The Nevins Yacht yard --- builder of the NY 32 class in 1936 Draft (2020)

Did the NY32 arrive to help Nevins' yard stay afloat ? or was it mostly to replace the NY 30s ?

Many can agree that the stock market crash in September 1929 in the United States marked the beginning of what became known as the Great Depression, both in the US and globally. This effect on the economy was not immediately seen, but took few to several years to become obvious. As Pete Smyth wrote (Marine Business, 1978), "It took three years for the crash of 1929 to put a real stranglehold on the boating business." (p70). He offered the number of pages of Motor Boating's annual boat show issue -- 500 in 1929 vs 270 in 1932 -- as an example. One of the 'finest boats' he goes on to mention built in the thirties were *Dorade* and *Brilliant.* Smyth ends his article (p.73) with -- "By the early forties, the country was back on its feet economically. Cautious optimism prevailed in the marine trades. Whether that optimism was justified, however, is purely hypothetical because the Japanese had other ideas."

Bob Garland (Mystic, OH 94-27) was a broker with S&S in the 1930s and returned in 1946 after serving five and a half years in the Navy. He was S&S president following Olin and preceding Rod. By 1935-37 business was excellent with Olin well established prior to *Ranger*. But in 1932-33, they were "giving boats away" -- all very cheap then. There were no formal agreements for sales or surveys. They relied on ads and potential buyers stopping by the office to look at photos and specifications. Then, if they liked a boat, would go to City Island, where most of them were stored, to look at her. Most boats were viewed hauled out and a buyer rarely went for a sail before buying. S&S got a 7% commission on sales back then. Garland gave an example of a 1927 A&R 8-meter with cruising accommodations selling for $1000 in the early 1930s.

Kinney (1978)) talked with Bob Garland about the yacht brokerage at S&S over the years. Garland related that "in 1931 we had listing describing yachts that were offered for sale. We usually divided them into various types of sailboats and powerboats. But the distinguishing feature of this book, which was of a fair size, was that it was comprised of auxiliary sloop, yawls, and ketches, each one of which was for sale at a price of $1000 or under. I think the largest in the book was 52' overall." (p 212)

Looking at some statistics available for worker employment during the period Smyth and Garland cited, shows high unemployment. Nationally, unemployment statistics (among US History web sites) provide a percentage of the labor force for the Depression era (1929-1941). In 1929, unemployment was just over 3% rising through 8.6% in 1930 to 15.8% in 1931. But 1932, 1933 and 1934 all exceeded 20% with 1933 being highest at 24.75%. Unemployment of

the labor force dropped to just under 20% for 1935 and then 16.8% for 1936 and low of just over 14% for 1937. But 1938 saw an increase to almost 19%, that only dropped to 17% for 1939. For 1940 this was just under 14.5%, dropping to 9.6% for 1941. Some have noted this increase for 1937-1938 as the "depression within the Depression," occurring about four years after Franklin Roosevelt's election in 1932 and the New Deal.

It had been said or suggested [see sections for NY32 #1 and 12, especially] that the NYYC one design 32-footers building and launching was in part to help the Henry B Nevins Yard to stay 'afloat'… But what was going on and shaping up among many of those yachtsmen in the early 1930s associated with this new class.

Yachting activities during these pre-1936 years are probably best summarized in two books by John Parkinson Jr -- The History of the New York Yacht Club (1975; hereafter NYYC) and Nowhere is too far, The Annals of the Cruising Club of America (1960; hereafter CCA). What follows, a mix from both of these references, is offered to give the reader a sense of not only what was going on in this area, but also who was actively involved. In 1932, the financial depression was suggested as reason for the reduced participation in the NYYC annual cruise, although CCA records suggested an increase in membership. Junius Morgan was elected Commodore of the NYYC in 1933 and served in that position through 1935. His brother, Henry S Morgan, was Commodore of SCYC and would become NYYC Commodore for 1949-1952. In 1933, *Dorade* with Rod Stephens and crew sailed from New York to Norway, through the canals of Holland and then won the Fastnet Race (as she had in 1931 when both Rod and Olin were aboard) before returning to Long Island Sound, covering 8000 miles entirely under sail. This was also the year that the CCA felt it had developed an ocean racing rule and proposed a design contest to see what could be produced. The committee of judges for this contest, whose first prize was $75, included Clinton Crane, George Nichols, Clifford Mallory, Robert Bavier, George Roosevelt, Hobart Ford and Edmund Lang. Nathanael Herreshoff was the committee consultant. 1934 brought the successful America's Cup defense by *Rainbow* against *Endeavour*. Prior to the defense *Rainbow*, designed by W. Staring Burgess for the syndicate headed by Harold (Mike) Vanderbilt, raced against *Yankee* and *Weetamoe*. For those interested in more about this Cup race (and how Frank Paine and *Yankee*'s parachute spinnaker helped *Rainbow* win) and the final races between *Rainbow* and *Yankee*, the book On the Wind's Highway by Harold Vanderbilt (1939) might be of interest. The CCA measurement rule was adopted for the Bermuda Races and the first of the annual Miami to Nassau Races started at the end of February. In 1935 *Stormy Weather*, designed by Olin Stephens and skippered by his brother Rod, won the transAtlantic Race to Norway. This is the same race in which Robert Ames and his two sons were lost overboard from *Hamrah*. *Stormy Weather* went on to win the Fastnet Race. The NYYC records showed six of the NY30s still racing in the club during this year, but listed only one with the beginning of the 1936 season.

Leonard M Fowle's headline for his Boston Sunday Globe article for December 8, 1935 was "New York Yacht Club's Race Committee Report favors recognition of small boat skippers.. Urges New York Yacht Club change rating rule .. Race Committee suggests several new plans favoring owners of small types of craft …" and begins with this question and answer -- "Is the New York Yacht Club on the eve of the long predicted new deal ? The annual report of the club's race committee will raise this question in the minds of many local yachtsmen." The race committee suggested that members consider these three ideas -- stage one of Sound championship races each season, abandon the annual regatta off Glen Cove in June and hold it with the annual cruise, and adopt CCA's rating rule for non-racing types. Fowle claimed "Each of these moves would be in line with the recognition of the small boat yachtsman, and if the club takes any or all of these momentous steps, it will be simply following in the wake of the Eastern Yacht Club, the other august and aloof yachting organization of the United States." He reminded his readers that both clubs were formed as big boat organizations (i.e. over 40ft) and "even today neither officially recognizes any craft less than 30 feet waterline length, although both in practice have been forced by changing times to give some recognition to smaller boats." The article states that EYC made the changes and how NYYC now seems to be following their lead. Both clubs appear to have remained "aloof of parental organizations" but some saw an opening where the NYYC would join the Yacht Racing Association of Long Island Sound (YRA of LIS) and the North American Yacht Racing Union (NAYRU). Fowle observed that the adoption of the CCA rule would appeal to cruising man because it would avoid the complication of measurement under as many as 2 or 3 rules. In the past EYC and NYYC have had their own rules for cruising boats as well as the Universal Rule for fleet cruising. Elimination of the NYYC cruising rule would lessen confusion and expense. Apparently Eastern had made this change a year earlier for its New London to Marblehead race as well as for their annual cruise.

Spending many years on this NY32 class history research, I have found many collections at Mystic Seaport (sited by name & collection ## --especially those of Ratsey, Stephens', Ships Plans, Oral Histories, etc) very helpful as well as Tom Nye's collection of the Nevins yacht yard and the other City Island yacht yards during the 1930s. Of course, among the sections for the NY32 class sisters, these and the owners, their families and many others have been very helpful. Maybe not sailors all, but certainly admirers of these lovely, graceful, fast and sea kindly yachts. And many have said 'thank you' to both designer and builder !!

The Nevins yacht yard -- beginnings thru the 1930s and builder of the NYYC 32ft OD in 1936

The NY32 has been described by Kinney and Bourne (1996, p 129) as "the first S&S production boat". Although known as a one design, the fact that twenty were built by the Henry B Nevins, Inc., yacht yard utilizing "mass-production" techniques qualifies them as "production boats." These authors felt that the design aspect for cruising and distance racing put them more in the production category than "the around-the-mark agility of one-designs."

This may have been one of Sparkman and Stephens' first production boats, but their builder, since 1912, had much experience with other 'production' one designs for various yacht clubs, although all of smaller dimensions.

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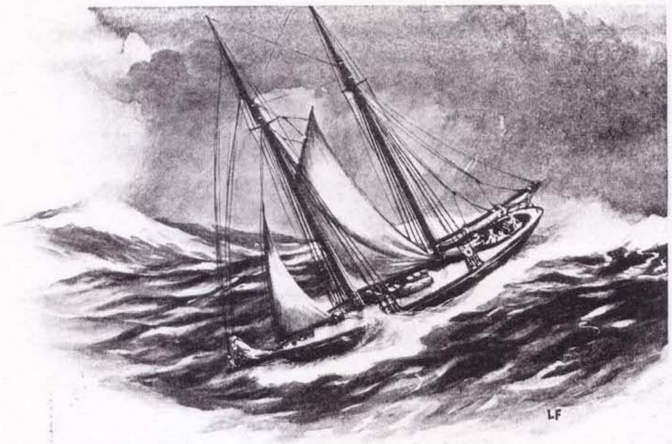
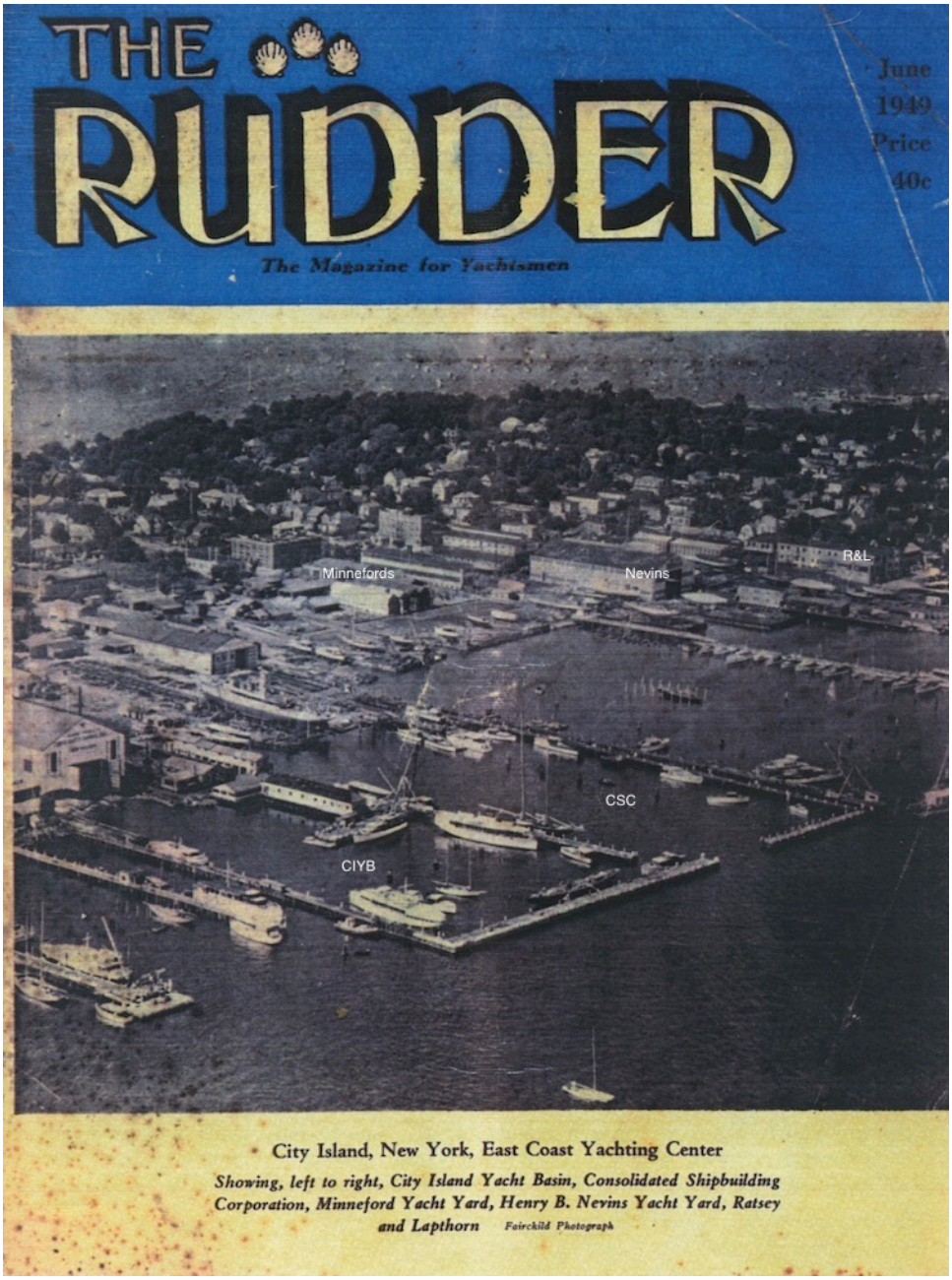
Henry Brown Nevins was born in 1878 to Russell H Nevins, a doctor, and Katherine Brown of Westerly, RI. Following Nevins' death in 1950, William Taylor wrote -- "Henry B. Nevins, master yacht builder , a craftsman under whom the art attained its peak" -- an article in April's Yachting reviewing and praising his work. On Nevins' work, Taylor quoted designer John Alden saying to a client "I consider Mr Nevins the best boat builder in this country. The materials he puts into a boat are most carefully selected and his workmanship surpasses any one else I know of." (p82) One of the Nevins yard slogans was "When the wind blows straight out and you are taking them green over the bow" … you're glad she's a Nevins boat. It appeared on ads as below from Yachting, December 1933 (p18).



As a youth Nevins studied to follow his father into medicine, but he did not attend medical school due either to lack of funds or poor health or a combination of both factors. He had always loved boats and boating and was able to turn his hobby into his life work. He built his first boat, a 28' catboat, when he was about eighteen and two years later began an apprenticeship at the Charles Seabury Gas Engine and Power Company in the Bronx. He worked there for about eight years before deciding to start his own business.

Although only a mile and a half long and half a mile wide, City Island, NY, has been the site of many yacht building yards and several yacht clubs from the mid-1800s onward. City

Island historian and sail maker Tom Nye presented an over view of the many yachts built and yards operated on the island at the International Yacht Restoration School (March 2006).

