a great sail."

Salty's crew for their last race in October in Manhasset Bay was described by Deirdre Mahar in the DYS Newsletter ([High Tidings](#)) in 1994.

"The crew cast their eyes on the competition that was swarming in the seas around them. Maybe those other sailboats did look smug and sure with their fancy doo-dads and technical thing-a-ma-bobs. Maybe the crew of rival ship *Hi-Q* did look smart in their matching sweatshirts, but *Sally*, with her rich history that spanned over 50 years, had heart, drive, music, and rhythm, and who could ask for anything more.

"It had been an exciting racing season for *Sally*. Captain Skip "Fred Astaire In a Past Life" Bartley entered more races than he had ever before, sailing his trim ship through Newport, Manhattan, and all along the Long Island shore. He had picked his mates carefully, screening each and sorting out the weak ones, the ones who could not carry a tune, and the ones with two left feet. Crew members Michael "Mammy" Mansfield, Jonathan "I Feel Like Singing" McLaughlin, Cheryl "Lounge Lizard" Lange, Carole "Broadway Bound" Bartley, and Thor "Python" Paulsen, along with the landlubbers they could convince to set sail with them, coaxed the boat to victory in the Mayor's Cup, and had strong performances in the Newport Regatta. The 45' New York Thirty-two was ably handled by her crew through windy and windless courses alike without the advantage of newfangled equipment but with the advantage of some pretty good singers and one helluva dancer in their skipper. "

Prior to a race the week before, the article notes that *Salty* broke her tiller trying to avoid collision with a "clumsy competitor". Skip remembered breaking tillers two times in two years. One had been modified by Hoffmann to the becket and purchase system Rod had for *Mustang* to relieve weather helm. After that tiller broke he repaired it and it became the spare, which they used in a southeast gale the next year when the tiller broke.