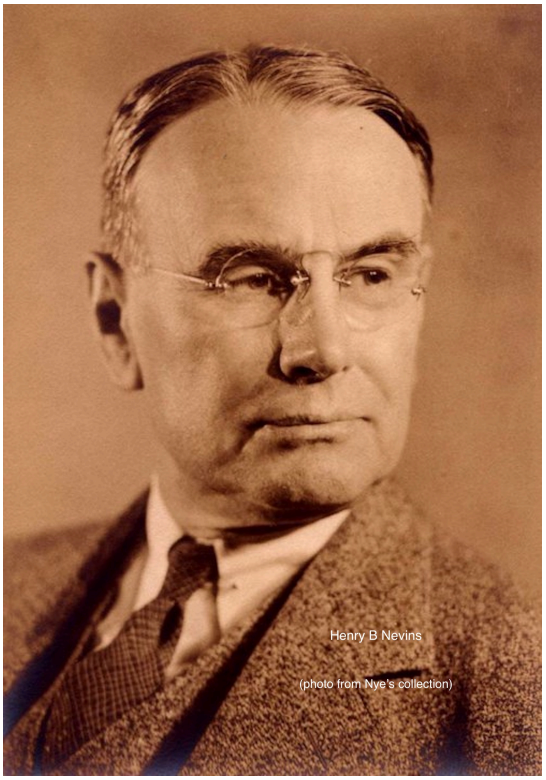


Early ship builders included Henry Piepgras, who moved into iron and steel building, George W Byles, BF Wood, JP Hawkins and Archibald Robertson. The Wood yard pioneered in double planking and the use of reinforcing strapping at the same time the Herreshoff yard was doing that in RI. Wood built many of William Gardner's designs. The Jacob yard was the former

Piepgras yard, where Jacob had worked until he bought it in 1900. It was one of City Island's largest. Collison and Purdy - City Island Shipbuilding - and Adam Hansen opened yards early in 1900. The Hanson yard was south of the Byles yard and north of the Jacob yard with a sandy lot or beach separating the two.

At the end of 1907 Nevins bought the Hansen yard's building shed, marine railway and some equipment and the land Hansen had leased since 1902 from the City Island Athletic Association for his own business. Nevins expanded his yard to eight acres with the purchase about two years later of the neighboring Byles yard. In 1950 the yard employed 125 -150 during the spring outfitting and handled 250-300 yachts in storage, repairs and service. The last yacht building and launching Nevins oversaw was *Bolero* (hull # 694) in 1949. The term "gold plater" was often used on Nevins built yachts with *Bolero* being the "last gold plater." John Rousmaniere (2006) tells the story of *Bolero* (S&S design #711)-- In a Class by Herself. Nevins became a NYYC member at the end of 1919 and SNAME member in 1923. In the 1930s, Nevins did some lobbying for the boat building industry and in 1935 was a member of the National Code Authority for the Boatbuilding and Repairing Industry. [Nye's Nevins company notes & IYRS presentation plus Taylor's article and Nevins obituary were primary sources for above.]

Tom Nye, life long City Islander and City Island Nautical Society president has collected many volumes of information on the building yards and sail makers of the Island. Among those volumes on the Nevins yard are identifications of employees, interviews as well as building records and some audit reports. Much of what follows comes from those volumes including the audit information presented for the years 1932-1939. During these years the Nevins fiscal year ran from September 1st of one year through August 31st of the following year. All of the audit information was handled by The Audit Company of America , Madison Ave., NY.



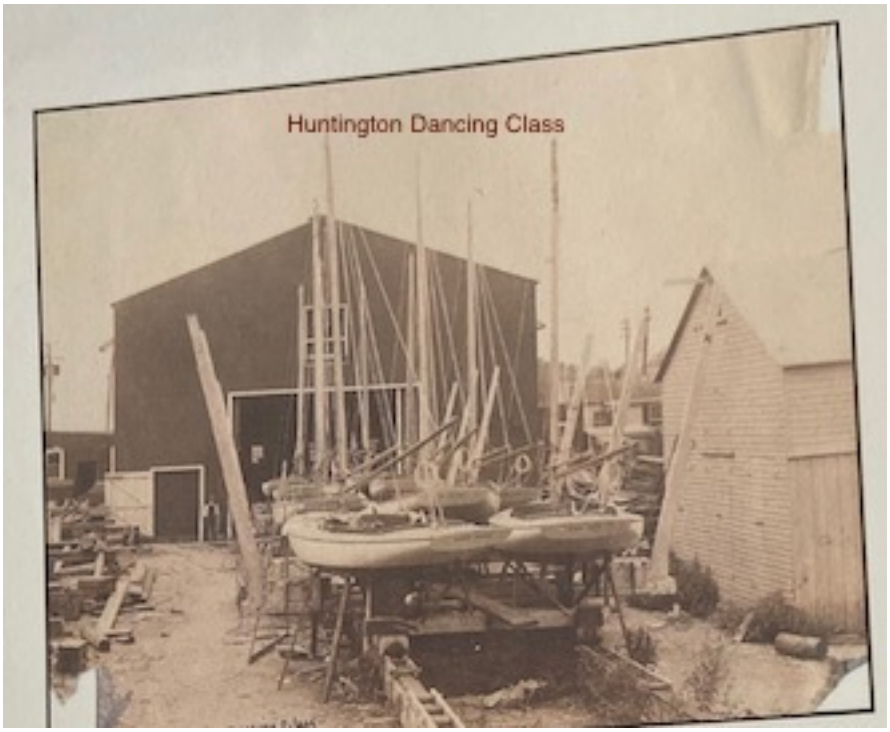
A copy of a May 1935 letter (Mystic, Coll. 91) from Nevins to WP Stephens related how he had looked forward to hearing Stephens speak about "yacht measurement" on the 28th, but would have to satisfy himself with reading the printed article as he would be out of town at his niece's wedding. The letterhead shows Henry as both president and treasurer of Henry B Nevins Inc. Rufus Murray was vice president and John Byrne the secretary. Also on the letterhead was George Crouch, naval architect and Roderick Stephens Jr. The firm was incorporated in 1920 with yacht builder, ship chandlery, marine railway, winter storage yards, hollow spars and engine repairs listed in the banner. The paper was probably for the Society of Naval Architects and Marine Engineers (SNAME) meeting that year. [please see the end of the section for NY32 #2 for more on that paper]

A fire damaged the Nevins yard and leveled his building shed in 1910, shortly after he had expanded his yard by purchasing the neighboring Byles yard and designing and building a 40' power launch. The fire happened in the early morning on July 14th (NY Times, July 15, 1910, p16) and "destroyed" the lumber shed and burned a 40' racing yacht of J M Mitchell, New Rochelle, being readied for Larchmont Race week. Three motor boats were also lost. High winds threatened to spread the fire to the Ratsey & Lapthorne building and to the Bayles yard, both adjoining the Nevins yard, and to Wolter's Hotel. Help from the Westchester Fire Dept. though allowed it to be contained at Nevins. The damage was estimated to be $20,000. *Reliance,* in dry dock 250 feet away was saved through the efforts of a bucket brigade of City Islanders. Rather than give up, company notes supplied by Nye, whose father was an

apprentice during the building of the NY32s in 1936, from City Island archives, show that in 1911 Nevins built a new large and a small construction shed, laid a new marine railway and had William Griffin set up a sail loft in part of the main shed. According to Taylor in the New York Times article, Nevins borrowed the funds for this expansion.

Nevins' first multi-boat building project was from the Bayside Yacht Club for six Bayside Birds in 1912. These were suited to the shallow waters of Little Neck Bay on Long Island. The design, by Charles Mower, was featured in Yachting (July, 1982) among "Designs through the years" from the magazine pages. Mower's design was found in the first issue of the magazine in 1907. Six of these 24' 6" x 15' 3" x 7' 9" x 1' 6" centerboard boats were built having bronze blocks and solid spruce spars for $400. [see section on Ratsey for the particulars of the sail estimates] Two of the 'Birds' on the Nevins list for 1912 were *Loon* for AW Knapp and *Skylark* for J Dayton. Dayton's son, Walter "Duke" (pers comm 11/04 & 3/05), remembers visits to the Nevins yard -- "his father's favorite" -- and his father's *Skylark*, that his father sold with WWI. Duke said he later learned from Briggs Cunningham that Briggs had learned to sail on the same *Skylark*. As a youth, Duke said he sailed aboard NY32 #13 out of Bayside YC when John Hooker owned her and then later aboard #3 when she was at King's Point. He said he had seen the NY32s being built upside down at Nevins just like the Birds were built upside down earlier. Knapp's son, Arthur, sailed his father's *Loon* and later was crew aboard *Ranger* in America's Cup defenses and aboard Rod Stephens' *Mustang* (NY32 #17), even later. 1912 also saw Nevins build a new locker building.

In 1915 brought the next one-design class to Nevins. The Huntington Yacht Club had ten of its Dancing Class designed by Fred Lord built there. These center-boarders were 15 feet in waterline length, drew 2' 10", carried 262 sq ft of sails and cost $450. They each were also equipped with a 3hp gas motor to make it easier for them to reach the race course outside Huntington Harbor and return.



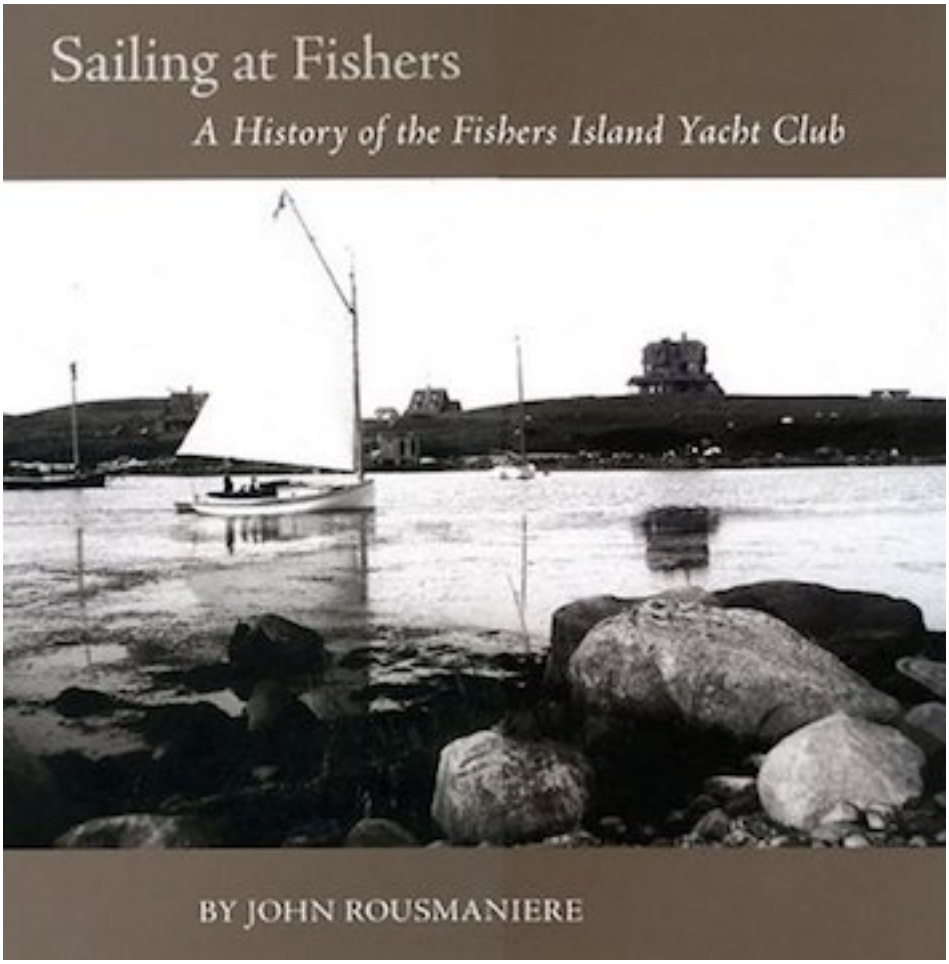
In 1917 Nevins built 20 of William Gardner's one-design Southampton Birds (28' 6" x 18' 3" x 7' x 4' 3") for Southampton and Devon Yacht Club members for interclub one-design racing off the south fork of Long Island. Gardner was probably most famous for many larger yachts in P and Q classes as well as 1905 trans-Atlantic race winner *Atlantic* and later *Vanitie*. The yard also built a 66' overall length Gielow designed schooner for CM Brooks of NY. A company audit for the year ending in December 1917 showed gross income from sales of $148,926 for the same categories as later audits. Gross profit was $48,729 and net income after operating expenses was $27,322. This was distributed as $10,400 to salary (president, Henry B Nevins) and $16,922 to profit. Company notes show the yard built a new brick office building, enlarged the main building shed both in height and floor space and added a new air compressor system together with machinery and power tools in 1917. With the first World War, Nevins did conversion work for the government as well as the un-converting of patrol yachts for their owners with the war's end.

The largest one-design class thus far was built in 1920 when the Larchmont Yacht Club commissioned Nevins to build 20 of the William Gardner designed Victory class (31' x 20' 8" x 7' 5" x 5'). This class was to honor victory and the end of World War I, as well as the yachtsmen who had served in that War. The idea for and formation of the class was spurred on by Junius Morgan (Clark chapter in Schoettle, 1945). [see Ratsey section for estimate and changes on cost for these sails] They were marconi rigged with 433 square feet of sail and 2,900 pounds of lead on the keel. Both Junius Morgan and his brother Henry each bought one of the Victory

class, *Mary Rose* and *Black Jack*, respectively. They later each bought one of the new NYYC 32-foot class (#20 and 19). Nevins built five Star boats (hull #51-55) for the Black Rock Yacht Club (CT), showing a total in sales of $338,325 for this year.

In 1923, Nevins built sixteen of the Fishers' Island one-design class by Charles Mower (waterline 15'). John Rousmaniere (2004) has captured the history of this class including their cost of $985, which could, he wrote, have also bought three Model T cars . This was regarded apparently as a "steep price" and the reason given was that Nevins got a $500 profit on each contract. The price included sails and some equipment. They were made of "first class materials" including bronze fastenings and blocks. The yard also built two 6-meters (*Ingomar* by Frederic M. Hoyt and *Hawk* by Henry J. Gielow), an R-class (*Hayseed VI* designed by Hoyt) and the power commuter *Momo* (40' lwl) designed by Tams & King for Clinton Crane. Crane (1952) wrote of Nevins and the building of this yacht --

> "He was another perfectionist like Lawley and Wood, and he did nothing but the very highest class of work. Momo's hull is as good today as the day it was launched at the Nevins Yard. Henry Nevins had engaged Rufus Murray, who had trained at Herreshoff's, as his carpenter foreman. He was a wonderful judge of woodwork. A little later he took over Ernie Akers, who had been Wood's foreman. Nevins always had with him men who could carry out his ideas. He later built from my design ten 6's, two 8's, and two 12s, so I know the kind of man he was." (p 139-140)



The following year, the Nevins crew built six 6-meters, that included a Crane design for himself named *Heron*, four Hoyt designs (*Mad Cap, Fire Fly, Natka* and *Cinderella*) and a Gardiner design (*Dauphin*). This brought to nine the number of the 6-meter class yachts built by Nevins since 1921. The yard would build 40 of the 46 built by City Island yards over twenty-eight years. During this period, the total of the class built in the US was 83 boats. There were three Crouch designed power speedboats (*Miss Columbia, Baby Bootlegger* and *Teaser*) also built in 1924. *Baby Bootleeger* was the Gold Cup winner that year and again in 1925.

In 1925 the cost of a 6-meter or an R-boat was $7,500 "exclusive of sails and designer's fee" according to a letter Nevins wrote to WP Stephens in 1941 (Mystic, Coll. 91). Apparently, Stephens had asked for this information, most probably for his series in Motor Boating (1939-1946) entitled "Traditions and Memories of American Yachting" where part 28 lists the costs supplied in Nevins' letter. [This series was later collected as a book in 1981.] Nevins wrote

that he was glad to provide the figures. He added "I think for your purposes you should realize that the prices quoted are, of course, for the top notch work of the country and no doubt the average run of boats were built cheaper than mine." Three R- class sloops --*Ardette* designed by Mower, *Fifi* designed by Fife & Sons and *Secret* designed by Gardner -- plus two more 6's , both Crane designs -- *Lanai* and *Red Head* -- were built that year along with a Gielow ketch (*Ventura*), two 31+' launches for the Larchmont Yacht Club and the power commuter *Oheka* (60+' lwl). The commuter was designed by Tams & King for Otto Herman Kahn. An audit for the year ending December 1925 among Nye's collections (Nevins, v 7) showed total sales of $358,808 less cost of sales for a gross profit of $122,395. After taking the $122,896 of manufacturing and general expenses into account, the year resulted in a loss of $500, which was offset by interest income of $4,165 for a net income of $3,644 for the year. The contracts in this year accounted for about 16% of sales and days-work for about 40% of sales. In this year Henry B Nevins received a President's salary of $7,800 and the rent to the Nevins Holding Company paid was $48,000. The auditor wrote, as he would in future audits, -- "Reflected by the results in your company, the average annual net profit for the past six years would indicate that the boat building industry is not a profitable one. … Considering the risks inherent in the business, this return is grossly inadequate." The auditor seemingly preferred Nevins to give up the building in favor of the continued repairs, service, commissioning and decommissioning of the yachts, thereby reducing losses of the yard and improving profits. Luckily for the future yachts they would build, including the NY32 class, Nevins chose his own path and continued with the "contract" (or new construction) business.

For the 1926 season, the Nevins Yard built 27 Sound Interclub one-designs for Seawanhaka Corinthian Yacht Club members. Of the designs submitted, SCYC chose one by Charles Mower. According to Swan (chapter in Schoettle, 1945) the Club sought a comfortable day sailor and racer that could be handled by their junior members with the cost less than that of a 6-meter. They were 19 feet on the waterline and marconi rigged with 425 square feet of sail. Nye's collection notes the cost was $2400 including sails and fittings. John Shethar (first owner of NY32 #1) owned #4, *Babette*, and organized an annual series with the Royal Bermuda Yacht Club (Rudder, August, 1934) where four of the class traveled to Bermuda on a steamer's deck to race. Two others related to the NY32 class -- Drake Sparkman and Ralph Manny (first owner of NY32 #3) -- were noted in this Rudder article as "top-notch" skippers who had raced in this class (p18). An estimate for Sound Interclub sails by Ratsey in April 1926 included mainsail, jib and bag in two samples of $270 or $240. A spinnaker was quoted at $55 (Mystic, Coll. 236, v113). Other boats the Nevins yard built were an R-class *Ardelle* by Mower, several tenders, a Crouch speedboat and two power yachts, *Analgra III* (74') and *Nevada* (103' designed by Tams & King for DeVer Warner). *Analgra III*, a Cox Stevens design for Lewis Peirson, would later become Nevins company property.

SOUND INTER CLUB CLASS—BABETTE *Photo by Lesick*

Owner J. B. Shethar, American Yacht Club. Babette won the class championship in 1927 with 81.6 per cent. Capt. Shethar, who is the class president, kept Babette well up all through the season. He did not win many races but was consistently among the first five to finish in a yeat where the average number of starters was sixteen in each race.

 from Schoettle

The Nevins yard returned to building 6-metre sloops in 1927 with six (US 31-36). Four were Crane designs -- *Fieda, Priscilla, Clytie* and *Akaba* -- one designed by Hoyt (*Picaro*) and one

designed by Gielow (*Atrocia*). They built another speed boat by Crouch (*Janice II*) and Gielow designs for the yacht *Savarona* of two tenders (25' and 32') and two 38' life boats. There was a Tams & King commuter of 66' (*Phantom II*) powered for speeds up to 45mph.

In 1928 Charles Mower joined the Nevins team as the yard's in-house designer. Mower is said to have liked designing, building and sailing yachts and enjoyed his Nevins association. In his tribute to Mower in Yachting (May, 1942), William Taylor also wrote that it was said "he never deigned a slow boat or an ugly one." Mower was design editor of The Rudder for several

years, beginning about 1900, and a regular contributor to Motor Boating, beginning about 1926. He presented many clearly organized designs for home-buildable boats as well as designs for racers to various handicaps. Among the later built at the Nevins yard were 6 and 8-metres, R- class, M-class as well as the one design classes. Mower designed power yachts, some built by Nevins. Like Henry Nevins, Mower built his first boat, a 21-foot centerboard sloop, as a teenager in his back yard. She was a successful racer and helped him get a job with designer Arthur Binney in Boston, then later with BB Crowninshield. He was the NYYC official measurer in 1903 and measured all of the America's Cup J-boats then. MacNaughton noted that WP Stevens said -- "Some designers look on a [handicap rating] rule as a challenge, something to be beaten or circumvented. Charley Mower read the rule, interpreted its spirit as well as its wording, and then designed the finest yacht he could embodying that spirit -- the kind of yacht the rule was meant to produce." (Knight and MacNaughton, 2006, p319)

Sparkman and Stephens (S&S) started as a partnership in 1928 when Drake Sparkman, with an established yacht insurance and brokerage business, took on Olin J Stephens Jr as designer. Olin had worked for Henry Gielow and then Philip Rhodes before he and Drake Sparkman joined in 1929 to form Sparkman & Stephens (Kinney and Bourne, 1996). Drake, himself, was an active sailor. He was the Victory class champion for 1923-25, a member of the Larchmont YC since 1919 and of the NYYC since May 1923. Drake was also a "top-notch" skipper, along with John Shethar and Ralph Manny, in the Sound Interclub class (The Rudder, August 1934). During World War I, Drake served as an ensign aboard the USS *Montana* during her duty covering convoys across the Atlantic. After his discharge, Drake worked for a boat builder and sailed out of the LYC. Leaving the boat building business in 1921, he worked for an insurance firm. In 1923 Drake joined Roger Haddock's yacht design, brokerage and insurance firm. Haddock retired in 1927 and Drake took on the business and office near the NYYC, now in his name with Fred Hoyt working as the designer. In the February 1936 issue of The Rudder, Drake authored "Fifteen years of the six meter." By that time, S&S had designed nine.

Olin Stephens, a member of the CCA, NYYC & LYC, was the subject of Yachting's "in the world of yachting" (December, 1930) where they began: "To have achieved a reputation as a clever helmsman and successful racing skipper, and at the same time to have earned a name as a naval architect with many fast yachts to one's credit, is something that does not often fall to the lot of anyone at the age of twenty-two." In September 1934, The Rudder featured Olin in an article in which the author told of the dinner meeting between Drake, Olin and Olin's father, Rod Stephens Sr, after which Drake "played a hunch. He felt that the boy had that intangible something that makes the difference between mediocrity and flaming success." (p35) The partnership emerged after that. Looking back, Drake was certainly correct. The Best of the Best (Kinney & Bourne, 1996) describes the history of S&S and the designs of Olin Stephens. Olin's autobiography All This and Sailing Too (1999) provides additional insights as does You are First (Kinney, 1978).

At first, Olin's design office in the new partnership was an office desk at the Nevins yard. The NYC office handled the brokerage and insurance aspects of the business. October 1929 saw the incorporation of Sparkman & Stephens with Drake, his brother James and James Murray in sales and Olin and his father in design. S&S designing move across the road from Nevins' to a small office with "McCormack" working as the first draftsman (Kinney, 1978). The first S&S design volume (plans #1-400, housed at Mystic Seaport Ships Plans) have the draftsmen's initials for each plan. However, for the early designs from Olin's board, the initials were not listed. One of the first initialed designs was that for the 6-meter *Jill* (design #16, built by Nevins). On June 28, 1931 Olin drew her sail plan and Owen "Jim" Merrill drew a construction plan. Both had initialed the lines and offset plan two days before. Merrill worked at S&S from early 1930 into 1934. Several of the design plans for *Edlu* in April and May 1934 bear his initials. In addition to working as a draftsman at S&S, Merrill crewed aboard *Teal* (with Rod) in1928 and then *Dorade* in the 1930 and 1932 Bermuda Races and the 1931 Newport to Plymouth and Fastnet races and then aboard *Edlu* to Bermuda in 1935 (Loomis, 1936; Merrill's MS). Jim wrote that he crewed with Drake fairly regularly in the Sound Interclub races. From 1934 on draftsmen's initials are listed for many of the design plans drawn. Most of the 1934 design drawings listed were done by Fred Huntington, Alexandra George or Harold Sebezenm. Rod Stephens while working at the Nevins yard (1928 -1934) was able to oversee Minneford's building of *Dorade* as well as the later S&S designs built by Nevins. Rod moved to S&S in 1934, but in the office working on the design plans as much at the yards overseeing the construction.

Yachting ads in 1929 were both full page brokerage and 1/16 page (about business card size) ones. The small ones carried the firm name and address among others on the "Directory of Naval Architects" page section. The March issue carried a full page "Drake H Sparkman" with a variety of designs for sale and the small ad was for "Sparkman & Stephens" designers. In the May issue, the full page ad noted a branch office opposite Nevins. In March 1930, S&S ran three full page ads in Yachting -- one was all large power boats, the others all sailboats plus their designs being built. Their designs were also featured in ads of others and mentioned among the monthly yachting news pages. For example, *Dorade* was featured in Minneford ads in 1930 and 1931. In The Rudder of October 1935, S&S ran two ads. The full page one was headed "Winners -- In All Classes" with three of those built by Nevins. S&S also had a quarter page ad. This one was aimed at their brokerage sales. "1936" was the heading with the following text. "To those interested in buying a boat for next season we strongly advise giving the matter their immediate consideration, even though they may not want to make a definite commitment until some later date. Between now and the first of the year there will be a very much wider choice for a buyer to select from. We will be very glad to advise with prospective purchases or owners considering replacing their existing boats." (p91)

WINNERS— IN ALL CLASSES

THE record of Sparkman & Stephens designed yachts in the major yachting events of the past season, is without parallel in the annals of yachting.

In practically every deep water event and many other contests, Sparkman & Stephens boats have scored victories, the result of carefully thought out designs, backed up by practical experience.

This outstanding record is only one of the many reasons why your next yacht should be a Sparkman & Stephens design.

TRANSATLANTIC RACE — FASTNET RACE

STORMY WEATHER

Auxiliary yawl, 53'11" o.a., 39'8" w.l., 12'6" beam, 7'10" draft. Built by H. B. Nevins, 1934. Owner, Philip L. LeBoutillier, New York, N. Y.

MIAMI-NASSAU RACE — HAVANA-KEY WEST RACE

AWEIGH

Auxiliary cutter, 47' o.a., 35'8" w.l., 11'9" beam, 6' draft. Built by M. M. Davis & Sons, 1934. Owner, Lawrence M. Bailliere, Baltimore, Md.

DETROIT-MACKINAC RACE

ALSUMAR

Auxiliary sloop, 44' o.a., 30' w.l., 9' beam, 6'3" draft. Built by Minneford Yacht Yard, 1930. Owner, Thomas F. Petzold, Detroit, Mich.

NANTUCKET LIGHTSHIP RACE

EDLU

Auxiliary cutter, 56'2" o.a., 40' w.l., 13' beam, 7'10" draft. Built by H. B. Nevins, 1934. Owner, Commodore Rudolph J. Schaefer, Larchmont, N. Y.

GEORGE CUP

METEOR

Six meter sloop, 37'6" o.a., 23' w.l., 6'4" beam, 5'4" draft. Built by H. B. Nevins, 1930. Owner, Edward J. Doyle, Rochester, N. Y.

PLYMOUTH, ENG.—BELLE ISLE, FRANCE RACE

TRENCHEMER

Auxiliary yawl, 72' o.a., 53'6" w.l., 14'10" beam, 10'6" draft. Built by Hall, Russell & Co., Aberdeen, Scotland, for W. D. M. Bell of Ross-Shire, Scotland.

FREEMAN CUP — CHAMPIONSHIP, L.Y.R.A.

CONEWAGO

Eight meter sloop, 49'8" o.a., 30'4" w.l., 7'11" beam, 6'6" draft. Built by Robert Jacob, Inc., 1930. Owner, Albert B. Eastwood and W. V. Castle, Rochester, N. Y.

SPARKMAN & STEPHENS
INCORPORATED

NEW YORK
11 East 44th St.

BOSTON
148 State St.

The NYYC added two new classes -- the 8-meters and the 12-meters -- to its cruises in 1928. The Nevins yard built a variety of yachts during the year -- a 6-meter (*Saleema*), an 8-meter (*Aleada*), an R-class (*Alert IV*), a Crouch speedboat (*Typhoon*), a Mower power cruiser (*Snook*, 40' lwl) and the Wells commuter, *Cigarette* (75' loa), for L Gordon Hamersley, a cruiser and racer of both power and sail boats.

The first S&S designed 6-meter, *Thalia* (design #5, US #42), was built for Lewis Young together with five 8-meters and *Windward*, Junius Morgan's M-class of 53' waterline length, in 1929. In his 1941 letter to WP Stephens, Nevins gave the cost of an 8-meter in 1929 as $15,000 and *Windward*'s cost $50,000 to build, again "exclusive of sails and designer's fees." These costs can also be found in part 28 of Stephen's series from Motor Boating. In October 1928, Ratsey prepared an estimate for Junius Morgan for sails for his M-class yacht (Mystic, Coll. 236, v 115). The total for mainsail with battens, jib with snap hooks, large balloon jib and a spinnaker was $4,520. The terms, if accepted, were written across the lower corner of the page -- 30% cash upon singing contract, 30% Feb 1st when sails are sewn together, 25% March 1st at completion of working sails + others sewn together. The balance was due with delivery on or about May 30. The terms were "if ordered by Nov. 9, 1928." Across the page is written "accepted." A few pages on, in November (p 71) is another estimate for Morgan for a small balloon jib ($385) and a trysail ($600). A note there says "Nov. 2 accepted." The total cost for all of *Windward* 's sails was $5,120. Ratsey estimated sails for an 8-meter in January 1929 (v 115, p 109). It was identified as "8 metre by Crane - Van S Merle Smith" with no "accepted" written across it. The total was $1,222 for mainsail, jib, genoa, a large spinnaker and a small spinnaker. The mainsail "racing numbers" were listed as $8 and bags for the jibs and spinnakers were $5 each. Two of the 8-meter yachts Nevins built that year were Clinton Crane designed, but for Johnston de Forest (*Priscilla*) and Charles Adams (*Thisbe*) and not Van Merle Smith. Two of the others were designed by Mower for Robert Bavier (*Mab*) and E Townsend Irvin (*Sally*), while the fifth was designed by Hoyt for HB Plant (*Muffet*). The sail estimate given by Ratsey to S&S for the 6-meter *Thalia* was in September 1929 (v 115, p 236) totaling $952. It included a mainsail with slides and battens and numbers, jib, large and small spinnakers, genoa and balloon jib where the mainsail bag was $8 and each of the others was $4. The estimate was "accepted" but no date or terms were recorded in the estimate book. Nevins also built a Rhodes designed (#940 drawn in September 1928) sloop for HH Larkin (*Chantey*), a 70' power commuter (*Sazarac*) and the photo chase boat *Snap Shot* designed by Mower for photographers Edwin Levick & Sons of New Rochelle. Today, Levick's photograph collection is housed at the Mariners Museum.