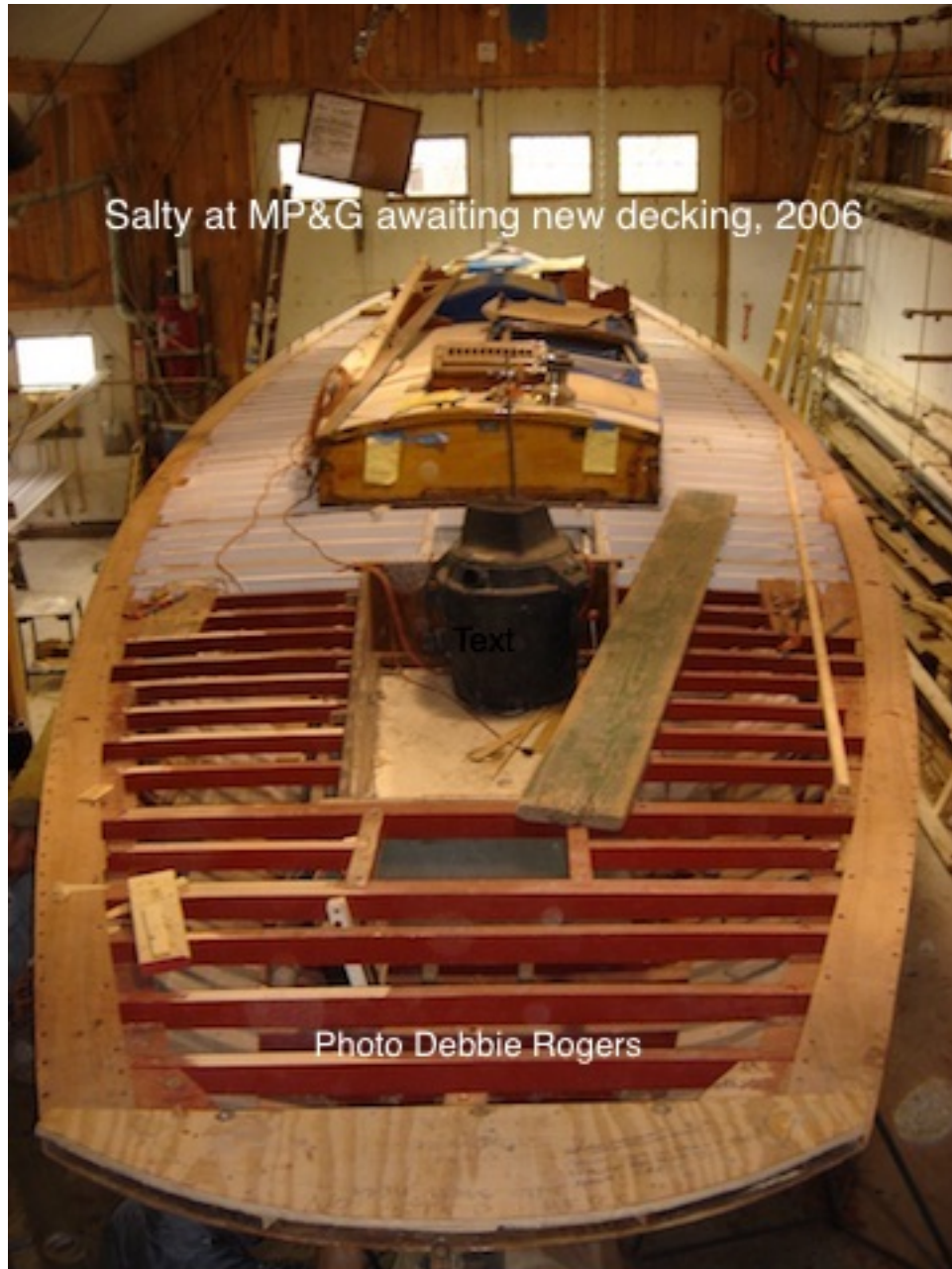


#9 Salty almost on the rocks -City Island

Skip said his first big project after taking over *Salty* from his father in about 1979 was to re-canvas the deck. He said that the job was overseen by the same workers who did the canvas work at Nevins. One challenge was to find canvas of weight (#10) and size (12 ft wide) large enough. The Nevins carpenters said “to stretch until your fingers bleed.” The next big project for *Salty* was over the winter of 1995-6 when she went to Stonington, CT. There McClave, Philbrick and Giblin (MP&G) replaced her floors, broken frames, several new planks and new fasteners. In a letter to editor Matt Murphy of WoodenBoat (1997, #135, p.9-11), MP&G highlighted this work on *Salty* to rebut

Matt's editorial in the prior issue giving an "enthusiastic description of MUSTANG's restoration by cold-molded sheathing." They disagreed with "the impression you gave – namely, that sheathing is the best way to extend the life of an older wooden yacht." Their examples of their work on *Salty* highlighted how they and other yards are taking advantage of developing techniques for restoring older yachts to original or better condition without using a cold-molded skin. There were other letters as well from yards doing building and restoring work responding to the cold-molding idea. [see section for #17 for the sheathing done]

Salty's mast step was improved after his father heard about the new bronze mast step that was designed for *Raider* during a restoration in the early 1960s and also installed on *Mustang*. Skip said his father asked Rod to design one for *Salty* and oversee the installation. They had noticed some pumping at the rabbet that became more than just weeping. *Salty's* new mast step had the benefit of Rod's experience with *Mustang's*, bringing the stirup in and changing the angles of attachment with the rods. Her interior and layout are as the original plans, being reinstalled after the floor and reframing work.