Arguably one of the most beautiful boats ever built, majestic ***Windward*** (seen here in 1937) was top boat in 1927 and could still set a record in its last race in 1958. (from web site)

The fall of 1929 brought the great crash but the Nevins yard continued to be very busy building into the early 1930s. Of the six 6-meters Nevins built in 1930, four were from S&S designs (#6 for *Mist*, #8 for *Comet*, #8.1 for *Meteor* and #10 for *Cherokee*) and two designed by Crane (*Sprig* and *Mars*). *Mars* was built for Van S Merle Smith, who apparently decided in favor

of the 6-meter over an 8-meter. *Mist* was for John Roosevelt, the first owner of NY32 #5. Other yachts Nevins built for the year ending in August 1930 were the 64' wl schooner *Amerind* and her launch, Ratsey's *Golliwog* designed by Arthur Payne and both the power cruiser *Novia* of 54' overall length and power yacht *Analgra* of 120' overall length designed by Mower. *Amerind* was a Tams & King design built for Warren Ackerman. She carried an outside ballast of 54,000 pounds and 4800 sqft of sail. Ratsey prepared an estimate for Tams and King for the schooner in August 1929 (Mystic, Coll. 236, v 115) listing all the sails and covers. There are two totals -- one in the hand that did the columns of $6,665 sails and $385 covers, the other in pen by another hand saying "sail etc 6865, covers 185" -- both equaling $7,050. A May 1930 ad in Yachting by Anaconda Copper & Brass of Waterbury, CT featured a picture of Henry Nevins aboard *Amerind* and a letter from him to the company. The company text above the reprinted letter stated " Henry B Nevins, eminent builder of fine sailing and power yachts, asserts that in EVERDUR, an Anaconda alloy, yacht builders have at last secured the metal they have been searching for." Nevins used Everdur fastenings throughout in his yacht building. *Analgra,* the largest yet built by the yard, was for Lewis Pierson, who apparently used his four year old *Analgra III* as part of the payment for the new larger yacht and her 19ft tender. Nevins built two hollow masts -- one heavy at about 5,000 pounds and one light at about 4,600 pounds --in 1930 for *Enterprise* , which were tested at the Jacob yard down the street. However, during the trials and subsequently during the America's Cup defense that year, the J-boat used a new duraluminum mast.

Nevins had some work in 1931 building three 6-meter yachts. *Bob-Kat II* for Robert Meyer and *Jill* for Seward Johnson, both designed by S&S, and *Lucie* for Briggs Cunningham designed by Crane. The Ratsey's sail estimate for *Bob-Kat II* was from January for a total of $1,869 and the other for S&S from April totaling $1,404.75 (Mystic, Coll. 236, v 116). The lesser amount was for five sails, while the larger amount included those plus five additional sails. In both estimates the mainsail and jib were $495, intermediate jib estimate was $155.50, Genoa $179 and double spinnaker $138.25. A number of eleven foot dinghies were built by the Nevins yard for frostbiters, each costing $300. A second (81' loa) power commuter *Sazarac* , this one a Wells design, and her 12' tender for George Townsend was also built. But it appeared incoming work had slowed as the *Brilliant* story shows.

Among Nevins' increased number of ads, is this one -- "What is the Reason?" -- showing the yard's capacity and policy.

Company notes for 1931 mention the completion of a new larger dock with a 100-ton capacity elevator to allow hauling or launching at any tide. It was featured in a Nevins ad in September 1932, and as one of the "reasons" why yachtsmen preferred the Nevins yard in one

from August. A July 1933 ad including a photo of *Brilliant* hauled on this dock read "The Nevins yacht elevator always instantly available for rush work. In and Out when you like" [see section for NY32 #12 for this ad] The 1937 Nevins audit carried the replacement value of $47,588 for 1930 new dock and $48,105 for new dock and plant alterations in 1931. According to Nye's Nevins collection notes part of the capital for this new dock resulted from a loan by Olin Stephens Sr, after the sale of his coal company. Designer Olin remembers some "Nevins bonds inherited from his grandfather" (3/04 per com), but not what use Nevins made of the funds. The coal company sale also helped fund the building of Olin and Rod's successful *Dorade* at Minneford's yard, reportedly for $28,000 (Kinney and Bourne, 1996). With *Dorade*, Minneford also built three other S&S designs that year, including *Kalmia* included in an ad from that yard. According to Kinney (1978) the Stephens Coal and Fuel Company sold "in 1929, luckily before the stock market crashed in the fall" (p 29). This investment in his sons' careers "was a sound one. Even in 1932, when there was barely a ripple in the yacht market, Olin was kept moderately busy." The biggest job wrote Kinney was designing a " $90,000 schooner" (p 54). This was design #12 for *Brilliant,* today part of Mystic Seaport's active fleet. A fuller story of Walter Barnum and *Brilliant* at the Nevins yard can be found in the story of NY32 #12.

Nevins dock, 1931

(Nye's Nevins collection)

Along with *Brilliant,* another 6-meter, *Nancy* , designed by S&S for Van Merle Smith, was launched in 1932 together with a Mower designed sloop *Marcarle.* Nevins also built the Rhodes designed 33' waterline length yawl *Ayesha* (#2460) for John Hogan. She was launched on June 11th with Rosenfeld on hand to record the event. She finished third in her class in the 1932 Bermuda race (Henderson, 1993). As a centerboard ocean racer prototype, a sister *Alondra* (design 410) was built by Nevins in 1937. Ten years later at Nevins' suggestion she was bought by Carlton Mitchell and became *Caribbee*. She was re-rigged by Rod Stephens becoming a successful ocean racer with Mitchell.

In 1932 Mower left to work independently and George Crouch, a 1901 Webb Institute graduate, became the new in-house architect. A good portion of Barnum's contract can be seen in the contract category of the comparative income summary (Table N-1) for the 1932 year which netted Nevins Inc. a total income loss of only $4,846 compared to that of 1933.

Table N-1 -- Henry B Nevins Inc Comparative Income Statements for fiscal year ended August 31st									
			from audits for 1937 and 1939 among Nye"s Nevins collection.						
Explanation		1932	1933	1934	1935	1936	1937	1938	1939
Sales									
Materials		$40,504	$44,957	$73,952	$55,979	$76,249	$115,087	$104,711	$80,969
Labor		64,136	57,349	94,022	84,976	114,271	181,425	164,718	115,845
Supplies		16,325	13,265	22,304	15,809	21,540	28,175	27,552	22,823
Contracts		147,698	43,304	139,250	98,275	480,286	258,705	270,139	267,633
Hauling		4,684	4,504	5,200	4,465	5,555	7,599	6,803	6,013
Storage		34,908	25,519	18,884	18,502	17,822	18,803	19,102	18,953
Total sales		308,255	188,898	353,612	278,006	715,723	609,794	593,025	512,236
Cost of sales									
Materials		29,056	31,957	53,048	40,248	55,076	79,097	72,843	59,512
Labor		34,670	29,863	48,058	44,065	57,848	90,884	83,782	58,209
Supplies		11,141	8,980	15,018	10,875	14,456	19,042	18,264	15,337
Contracts		111,269	23,588	97,614	69,923	399,712	241,656	203,642	226,702
Hauling		1,706	1,606	2,038	2,129	2,686	3,306	3,210	2,624
Storage		4,897	2,979	4,439	3,648	4,163	5,711	5,578	5,756
Total costs		192,739	98,973	220,215	170,888	533,941	439,696	387,319	368,140
Gross profit		115,516	89,925	133,397	107,118	181,782	170,098	205,706	144,096
Expenses									
Manufacturing*		78,415	71,339	81,491	80,579	96,404	109,733	116,339	103,680
General**		41,766	28,154	42,329	37,670	66,607	65,494	83,765	52,934
Merchandise losses		5,235	4,601	909	4,451	3,047	80	5,676	250
Discounts (net)		360	536	245	892	1,470	262	1,589	519
Sundry income		145	670	1,379	8,149	881	2,950	5,027	6,481
US award - 54ft PT boat -- Crouch design --winner									15,000
Total expenses		115,161	103,960	123,595	115,443	163,707	171,935	202,342	134,864
Total income or loss		355	-14,035	9,802	-8,325	18,075	-1,837	3,364	9,232
Sundry changes		5,201	3,905	13,142	2,491	2,610	525	2,104	*** 10,779
Net income or loss		-4,846	-17,940	-3,340	-10,816	15,465	-2,362	1,260	-1,547
* includes rent paid		NA	NA	30,000	30,000	30,000	30,000	30,000	30,000
to Henry B Nevins Inc									
** includes President's salary			NA	10,000	none	22,500	10,000	20,000	none
***includes -- flood damage			$5,992.87 + architects special fee $4,250						

In an ad placed in the July 1932 Yachting, Nevins featured "A quarter of a century of fine building and designing furnishes a background of high purpose and accomplishment. "BUILT BY NEVINS" means much in a yacht. It is an identification of highest quality and a guarantee of superlative materials and workmanship. We give below a partial list taken from over three hundred and eighty yachts of all types "BUILT BY NEVINS" -- a growing fleet, which typifies the best in yacht building of which the owners are justly proud." Nevins ads in the months after, urged readers to "Build or Repair Now. Wages are low, men out of work, sacrifices to profit will be made to provide employment. The time to build a good boat at a greatly reduced price." These were full page ads placed opposite the table of contents page. Although Nevins ads were not in any of the Yachting issues prior to July, other yards including Minnefords, Lawley and Herreshoff were advertising with yachts they were building or had built recently. In a 1933 ad, Nevins offered the Crouch in house designed and built 27' wl sloop at a cost of $7,350. It was a 'spec' boat by the Nevins yard. The ad stated that "economy is effected through simplicity and not through cheap workmanship or material."

Although not built for racing, *Brilliant* was second, with *Stormy Weather* first and *Edlu* third in the 1936 Bermuda Race. Barnum also raced her in the 1932 Bermuda race and the 1933 Fastnet Race. Like *Gimcrack* and the NY32 *Mustang* (#17), when Rod Stephens owned her, *Brilliant* has been part of a full scale testing and tow tank testing (Grant & Stephens, 1997).

Gimcrack, a prototype one design sloop, was built by Nevins in 1933 for S&S (design #19). This was a proposed new one-design class for S&S and described in a November (1932) Yachting article (p68). She was 23' on the waterline with 6100 pounds of displacement, 3000 of which was in the lead keel, and offered by Nevins for $2,600. Ratsey estimated sails for this design in December 1932 (Mystic, Coll. 236, v 117, p166) as "Stephen ODC" for a sail area of 434 sqft. It was a total of $330 for mainsail ($180), jib ($75) and spinnaker ($75). Since there were no buyers, although a number of sailors, she was used by Olin and Rod and Ken Davidson of the Stevens Institute in full scale sailing tests during the late summer and fall of 1933 as well as in model tow tank tests. A Nevins launch was also involved as the tow boat for the full model tests. The results of the *Gimcrack* tests were described by Davidson together with tow tank results at the SNAME 1935 meeting (Transactions published 1936). [see section at the end of the NY32 #2 for more on these tank and full sailing tests]

$2,600

COULD NOT HAVE BEEN DUPLICATED THREE YEARS AGO FOR $4,000

FROM KEEL TO TRUCK "NEVINS" BEST PRODUCT

Mahogany Planking

Everdur fastenings

Teak cockpit floor

Mahogany trim

Ratsey sails

Hollow mast

T Boom

Monel Rigging Tangs

Nevins Winches

Fittings of special design

THE NEW ONE-DESIGN CLASS

34' 4" x 23' x 7' x 4' 7"

Designed by SPARKMAN & STEPHENS, INC.

FAR SUPERIOR TO ANY CLASS IN EXISTENCE

This outstanding boat has been evolved by combining the unquestioned ability of Olin Stephens as a designer and sailor with the wide experience of "Nevins" in building about 200 boats of similar types including Bayside and Southampton Birds, Huntington, Victory, Pequot, Fishers Island, Annapolis, Sound Inter-Club classes and 35 Six-Metres, internationally recognized as the finest examples of yacht building and fitting afloat.

Most of the eminent yachtsmen of Long Island Sound have sailed this boat and are enthusiastic and unqualified in their approbation.

Avail yourself of this opportunity to own a "Nevins" boat at such an unprecedented figure. See her and be convinced.

It's real economy to deal with Nevins because they know "what to do and how to do it"

HENRY B. NEVINS, INC.

CITY ISLAND, NEW YORK CITY

A competent designing staff headed by George F. Crouch is at the service of individuals for designs, or for the carrying out of designs of any naval architect

Henry B Nevins authored an article in Yachting, appearing in the September 1933 issue (p49,50,88), entitled "Economy versus Cheapness" and then a series of three articles "On the building of a yacht" appearing in the March, April and May Yachting, 1935. It is most probable that he wrote them not so much because he might have had more time with the slackness in business, but in conjunction with his lobbying for the boat building industry during this period. In 1935 Nevins was a member of the National Code Authority for the Boatbuilding and Repairing Industry, according to his obituary. Taken together, the articles tell how yachts were built at the Nevins yard. In the first, Henry sounds a bit like a "Dutch Uncle" setting out what not to do or accept in a yacht being built, but in the building series he presents the why and how yachts should be built.

Nevins began the 1933 article with --- "Why is the American yachtsman so tolerant of, or indifferent to, a leaky yacht? Does he think that because so many, many yachts leak that this is a necessary evil—that they cannot be built so that they will stay tight?" -- and then goes on to provide reasons for price differences and illustrations of "differences in proper and improper methods of construction; between those that are time saving regardless of results, and those which necessarily take time in order that the results may be permanent and effective."

As Nevins began to close the article, he wrote -- "As " Al " Smith would say, " Let us look at the record.' The names of such men as Nathanael Herreshoff, George Lawley, B. Frank Wood, and Gil Smith are respected by all yachtsmen who knew them or their work. The yachts they built reflected the basic integrity of the men and their great skill in their profession. Today, after years of good service rendered contented owners, the yachts of these builders have a sound, intrinsic worth far above that of their more crudely built companions. …. No man ever had a greater knowledge of the properties of materials or knew how to utilize and combine them than Nathanael Herreshoff. " (p50)

Nevins' closing for this first article is --- "Must the present day yachtsman cast all this past experience aside and learn by bitter experience that he can get in this world only what he pays for? John Ruskin most aptly expressed the essence of this question when he wrote: "There is hardly anything in the world that someone cannot make a little worse and sell a little cheaper, and the people who consider price only are this man's lawful prey." (p88)

In an interview (Mystic, OH 91-4), Rod Stephens noted that in the spring of 1933 business did not look good. Table N-1 confirms it was not, posting a net loss of $17,940 on total sales of only $188,898. Thus, Rod organized a sailing trip aboard *Dorade* to Bergan, Norway with plans to do the Fastnet Race. He described it as a good trip and she won the Fastnet again. This trip by Rod earned him the CCA Bluewater medal. Mystic Seaport has many of the Stephens' films of this and other sailing events available in video format. It was after this trip

that Rod left Nevins to work with Olin at S&S full time. Rod had worked first at Nevins on the mold floor with Nils Halverson and then followed the S&S design building through the sailing trials after the launching. Rod said he "enjoyed sailing trials." On sailing trials, Olin described Nevins (OH 88-9) as a "very good builder of wooden boats" and "very considerate and careful" but was "terribly reluctant to let us take a new boat out until it had been in the water several days. I was terribly reluctant to let it sit in the water for several days (laughs) before going out." It would appear that Nevins, perhaps reluctantly, allowed the first NY32 launched fully rigged to sail that day in calm waters.

> Olin Stephens wrote (1999), "I knew from the beginning the importance of the right builder. Fortunately I knew and was known by the builders of City Island where all of our early designs were carried out. Some yards are more careful than others in their adherence to the design. … From Henry Nevins through his whole office staff to the lowest position in the yard each man knew his job and did it well. I was happy whenever I could arrange for Nevins to build a new boat. This became routine for Six Metres, but it was especially satisfying when a fast cruiser -- a racing/ cruising yacht -- was worked into the shop. The right balance between lightness and strength can mean everything in a racer." ……. We were neighbors to both yards in our storefront office until 1934, and most of those years were the bottom years of the depression. The depression surely made a difference to the City Island yards. There must have been much unemployment, during the thirties. That may have helped our new office because both Nevins and Minnefords were available to build our small boats, not having more or bigger boats such as Nevins especially had previously built. With a small but growing business, I was less aware of the depression than most." (p75-76)

During the 1991 interview Rod was asked what made Nevins a good boat builder ? Rod's reply was to say that "Henry said "Number one, you do it the best way you know how to do it, and do it right." He said some thought Nevins' rates were high. He claimed Rufus Murray was part of what was best about Nevins. Rod described Murray as a quiet, friendly older man who was always in good humor and whom everyone admired. Rod traveled with Murray on some of his trips to get lumber, describing how he knew his woods, or other materials for building. Rod also spoke of the working relationship between Nevins and Ratsey and of his working with Ratsey when they were making the sails for an S&S design.

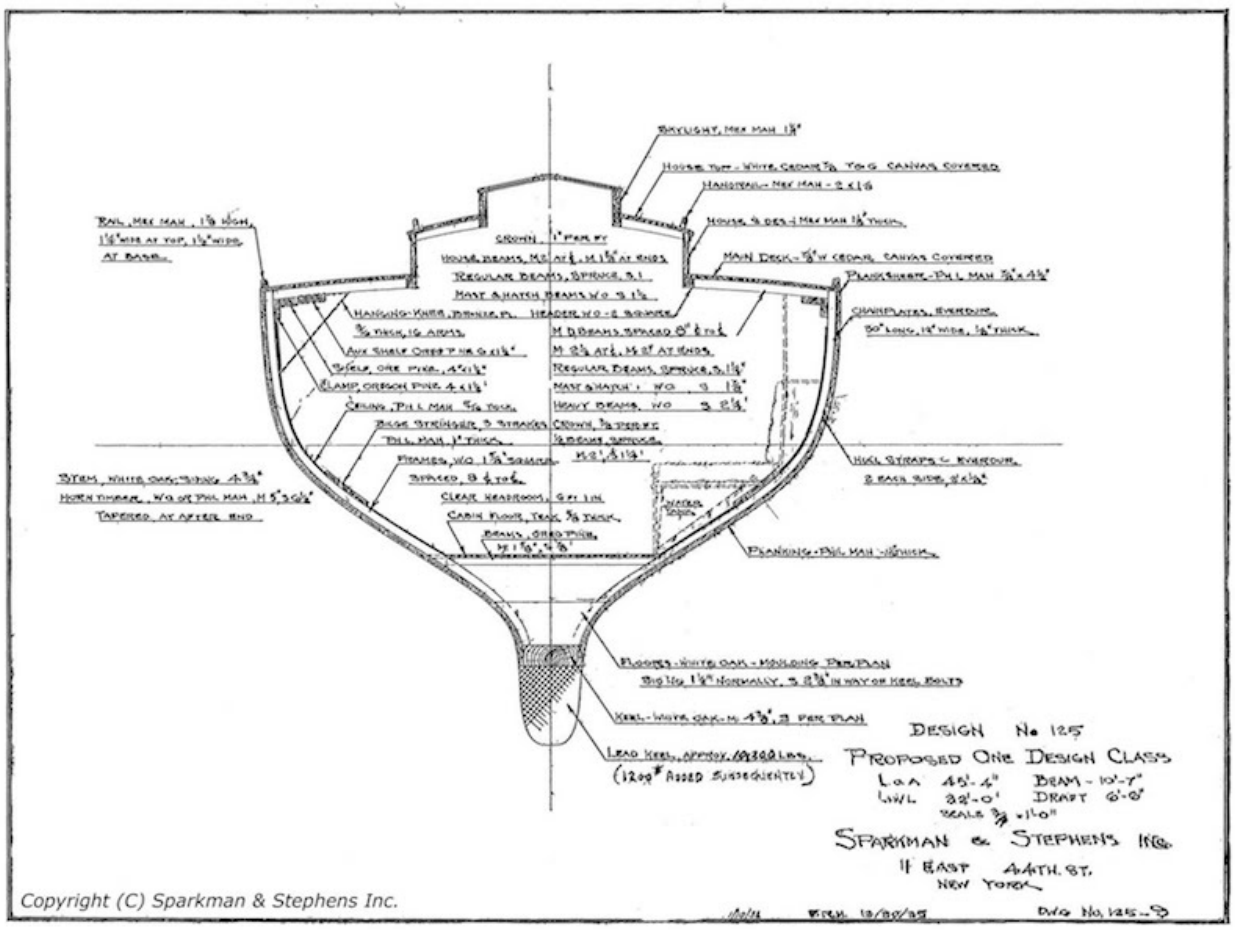
On board Brilliant with from left to right – Joe Appleton, Rod Stephens, Captain, & Rufus Murray.

Many of the yachts built at Nevins in 1934 were S&S designs. They included the 6-meters *Jack* (#30) and *Swallow* (#36), the sloop *Edlu* (40' lwl, design # 35) and the yawl *Stormy Weather*. (39' 8" lwl, # 27). R J Schaefer's *Edlu* won the Bermuda race with Robert Bavier at the helm and Jim Merrill, an S&S draftsman who would later work at Nevins, among her crew. LeBoutiller's *Stormy Weather* won the 1935 Fastnet Race with Rod aboard. There were also fifteen 12' skiffs built for the Larchmont YC junior sailing program to an S&S design. The yard built the 6-meter *Ernie* designed by Whiton and an 18' launch for *Countess* designed by Crouch. The year recorded almost a doubling of total sales from the year before and a net loss of only $3,340 (Table N-1).

After setting out in his 1933 article what not to do or accept in a yacht being built, Nevins in three parts in 1935 wrote on the best building methods and materials for wooden yachts as well as their care. He began in the March article, "On the building of a yacht" (p57-59, 106, 107), again with a question --" Does it not follow that the vessel, which is so much a part of this adventure, should receive from her owner the most minute care and attention, that he should become attached to her, know all about her, and that, unless he does, the maximum joy of using her will not be his?" (p 57). Nevins starts with lofting the design plans to provide full size templates for the keel, deadwood, stem, floors, frames and explains lead poring for the keel and steaming of planks among other stages in the building process. There are several midsection

plan sketches in this article to show the various parts and their materials. For the NY32s, the midships plan was 125-9 drawn 12/20/35.

..



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Nevins covers mast steps, thoughts on most likely areas for rot (stem & stern), caulking and other building parts. Within his discussion of planking and fasteners (best are wood screws), he states -- "But don't ever let anyone put a galvanized iron screw in your boat anywhere. Such screws are no earthly good." (p 58) Obviously the California yard that refastened *Ragamuffin* (see NY32 #7) had not read or heard this warning.

For engine installation, Nevins refers the reader to George Crouch's series in Yachting of November 1932, March, April and July 1933, but then offers some general guidance.

The construction of the NY32s as seen in various photographs follows these descriptions, although his article described building a yacht right side up and the NY32s were built upside down [a companion view of the turning over here can be found in section for NY32 #21] Another deviation from Nevins' description in this series was construction of the deck. On deck construction, he wrote "All decks should be laid of quarter or rift sawn lumber, which means that the surface presented is at right angles, or nearly so, to the annual rings in the log. If the wearing surface is cut parallel to the annual rings, slivers will eventually appear. For the sake of economy, where possible, decking should be square, as almost any square cut from a plank will be rift or quarter sawn on two of its sides. Have brass or bronze screws used in your deck instead of nails. They hold better and do not rust." (p 132) The decking for the NY32 class was changed by the class committee in January 1936 from wide members screwed to narrower strips edge nailed under the canvas. (see section for NY32 #9 for more on the deck changes and also keel sizing and pouring for this class)

In the April 1935 Yachting article -- Part II -- Electrical Equipment, Spars, Rigging, and Other Matters" (p 72,73, 130-132)-- Nevins begins with the installation of tanks (monel best) with some of the "other matters" being plumbing, protection against Teredo, interior joiner work and deck hatches. On spars, he favors hollow ones, with the best wood for them being Sitka spruce. Nevins claimed the hollow mast gave the boat more advantage and the difference in cost was "about one-third more for the barestick." (p 130)

" Casein glue, which was developed to its present standard during the war for airplane work, has revolutionized spar making. It is damp proof and water resisting, but not waterproof, and it makes a joint which is stronger than the wood itself, if properly and carefully mixed. I have never seen or heard of a hollow spar made with this glue, properly mixed, coming apart, and I can see no reason for using solid masts and every reason for the use of hollow ones." (p.73)

While writing about rigging, Nevins digressed with an example of how he saw the tendency in design, equipment demanded greater expenditure of money, but that gave some idea of costs and economy.

"The early Six-Metres built in 1922, carrying around 4700 pounds of lead, cost about $4,000 for hull, spars and rigging. A Six-Metre of 1932, carrying about 6400 pounds of lead, cost $6,000, hull, spars and rigging.

The hourly pay of workmen in 1932 was exactly the same as in 1922. The price per pound of lead was the same. The cost of other materials was about even, and the percentage of overhead and profit happens to be the same in both instances.

Therefore, the *requirements* for a Six-Metre in 1932 are $2,000, or 50 per cent greater than in 1922. I see no tendency towards simplicity and economy; as a matter of fact, the converse is true. Yet the " kicking " about cost has risen by God knows how much. It doesn't make sense—that's all." (p 131)

The usual standing rigging Nevins noted in this article was the six bundles of seven strands each. But he said the newer one bundle of nineteen strands (1 x 19) "airplane wire" was stronger for the size and more rigid than the other. His choice for running rigging was the more flexible 6 x 19 wire. A Hazard Wire Rope Company ad for their "Korodless" rigging (Yachting, May, 1936) offered a free gift to owners of all "Korodless" rigged boats. It was a color reproduction (below) of an oil painting by Lester Fagans of the NY32s, "the largest class of racing cruisers ever built in this country" (p4). All of the class were to be rigged with Hazard "Korodless" rigging, four miles of the stainless steel, non-rusting rigging. [please check the NY32 sections for those sail numbers clearly seen in Fagan's painting for more insights into the class promoters …]

In the last part of his yacht building series -- Part III—A Discussion of Some General Problems of Ownership -- Yachting (May, 1935, p63-64), Nevins touched on centerboard boats as he had not mentioned them earlier. He spent some time on galvanic action, or electrolysis, and use of zinc plates to "attract the galvanic action." Nevins offered his views on the scantlings issue in this part. It is interesting in part related to the scantlings question raised early in the building of the NY32 class (see Olin's letter below and the section on NY32 #11 for resolution). Nevins wrote --

> "By way of comment, I think we are in an unfortunate position regarding scantlings for cruising sail boats—and for racing sail boats, too, for that matter. As I understand it, the decision as to whether a boat may be admitted to an ocean race rests on the judgment of a committee. This seems provocative of argument and dissatisfaction and steps should be taken by some authority, or all the authorities together, to formulate regulations which would ensure adequate strength. Some time ago I drew up a set of scantling rules which are simple, adequate and not excessive in their demands. No doubt they are not perfect, but they would offer a beginning if such a movement were started.
>
> The ideal to be attained, and it is by no means impractical or impossible, is that racing boats should be built to a scantling rule which provides ample hull strength for any service the boat may be put in, so that, after her life as a racing boat is over, by the installation of an auxiliary engine and the addition of more luxurious and comfortable interior fittings, she may be a perfectly able, safe and satisfactory cruiser." (p 63)

Nevins finishes the series with a section on "relations of owner, crew and yard" (p 64) By crew he was referring to the professional crew, paid hand or sailing master many yachts had then. The advice, apparently taken by many owners at the time, he offered was to

> "employ your sailing master the year around, giving him something to live on in the winter. The cost will be a very small percentage of the yearly expense in running a yacht, and you will get an interest in the boat and you that will return much more than the outlay. There are innumerable odds and ends on a boat which can be done after and while she is laid up. Let your man do these for his yearly job, and save money on the fitting-out bill." (p 64)

Nevins also stressed the importance of an owner having a positive and trusting relationship with the yard. He concludes his series as follows…

> "The poor and, therefore, probably the cheap boat, is often the bane of yachting. So long as low initial cost is the prime factor in awarding a contract, just so long will we have such boats. Experience has taught that the second or third owner may expect extensive repairs and high cost of maintenance; therefore, the second-hand value is low. Undoubtedly, but undeservedly, the prices of better boats are dragged down by the cheap ones.
>
> If a prudent person is making an investment, he is not apt to go to a broker and ask for the cheapest bond he can buy. The soundness of the security plays an important part in his decision. It would seem that similar prudence should be exercised in the purchase of a boat, which is always a substantial expenditure.
>
> All this last may be thought to be propaganda but, if it is read in the spirit in which it is written, it will be found to contain facts which are vital and essential to the troublefree, economical and contented participation in a fine sport." (p64)