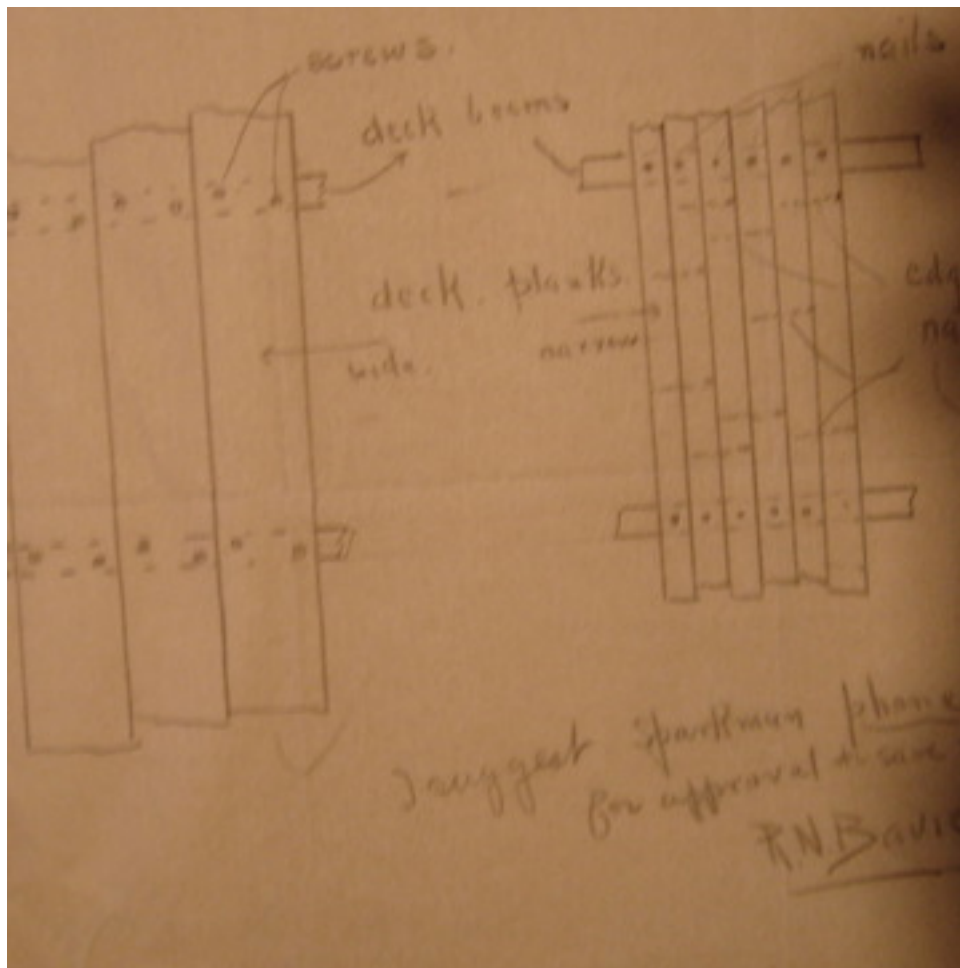


In the spring of 2006 she had her deck replaced at MP&G in Mystic CT. Skip has said that it is a pleasure to do business with them -- a rewarding relationship and they are so good ! This he said was to be the last major project and instead of canvas, the new deck would have dynal over the decking. In removing the old decking, MP&G showed the construction that the class committee had changed at the request of the builder back at their meeting in January 1936. The deck was still to be canvas covered as called for in the plans. The method of applying and fastening was subject to the change sketched by Bavier at the end of the minutes. The minutes state that the change in the method of