Olin Stephens has written on the evolution of the NY32 design in both his Lines (2002) and All This and Sailing Too (1999). The lines emanated from his successful trio of *Dorade* (#7, drawn 1930), *Stormy Weather* (#27 drawn 1934) and *Edlu* (#35, drawn 1934). Olin described the immediate ancestors to be the 32-footers *Landfall* (#54 drawn July 1934) and *Starlight* (#66 drawn December 1934). Bray (2002) points to *Penrith* (#65, drawn in early 1935) as the design from which the NY32s evolved. In the description of the *Penrith* design, The Rudder (June, 1935) said that *Aweigh* (#24, drawn 1934) gave raise to design #65. Another, not built, but listed in the S&S design plans volume is #120, an auxiliary ketch proposal for Junius Morgan. The list shows plans drawn by Rod at the end of November 1935 and early December of sail plans (120-3 and 120-4) and two accommodation plans. The plans themselves are not among the S&S collection housed in the Mystic Seaport Ship Plans and, according to notes at the S&S office, all of these plans have been lost. It is listed in Kinney and Bourne (1996) with the

dimensions of 44.33' x 35.83' x 11.42' x 6.5ft. There was a sail estimate for "S&S plan 120" by Ratsey dated 12/24/35 with 960 sail area main, mizzen & jib of $600 with "verbal $980" (Mystic, Coll. 236, v.119). This was also the time Ratsey estimated the sails for the 32-foot class. Junius Morgan (first owner of NY32 #20) appears to be one of the yachtsmen to 'spur' or push the existence of the new one-design class along. The development of the NYYC 32-foot one design class had a solid, well performing background. Olin wrote: "I know that Drake was the principal reason we were given this project, and not only for his sales talents; he had organized the offering with Nevins, the builder, and the sailmaker, Ratsey, to provide a simple, complete package. In a short time, the 20 boats, all that Nevins could build for the next summer, had been ordered." (p.92, 1999)

The NYYC library has a "scrapbook" collection of notes and class committee changes for the 'new 32ft one-design' class. Among those [others have been cited in various of the NY32's twenty sisters' sections] is a letter of March 6, 1936 to NYYC Commodore W.A.W. Stewart from the class designer, Olin Stephens. This was in response to the Commodore's letter "in regards to the scantlings of the new One-Design Class." The class had just begun building at the Nevins yard [see end of the section for NY32 #1 for some modifications earlier to the design as building began]. This corresponded with the question of two extra frames at the mast step to meet both of the certificates needed to sail in cruises and races of the NYYC.

Olin wrote the following, about when the guidance was given in December 1935 (section for NY32 #18 has more on the plans submitted).

> "In working these out I was guided by the instructions of the committee at the time that they asked various designers to prepare plans. At that meeting the question of scantlings was raised and I believe that it was the unanimous opinion of the several designers present that it would not be to the advantage of the boats to build to the New York Yacht Club scantlings. The committee members accepted this opinion and specified that the designs should comply with the Cruising Club rule limiting the ballast to a maximum 46 percent of the total displacement.
>
> The principal reason why the Club scantling rules were not considered suitable is that in the case of a boat designed over the normal Universal rule displacement, unnecessarily heavy construction is required. This is particularly true when, as you suggest in your letter, the amount of ballast has been materially cut down on account of the weight of interior accommodations, auxiliary motor, etc. The One-Design with an overall length of 45 feet and 10,200 lbs. of ballast compares with a Universal rule type boat 54-55 feet overall with about 13,800 lbs. of lead. I think it is obvious that the smaller boat does not require the same scantlings for strength although displacement is the same in both cases.

There were also other reasons such as the cost of complying with certain unimportant but difficult and undesirable provisions of both the Herreshoff and Lloyds rules. The cost of the inspection was also a factor and in total might have made a difference of $600. or $700. in cost."

Olin provided a table comparing the sizes of the principal scantlings of this new one-design class with those required by Lloyds. He noted that Herreshoff's table would give "almost exactly the same weight. I have not figured it in detail as it is the less practical rule of the two."

PART	O. D. CLASS	LLOYDS
Planking	1.0625"	1.0633"
Clamp	12 sq.in.	12 sq. in.
Bilge stringer	12 sq. in.	9 1/2 sq. in.
Frames	2.64 sq. in.	7"
Floors (arms)	10"	19-3/4"
Floors (siding)	1-1/2"	1-916"
Keel (moulding)	4-3/8 "	5-1/4 "
Keel (siding)	14"	10-1/2 "
Deck	1.00"	1.0633

Olin followed this tabulation with the following and in closing suggested he would be glad to talk with the Commodore about this, "if he would like to see me."

"On the other hand our hulls are ceiling and strapped. Lloyds do not require either, but Herreshoff's rule calls for both. However, Herreshoff's method of laying out the straps seems to me to be very bad.

Personally I am not in favor of doing anything to encourage these boats racing against Universal Rule boats, as any boat built under Cruising Rule is at very much of a disadvantage when measured under the Universal Rule.

There is a very great need for a scantling rule more comprehensive than the present Cruising Club ballast ratio and with the increased interest in boats of this type, it seems to me inevitable that a suitable scantling table must be provided and I think it would clarify matters in the future as far as the Club is concerned if the Club had its own scantling rules for both types of boats, or it might even be possible to develop a scantling table that would be suitable for both rules."

A copy went to George Nichols (first owner of NY32 #18) and George Cormack (NYYC secretary).

Sales for 1935 included several Crouch designs. That year Nevins built *Seven Seas*, a Clinton Crane design 12-meter for Van Merle Smith. The first American built12-meter, she championed her class in 1936 and 1937. Nevins build a 30' lwl sloop, *Pendragon*, for Henry Devereux which launched in April with WP Stephens christening her. Her plan was published in Rudder (June, p 46) that year and credits the design to Devereux and WJ Roué of Ford & Payne and Roué. She was 40' 9" x 30' x 10' x 6' 3" with 788 sq ft of sail, a center shaft and Gray light four engine. Her interior included two berths in the main cabin, one aft on port side opposite the galley to starboard at the companionway, enclosed head and two berths forward. Her mast rigging shows both running back stays and check stays. Perhaps as the S&S design for the NY32 class was built from other successful designs, *Pendragon* contributed to the design Ford & Payne and Roué submitted to the NYYC class committee in December 1935. The audited results for fiscal 1935 ending in August (Table N-1) showed total sales again down and the net income loss increased to $10,816. Perhaps Nevins' Yachting articles were, after all, in part to stir up business after all….

Bending frames for a new yacht at the Henry B Nevins Yacht Yard (1935).

Nevins company's total sales for 1936 (Table N-1) were $715,723, up no doubt in large part by the twenty NYYC one design class built. It is the first year in five to show total income and a net operating income in excess of $15,000. In addition to this production of the twenty

NY32 one design yachts, Nevins also built *Mood*, a 6-meter of S&S design for J Seward Johnson, *Semloh*, a 93' power yacht and her tender launch, designed by George Crouch, for Jay Holmes and a Crouch designed 26' launch as tender to *Vema*.

Among Nye's Nevins collection (v7), there are pages of weekly work sheets for "#416 - 1936 6m Johnson" where "Mar. 3, 1936 lay down & make moulds" is the beginning construction of S&S design #104 for *Mood* (see Table N-2). For the week ending March 8, the hours were 485.5 for labor cost of $406.69 and material costs of $560.76. This comes out to 84 cents per hour, but we don't know exactly how many worked that first week, but given the activity, definitely loftsmen Nils Halverson and Bill Hodges with Rufus Murray checking on progress and carpenters to help assemble the moulds. The week ending April 8th 1559 hours at a cost of $1164.32 (and average of some 74.7 cents per hour) and materials costing $1954.74. The week of May 13th (after the first two NY32s had been launched), the hours were 38,855 and material costs $4276. This same level of activity was shown for the following week. *Mood* raced her first race May 24th at the American YC and, skippered by her designer, won. As there was no record of the actual contract or selling price, but earlier information by Nevins of the cost of a 6-meter and the 1937 construction and contract costs of one, it seems *Mood* probably might have fallen into the auditor's example of need for better contract estimates. But Nevins' ads during this period included the phrase -- "Wages are low, men out of work. Sacrifices in profits will be made to provide employment." -- suggesting a different goal and view than the auditors.

Table N-2. Nevins construction work pages for hull #416, a six-meter, and Lawley built Paine 36 job costs in 1936 ....

No Nevins contract was found, just pages of weekly work totals -- "#416 1936 6m Johnson "
"May 3, 1936 lay down & make moulds" -- handwritten, probably Mar. 3rd
This is S&S design #104 for Mood Johnson's 6meter

week ending	hours	labor $	materials $	$ per hour (not on pages)
20-May	3861	2806.84	4277.66	0.727
13-May	3855	280	4276	
6-May	3696.25	2676.72	4105	after launch NY32 #1 & 2
22-Apr	2516.5	1788.03	2724.91	
15-Apr	2024	1451.52	2291.42	0.717
8-Apr	1559	1164.32	1954.75	
31-Mar	1000.5	807.4	1394.81	0.807
25-Mar	798	648.68	1166.68	
21-Mar	138	124.79	183.97	
18-Mar	485.5	406.69	560.76	0.839
total of columns (not on pages)	19933.75	12154.99	22935.96	

If Nevins work week was 44 hours (8-hour days with hour for lunch plus 4 hours Sat.)
then 400hrs/wk /44 = 9.09 men that week,
2000 hrs/wk /44 = 45.45 men that week
3800 hrs/wk /44= 86.36 men ...

The NY32 contract cost from Nevins was $10,500 per boat. On a waterline length basis that would be $328 a foot. Although the 6-meter length was only 23' 6" lwl, this $328 per foot.would suggest a contract of $7,710 for Mood.
See Table N-4 for cost comparison to 1937 built 6-meters.

Lawley job cost examples for the four Paine 36's built in 1936 (the Hart Nautical collections) from two pages of various job descriptions.*

job or order (some)	hours	labor	materials	$ per hr work
molds	348	$212.80	$61.83	0.61
wood hull	29488.25	18,519.32	9,822.77	0.628
painting	4017.75	2,688.77	376.81	0.669
spars	5305.25	3,741.96	838.04	0.705
paint bottom	17.5	9.83	9.92	0.562
total all entries	58,871	39,558.45	30,082.85	
total of labor and materials			$69,641.30	
contract total four boats built (each 36' lwl)			$59,360	or $14,840, average each
loss (construction - contract)			$10,281.30	

*Lawley Vessel Material and Labor Cost Ledger (1929-1940)
donated to Hart collections by H Hobart Holly in 1994

With the acceptance of the S&S design for the new one-design for the NYYC, three yards submitted bids to build the 32-foot class -- Lawley, Herreshoff and Nevins [see end of section for NY32 #1 for all of the estimates]. These quotes were sent by S&S to the NYYC secretary on January 10, 1936. Lawley was the high quote and Nevins the low quote. The Paine 36 (sometimes referred to as the Marblehead 36) was a slightly enlarged version of the one Paine submitted to the NYYC for the new one-design class [see section for NY32 #18 for the submitters and their yacht specs]. The Lawley yard costs of building the Paine 36s is part of Table N-2. The Paine 36s were Lawley hull # 1091-1094 with two costing $15,500. The quote from Lawley for the NY32s was $13,500. Although the construction costs are recorded by different categories -- Nevins by week for the 6-metre and Lawley by job type -- when all of the labor and material costs are totaled, they exceed the contracts of the four Paine boats by $10,281.30. For these two yards, and probably others as well, some construction costs exceeded the contract price for a yacht.

Table N-3. Comparison of Departmental Results for Henry B Nevins, Inc from audits 1937 & 1939 for years 1932, 1934, 1936, 1937 and 1939

Department	Sales	Costs	Gross Profit	Net profit or loss	Yachts built
1932					
Carpenter Shop	$99,897	$71,901	$27,996	($19,040)	
Machine Shop	51,606	36,398	15,208	-7,794	Brilliant
Paint Shop	39,686	23,813	15,873	-4,500	
Miscellaneous Dept.	34,038	26,271	7,767	7,767	
Hauling	4,684	1,706	2,978	-2,342	Ayesha
Storage	34,908	4,898	30,010	21,379	
Rigging	18,193	10,793	7,400	-1,717	
Spars	8,918	5,818	3,100	-2,486	Nancy
Supplies	16,325	11,141	5,184	4,070	(6meter)
Totals	308,255	192,739	115,516	-4,663	
1934					
Carpenter Shop	115,024	74,578	40,446	-4,401	
Machine Shop	46,745	29,295	17,450	-6,553	Edlu
Paint Shop	48,037	27,391	20,646	44	
Miscellaneous Dept.	58,471	45,174	13,297	13,297	Stormy
Hauling	5,200	2038	3,162	-1,744	Weather
Storage	18,884	4,439	14,445	3,341	
Rigging	23,348	13,407	9,941	-65	6meters
Spars	15,598	8.874	6,724	-127	Jack
Supplies	22,304	15,018	7,286	5,784	Swallow
Totals	353,611	220,214	133,397	9,576	Erne
1936					
Carpenter Shop	258,643	203,181	55,462	-13,448	
Machine Shop	117,504	89,394	28,110	-6,250	20 NY32s
Paint Shop	66,061	42,052	24,009	4,117	
Miscellaneous Dept.	152,713	127,209	25,504	25,504	
Hauling	5,556	2,686	2,870	-3,746	Mood
Storage	17,821	4,163	13,658	3,323	(6meter)
Rigging	48,895	32,983	15,912	2,752	
Spars	26,990	17,817	9,173	880	Semloh
Supplies	21,540	14,456	7,084	5,639	
Totals	715,723	533,941	181,782	18,771	
1937					

Carpenter Shop		239,407		189,815		49,592	-25,143	
Machine Shop		100,139		70,669		29,470	-5,323	see N-4
Paint Shop		67,553		41,466		26,087	3,598	for the 11
Miscellaneous Dept.		76,648		61,747		14,901	14,901	
Hauling		7,599		3,306		4,293	-2,876	
Storage		18,803		5.711		13,092	1,977	
Rigging		51,105		33,134		17,971	2,654	
Spars		20,365		14,806		5,559	-2,145	
Supplies		28,175		19,042		9,133	7,228	
Totals		609,794		439,696		170,098	-5,129	
					1939			
Carpenter Shop		186,324		146,436		39,888	-25,880	
Machine Shop		78,437		55,669		22,768	-8,037	see N-5
Paint Shop		60,209		38,216		21,993	441	for the 19
Miscellaneous Dept.		72,297		59,749		12,548	12,548	
Hauling		6,013		2,624		3,389	-2,256	Polly
Storage		18,953		5,756		13,197	2,593	
Rigging		51,351		33,314		18,037	2,153	
Spars		15,829		11,039		4,790	-2,033	
Supplies		22,823		15,337		7,486	5,953	
Totals		512,236		368,140		144,096	-12,518	

Both the 1937 and 1939 Nevins audits have a six year "comparison of departmental results" summary as part of the text. Five of those years -- 1932, 1934, 1936, 1937 and 1939 -- are shown in Table N-3. The departments at the Nevins yard were the carpentry shop, machine shop, paint shop, miscellaneous department, hauling, storage, rigging, spars and supplies. The tabulations show sales, costs, gross profit and net profit or loss columns for the departments. The totals of the first three columns in Table N-3 are the same as those so named in Table N-1. The miscellaneous department showed a net profit for the years 1932-1939 with the greatest ($25,504) in 1936 and the least ($7,226) in 1933. The paint shop showed net profit for all of the years with the greatest ($4,500) in 1932 with the next greatest ($4,117) in 1936. Spars and rigging varied in profit or loss in different years. For 1935, rigging showed a net profit of $427 and spars a net loss of $1,986. In 1936 (presumably due in part to the NY32 spars), rigging showed a net profit of $2,752 and spars a net profit of $880. For 1937 rigging was $2,654 profitable while spars showed a net loss of $2,145. The departments of carpentry, machine and hauling all showed net losses for all eight of the years. Storage was a net profit for all years except 1938 with a very small net loss.

The 1937 Nevins audit contained a list of "new construction" completed for that fiscal year. The eleven boats are recorded here in Table N-4 with the designer and vessel name added. The auditor noted the gross loss of $16,040 in the text. "Typical of the extreme trend in new construction results is the showing for job 421. The Contract price thereof was only

$9,315. Indicating a small job, whereas total cost was $16,488. It seems inconceivable that calculations could go so far awry, knowing your broad experience. It is urged that each job described above be carefully considered as to sales and costs, and the reason noted for the extraordinary showing." (p 6)

Table N-4. Nevins 1937 new construction (1937 audit p. 5 with name, length & designer added)

Job # (hull#)	Month billed,193	Selling (contract price	Total cost	Distribution of cost labor	material	Yacht name & lwl	Designer * (design #)
418	May	$42,500	$39,368.86	$19,848.14	$19,520.72	Elizabeth MaCaw,45' ya	S&S (#150)
419	June	28,800	34,129.22	19,172.88	14,956.34	Alondra, 42' yawl	Rhodes (#410)
420	July	1,020	1,350.76	753.12	597.64	Moby Dick .	?? NA
421	August	9,315	16,487.84	10,727.76	5,760.08	Anchorite, 34' yawl	Merrill
422	July	13,000	18,970.54	11,654.55	7,315.99	Dryad, 32' yawl	Rhodes (#407)
423	May	30,000	25,742.62	14,558.20	11,184.42	Gleam, 12-meter	Crane
424	June	25,000	28,988.64	17,936.12	11,052.52	Zaida III, 42' cutter	Alden (#645)
425	July	18,300	22,765.39	12,816.04	9,949.35	Nicor, 35' cutter	Crouch
		of which 15	designing fee				
426	March	7,200	5,477.84	3,708.43	1,769.41	Lulu, 6-meter	S&S (#179)
427	June	7,650	5,555.98	3,885.98	1,670	Fun, 6-meter	S&S (#180)
428	August	650	636.93	488.86	148.07	Countess dinghy, 14'	Crouch
	Totals	183,435	199,474.62	115,550.08	83,924.54	[= loss 16,040]	

* Notes --
Alden design from Carrick & Henderson (1995); Rhodes designs from Henderson (1993);
S&S designs from Kinney & Bourne (1996)
Merrill = Owen "Jim" Merrill, who was draftsman for S&S 1930-1934, then worked 2 years Schaefer Brewing Co before joining Nevins design staff in late 1936 for four years (Merrill MS, 1984). He wrote he designed this (#421) boat for a friend, Walter Masland, in 1936 and submitted it to Nevins for bid. They felt the bid was satisfactory.

The audit then summarized 98 yacht jobs listed as "selected jobs involving repair work over $1000" in three columns -- total work billed and classification as either day's work & contracts or new construction. The auditor summary of these 98 jobs showed the total billed $554,887 (with day's work and contracts of $371,454 and new construction ('selling price' on N-4) of $183,435).

"The above summary should prove of interest in the information it provides relating to the amount of repair work performed in the fiscal year 1937 on the boats listed, Total sales for the year, before allowances, aggregated $609,794. The above list reviews $554,887, or 91% of the year's work, a fairly complete picture.

A feature of recent origin that further aggravates the results from low bid construction work relates to the costly Social Security Taxes. An additional burden of approximately 3% of labor is involved therewith which was not a factor several years ago. This should be borne in mind in computing bids. " (p 8)

Among the yachts in the list of 98 are the following thirteen NY32s with the billed amount for the day work generated -- *Apache* $2149.48, *Biquette* $3003.71, *Clotho* $1823.60, *Gentian* $1213.69, *Ibis II* $1712.54, *Lariken* $1934.01, *Notus* $1347.82, *Ragamuffin* $1854.09, *Revonoc* $2164.12, *Spindrift* $2315.60, *Swell* $1338.49, *Valencia* $2279.15 and *Wynfred* $2607.55. It is assumed, given the amount billed, that the work was of the usual yearly maintenance, paint and varnish variety with some repairs. These yachts, all new in 1936, were also new to the storage category. The total of these thirteen billings, $19,535.79, is listed among the 'day's work and contracts' column of the audit. Only three on the auditor's list of the 98 showed a total billed over $10,000. These were *Countess* with $29,516 (listed in Lloyd's Register for 1936 as the Alden 70' lwl schooner built in Maine in 1930), *Semloh* with $22,936 (93' power yacht built in 1936 by Nevins) and *Tara* with $16,647 worth of repair work. Lloyd's Register (1936) listed three *Tara*'s -- two owned by E Townsend Irvin of overall length of 81' and 120'. The larger was the *Analgra* built by Nevins in 1930. These three larger yachts accounted for 12.5% of the total for the 98 yachts. A guess of these 'repairs' might be changes of interior accommodations or rigging or ….

Following a comparison of sales by class of work summary for 1937, the auditor wrote --

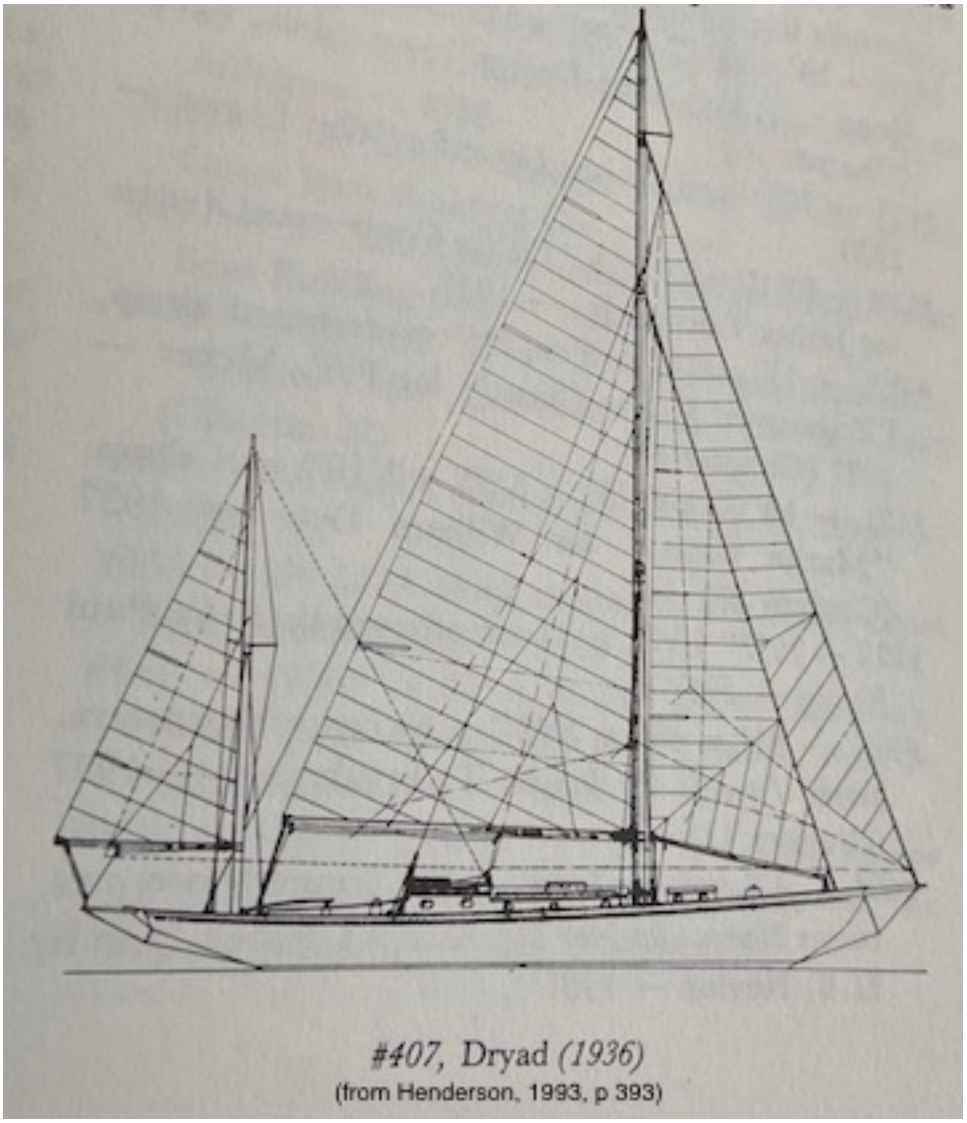
" Sales of $258,705 in the Contracts classification reflected a decline of $221,581 from $480,286 in the fiscal year 1936. The current activity though, was considerably in excess of-that in each of the four years preceding 1936. The current decline probably was a blessing in disguise in view of the disastrous results from Contract work during the year. Practically no gross profit was earned from the substantial Contract sales in the fiscal year 1937. In contrast to the trend shown in this classification are the excellent increases indicated for the profitable day's work, supplies and hauling classifications. Each exceeded the annual activity in the previous six years. Although Storage income matched the experience in each of the preceding three years, it was considerably deficient from the activity in 1933 and to a greater degree, 1932. The precipitate decline in Storage income from the $34,908 realized in 1932 warrants consideration. In view of the fact that the major part of the Storage income flows to net profit, any decrease has a serious effect. We urge particular thought to this trend. " (p 4)

Again, on page 13 of the 1937 audit, the auditor suggested Nevins increase the "volume" of the storage department which would probably reflect an increase in net profits for the company. Although the 1932 storage sales mentioned above by the auditor (also see Table N-1) were 11.3 % of total sales that year, in 1933 (the worst year) that department accounted for a 3.5% of the total sales. The following year the percentage accounted for by storage was down to 5.3% of sales. It makes far more sense to look at the 'great storage years' as not a volume increase, but an increase in the amount of time the yachts were stored. Many owners in those lean years of the economic depression did not launch their boats or, at least, not their big boats. Crane in his Yachting Memories (1952, p 202) points out that "with the coming of the deep depression in '31", he laid up his NY50 *Ibis* and raced *Tuna*, a Herreshoff Fish Class. Others racing these small boats from the Cold Spring Harbor Beach Club included George Nichols (first owner of NY32 #18) and Arthur Page (first owner of NY32 #12). Another possible contribution to the 'decline' in storage was Nevins' 'increase' in contract, or new construction, of yachts. Remember his articles about yacht building in 1933 and 1935.

The each of these audits have many schedules including one (C-1) of the Monthly Departmental Sales and Costs. The departments are those given in Table N-3. For each of these the sales and costs are broken out as day's work and contracts - labor and materials amounts each -- and then totaled for sales and costs providing gross profit. Only the miscellaneous department does not have any labor or sales costs and the hauling and storage departments only have labor costs, but not costs for sales. The summary at the end of the schedule shows the 1937 cost of sales in the contract category ($241,656 on Table N-1) broken out into materials and labor. The cost of labor for this category for the contracts was $136,567 and the cost of materials was $105,090. In Table N-1 the sales and costs categories of labor and materials are for the day's work classification. From this audit schedule (C-1), May accounted for almost 24% of the $170,098 gross profit for the year. April and June combined accounted for another 26% of this profit. The only monthly gross profits exceeding $10,000 were October, November and December. Combined these three months accounted for just over 28% of the 1937 year's gross profits. This same schedule is found in the 1939 audit. In that year the cost of the contract category ($226,701 in Table N-1) sales labor was $119,709 and the materials cost was $106,993. May 1939 accounted for 28.7% of the year's gross profit of $144,096. April and June combined were just over 19% of the total. The only other months exceeding $10,000 in gross profits were October, November and August and together accounted for 33.8% of the 1939 year's gross profits.

Other audit report schedules (B-2 and B-3) provided details of the Manufacturing expenses and the General expenses in addition to that shown in Table N-1. General expenses also included office salaries ($10,813 in 1937), most of the taxes paid, advertising, legal, telephone and telegraph and travel expenses among others. Among the manufacturing expenses in 1937 were power and light ($4,398), supervisors Murray ($4,240) and Byrne ($4,700), architect salaries ($7,030) as well as repair, supply and cleaning expenses for each department, office and the railways and docks.

The 1937 audit ended -- "Concluding, we volunteer the observation that perhaps the most important requirement for the coming year relates to correction of the unwholesome condition that existed in 1937 concerning new construction. In view of the existence of numerous fluctuating expenses such as Social Security taxes, compensation insurance, etc., it might be found advantageous not to accept contract work where doubt exists as to its profitableness. The year just ended was notable for the failings in this department." (p 16)



#407, Dryad (1936)
(from Henderson, 1993, p 393)

Among the vessels in Table N-4 for construction is the 32' Rhodes yawl *Dryad*. Her total cost to build was $18,970.54 with a contract price of $13,000. According to Henderson (1993), this Rhodes design was built by Nevins in 1936. Given Nevins' fiscal year and that this work was

billed in July 1937, she was no doubt started in the fall of 1936. It is most probably that the construction cost of a NY32 exceeded the contract price of $10,500 Nevins quoted. He said it was figured so low that no further reduction would be made for more than six boats. [see quotes at end of section for NY32 #1] Perhaps the increased volume of the NY32 building above the six for the estimate helped with the net profit seen in business for 1936.

In 1938 Nevins built the famous S&S 6-meters *Goose* for George Nichols and *Djinn* for Henry Morgan, both NY32 first owners. Two S&S 12-meters -- *Nyala* for Bedford and *Northern Light* for Loomis -- were also built at the yard. Richard Reynolds had *Blitzen* and Henry Sears had another *Actaea*, both designed by S&S, built in this year. Rudy Schaefer had his 48' S&S designed yawl, *Edlu II,* also built then. Two contracts from this year are among the Nye Nevins collection (v7) -- *Edlu II* (S&S design #218) and *Actaea* (S&S design #215) -- both begun in October 1937. They show a payment schedule for the contract price. The 44' waterline length cutter *Actaea* was $38,000 with $3,000 due at signing. At five other building steps from laying the keel to launching, $5,500 was due. The final payment of $7,500 was due upon the delivery by May 21, 1938. The contract price for *Edlu II* was $47,000 with $8,500 due on signing and seven additional payments, of $5,500 each, due on the first of the month from December to June. She was to be delivered "on or before May 1st 1938 Larchmont." We are not sure if these contract prices were exceeded in construction costs. But given that the 1938 fiscal year ended with a slight net income may bode well for these estimates as well as those for the other yachts built that year.