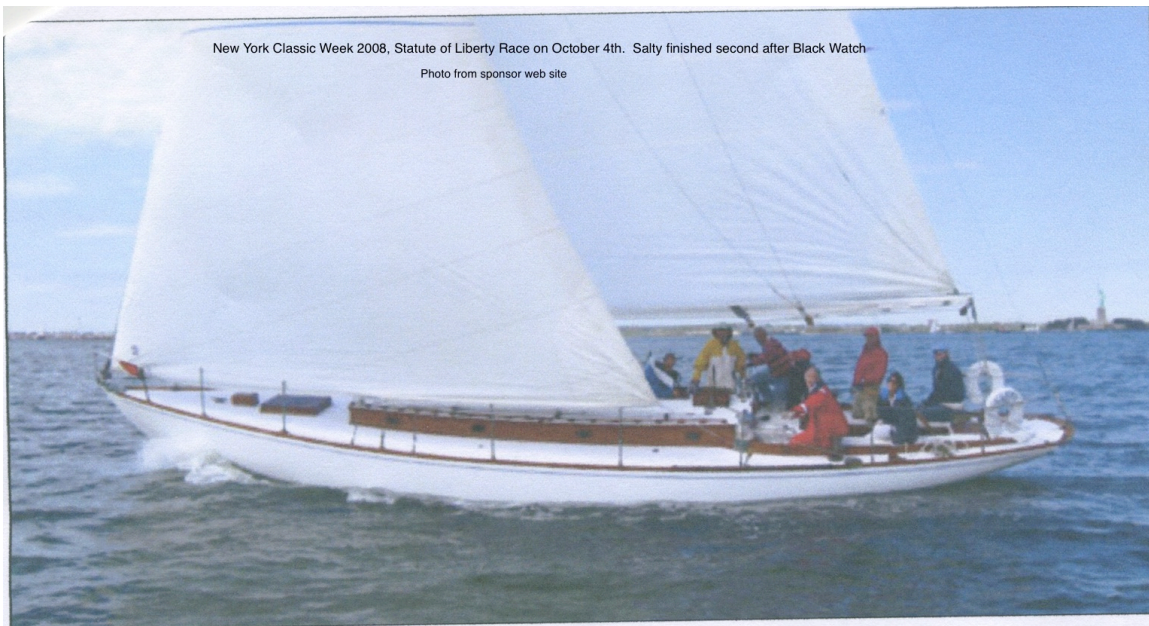
deck fastening was requested by the builder and approved by Olin Stephens and Robert Bavier. It was done in pencil and the minutes end :

"Sketch below is my conception of what the builder desires -- i.e. to furnish decking in narrow strips, nail each strip to deck beam and to each other, edge wise, in place of wider deck planks, screwed to deck beams and not edge nailed. I feel that the edge nailed deck is stronger and has less opportunity to work and show seams through the canvas."

Note in pencil under sketch says "I suggest Sparkman phone for approval to save time. RN Bavier 1/22/36" The committee at this time also set the total number of the class not to exceed 20 and all had be contracted for and to have their keels laid before January 1, 1937.



Salty has done the Newport Museum of Yachting's Labor Day weekend Classic Yacht Race and has done some Opera Cup races off Nantucket in addition to those included in the DYS Newsletter stories. Skip remembers the 2004 Classic Yacht Race in Newport when they started with class sister *Siren* (as a yawl) and had a race to the finish - *Salty* finished about half a minute behind *Siren*. But in 2005, *Siren* with her new mast and sails got too far ahead for *Salty* to catch. Two NY30s raced in 2004 -- #9 *Amorita* and #14 *Cara Mia* -- in class E with the NY32s. *Amorita* finished between *Siren* and *Salty* and *Cara Mia* finished just after *Salty*. In the 1993 Museum of Yachting Regatta (DYS newsletter -- "A Salty Story" by Bill Weinert) the J-boat *Shamrock* raced, as did *Salty*. It was probably the first time the NY32 and J-boats had been together since the NYYC cruises fifty- seven years earlier off Newport.



In 2006, the Castine Yacht Club hosted a 70th anniversary celebration for the NY32 class. Five of the sisters attended along with many other owners and some past crews of the 20 yachts. Skip attended with his family, but without *Salty*, and Harry Anderson attended to see the 32s with fond memories of his early sailing aboard *Clotho*. Olin was indeed among fans and friends at the celebration.

In 2011, *Salty* joined two sisters -- *Isla* and *Siren* -- in Newport during the Labor Day NYYC racing. The Gmeiners, without *Apache*, came east and sailed aboard *Salty*. This was the class's 75th anniversary year.



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

Debbie Rogers, rogsmu@gmail.com or 401-539-2858 (2007 & 2018)

Notes -- Mystic Coll. are among the Manuscript Collections at Mystic Seaport

-- Rosenfeld photos are housed at Mystic Seaport

-- Levick photos are housed at the Mariners Museum

-- S&S plan are housed in Mystic Seaport Ships Plans