Nevins finished the sloop *Polly* for himself from the design of Crouch and Merrill and was married aboard her in the summer 1939. Table N-5 shows the yard's new construction completed and billed in 1939. There were nine Seawanhaka 21-foot one-design for members of the SCYC, including one for Henry Morgan named *Gadfly*. This was S&S design # 282. They also built five of the 1938 Rhodes 27s (design #447) including a *White Mist* for GW Blunt White. Three other S&S designs built that fiscal year were the 12-meter *Vim* (S&S 279) for Harold Vanderbilt and a 26' sloop *Cirrus.* Two powered tenders designed by Crouch were built for *Intrepid*. This was a year with almost $6,000 of flood damage, presumably from the Hurricane of 1938, but also the award of $15,000 for the Crouch winning 54' PT boat design (noted in Table N-1).

Table N-5. Nevins 1939 new construction (from 1939 audit, p6) -- 19 jobs completed exclusive of the yacht Polly (#439)

Job # (hull #)	Name of Boat	Selling Price	Total Cost	Distribution labor	Distribution materials
433	Odyssey	$96,379.50	$87,914.21	$41,263.56	$46,650.65
440	Vim	44,638.73	31,073.30	17,887.50	13,185.84
441	Cirius	10,229.34	15,075.32	8,022.27	7,053.05
442	Gay	3,492.67			
443	Capitana	3,375.00	SCYC 21 lwl		
444	Chanty	3,722.98	one design class		
445	Heather	3,375.00	28,407.94	14,366.91	14,041.03
446	Mist	3,441.65			
447	Jezebel	3,375.00			
448	Swift	3,387.99			
449	Gadfly	3,375.00	vs		
			Selling Price		
449A	Wildo	3,603.16	31,148.45		
450 & 451	Intrepid tenders	1,110.00	1,006.59	738.25	268.34
452	Savage	7,377.68			
			Rhodes 27s		
453	Fairway II	7,694.75	one design class		
454	Brendan	7,954.51	44,520.10	23,238.17	21,281.93
455	White Mist	7,139.42	vs		
			Selling Price		
456	Tiny Teal	8,264.59	38,430.95		
	Totals	221,936.97	207,997.50	105,516.66	102,480.84

The 1939 auditor follows the list of new construction (p7) with the observation that with an "aggregate sales volume of $221,937, from which the company derived only $13,939, gross profit or yield of 6.3% of Sales. Only one job of the group listed

above produced a fair profit to the company, namely, job No. 440 for the boat "Vim" ….. The Seawanhaka [twenty-] one class design group …. Invoiced at an aggregate of $31,148, from which the company earned a Gross Profit of $2,741, or approximately $300 per unit. The Fisher Island class, 5 boats…. , accounted for a sales total of $38,431, which resulted in a Gross Profit loss of $6,089."

As apparent from the above, the company had no success in its New Construction work in achieving fair earnings in the year under review. The margins indicated reflect the difference between selling prices and prime costs of labor and material only. Compensation insurance, social security taxes, supervision and other overhead reflating to construction would substantially increase the costs shown."

The table of "selected jobs involving repair work over $1000" showed a total billed of $459,855, which was 90% of the total sales of $512,236 (N-1). Of the total billed, $237,919 was in day's work and contracts and $221,937 in new construction. Six of Nevins' prior year new construction yachts were among those on this list. And among the list's yachts were eight of the NY32 class with work amounting to $14,802.16 of that billed. They were #2 *Apache* ($2057.86), #8 *Arabela* ($1576.47), #9 *Clotho* ($1585.15), #14 *Ibis II* ($2525.87), #11 *Release* ($1193.12), #17 *Revonoc* ($1666.21), #3 *Swell* ($534.58) and #1 *Valencia* ($2662.90). This was the year that the 1000 pounds of extra ballast added as internal weight before the start of their first season sailing was moved to the external ballast keel. There is no mention of any work to add this 1000 pounds to any of the class, probably because Nevins was only charging to make the molds for this addition plus installing the extra lead from the lead already available in each boat. [see the section for NY32 #9 for more on the ballast evolution for the class]

For the 1939 audit there was a table of Comparative Percentages of Profits on Sales. It is for a six- year period as were many of the tabulations in these audits, including a similar one in 1937. It shows the percentage by day's work for materials, day's work for labor (with an average for those two) and by contracts as follows --

	1939	1938	1937	1936	1935	1934	1933	1932
Day's work, materials	26.5%	30.4%	31.3%	27.8%	28.1%	28.3%	28.9%	28.3%
Day's work, labor	49.8	49.1	49.9	49.4	48.1	48.9	47.9	45.9
Average on total	40.2	41.9	42.7	40.7	40.2	39.8	39.6	39.1
Contracts	15.3	24.6	6.6	16.8	28.8	29.9	45.5	24.7

The auditor made comparisons in the text that followed about 1939 contracts contributions being less than previous year but much better than two years' earlier. "it is unfortunate that the nature of the business is such that a psychology exists that new construction and contract

work must be done at a loss. If a fair volume of Day's Work was not generally obtained, losses in a particular year could be substantial." (p5, 1939 audit)

An August 1939 Fortune article about the Larchmont YC and yachting included costs and upkeep of some of the yachts built by Nevins. For example, it noted that the average cost of a 12- meter was $55,000 with about $20,000 in yearly upkeep, A NY32 cost $11,000 [Nevins $10,500 plus S&S design & supervision fee of $500] and had yearly upkeep of $4,000. *Edlu II* cost some $60,000 and another $12,000 a year to maintain, store and launch. A Victory class cost $2,500 back in 1920 had a yearly upkeep bill of $900. The cost of *Edlu II* given is $13,000 greater than the actual contract information found. It is either an error of reporting (a misunderstanding) or it might be that the actual construction cost was $13,000 more than the contract price. In either case, war was on the horizon. It would put yachting and yacht building on hold.

Nevins yard moved from construction and repairs of yachts in 1940 to preparing the building for the Navy. With the Crouch and Nevins staff designed mine sweeper (YMS) chosen by Navy to be built by Nevins beginning 1941, a new building shed of 102' X 203' was constructed to accommodate the building.

YMS Minesweepers

Nevins employees -- with insights into the yard's workings

[photos from Nye's Nevins' collection]

The first employee hired by Nevins was Jim (James) Hawkins, son of shipwright and yard owner John Hawkins. Jim worked as yardman, rigger and chain gang foreman, retiring in the late 1920s with a pension of $100 per month for life. His younger brother Eddie worked with the chain gang crew until the yard closed in 1954.

Growing up opposite Nevins, John Byrne was always around the yard and in 1908 at thirteen he was hired as a general yard worker. He became one of Henry Nevins' most trusted employees and friend. He was secretary of the business corporation and dealt with customers and yacht captains when Nevins was away from the yard.

Miss Philadelphia – with John Byrne guiding the bow

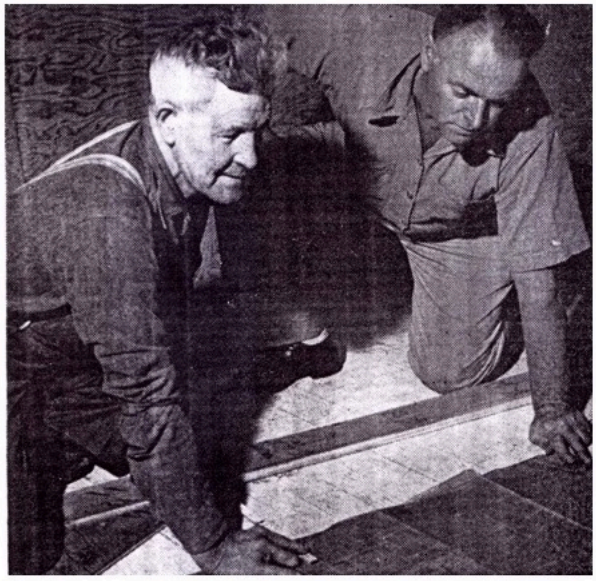
Nils Halvorsen became the Nevins head loftsman after starting there as a shipwright in 1917. Nils' oldest son, Leonard, said his father came to America from Norway in 1913 (Mystic, OH 94-12) Nils was born in Risor, Norway in October, 1892, and worked at his father's boat yard there. Leo said he hung around the yard as a boy, since the gate security knew him, and worked there summers in the late 1930s. Among other jobs, he would help set up the rib stations with "tie pins" before the planking started. Leo said you never went into the paint shop unannounced and had to take your shoes off before entering to insure there would be no dust. His father's poor eye sight resulted from looking at a solar eclipse with his sister as a youth. Nils, according to his son, wore overalls to work, probably because they had lots of pockets, while others wore denim jeans. Those who lived off the Island came "presentable" and then changed into work clothes. Leo described his father's daily routine which was to be at work at 7:30 am. He had an hour for lunch when he walked home to have his hot meal and listen to the radio. The day finished at about 5pm, but Saturday was only a half day at work. Friday was payday when they got paid during the lunch hour. He remembered launchings and christenings as "big stuff!" City Island was a "phenomenal place" to be growing up. Leo described it as a close community and sort of "league of nations" with Irish, Scotch, Norwegian, etc all working together to make the best boat possible. Nevins had many subcontractors among those Leo mentioned were French Canadian scrapers who would plane and scrap the hulls leaving them smooth with "no fur" and Italians who would make the rounds of the yards to caulk teak decks with hot pitch.

Rufus Murray came to the Nevins yard from his position of construction foreman in 1917 at the Herreshoff Manufacturing Company, RI, after a short time as the Luders Marine

superintendent building subchasers. Murray had gone to Herreshoff from Bath Iron Works after growing up in Boothbay Harbor, ME. He became vice president of the Nevins corporation and yard supervisor with Nevins in all phases of construction at the yard. Murray chose all the lumber and was very selective. According to Leo Halversen (OH 94-12) Murray purchased what was needed using Nils' "shopping list" and also complied all the parts of a boat to get the weight. There was always enough lumber of whatever type needed on hand when a job came to the yard. Walter Barnum (Bowker, 1982) wrote that "Murray loved wood like Tiffany loves emeralds and used to hoard rare pieces under his desk." (p38) Owen "Jim" Merrill (1984 handwritten manuscript, RF520), a former S&S draftsman came to work in the design department at Nevins in late 1936 and recalled Murray as a "jolly fellow, full of boat building wrinkles" (p 86) in his eighties. Merrill later described Murray as follows.

> " He would certainly qualify as one of my most unforgetable characters. He was a white haired gentleman with a big smile, very friendly & a great sense of humor. He came to Nevins in 1920 and was given the ultimate responsibility of the shop & construction of the yachts we built. He had come to the Herreshoffs as a pattern maker. He rose to become superintendent of the wood shop at Herreshoffs. At Nevins he also purchased all the wood used." (p.167)
>
> "Murray was also a very good checker player, and at noon he & the head sweeper used to play down in the stock room. There was always an audience of about 6 of our workmen, some paid hands from the yachts & sometimes myself. As he moved a checker with his thumb & forefinger he would sometimes move another with his sleeve. This was just in fun. When the games became serious no one would play him unless he removed his coat. The whole time these games were under way, he kept up a continuous line of chatter. Once after a move with his sleeve, he handed me a huge pair of shears and said "Here Jimmy, better trim me up as I wear out and turned the sleeve toward me." TV came too late for Murray. With a promotion & a script written he would have made a fortune.
>
> Murray never graduated from grammar school, but I learned a great deal from him. Both he & George Crouch made life & work very meaningful and a great pleasure.
>
> Murray was full of tricks. He used to carve walnuts from a scrap of teak. The colors matched. He'd put these in a paper bag with some real walnuts, then pass them around. There was an overhead walk way between our drafting room & the mould loft floor. Both on second floor levels. This walkway was a bridge over the drive way and passage from the street to the yard. Murray would get out there with a scoop, some paper bags and a bucket of water and bomb the guys he knew." (p 168-9)

Ernie Akers, carpenter and construction foreman, was second only to Murray in selecting wood. After Murray's death in 1943, Akers became Nevins' yard foreman. He had been yard foreman in the BF Wood yard prior to coming to Nevins in the 1920s. In his oral history, Halversen recalled that Akers was mould floor supervisor with his father and Bill Hodges, both younger men. When Nils took over the floor, Hodges stayed under him.

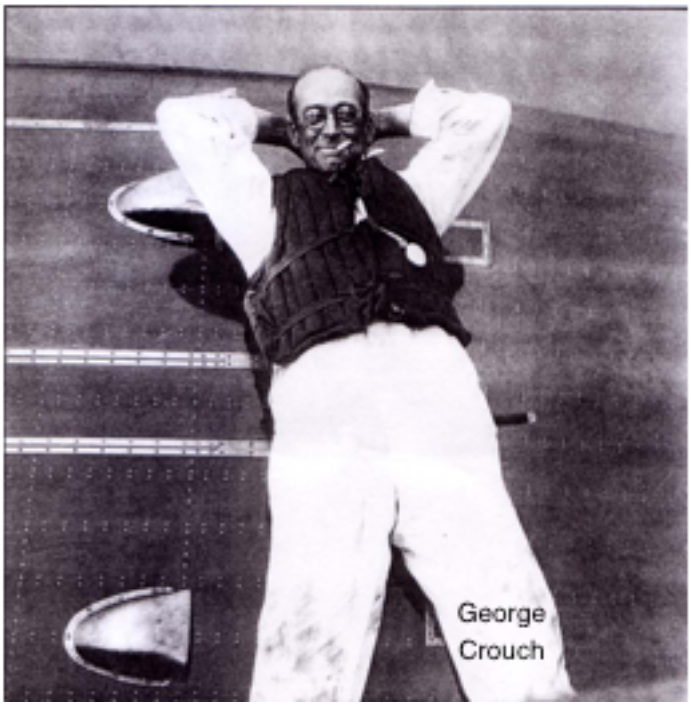


Loftsman Nils Halvorsen with Bill Hodges

George Crouch joined Nevins as an in-house designer in 1932 when Charles Mower, who had been there since 1928, returned full time to his private practice until he retired. Nevins had built some of Crouch's speedboat designs earlier. Merrill, who worked with Crouch, wrote the following about the designer.

> "George Crouch had graduated from Webb Institute, Phi Beta Kappa. Webb was a noted school of naval architecture. He had complete knowledge & grasp of the theoretical & practical sides of boat building & design. He was also a very fine draftsman. He is particularly noted for his high speed boats. The most famous was the "Baby Bootlegger", a 30 ft hydroplane which won the Gold Cup in 1924 & 1925. She was built at Nevins. George used to have me as an overnight at his home in Old Greenwich, Conn. He was a good cook. Our friendship carried over into the War years. I visited him in St. Petersburg, Florida, on my way to subchaser training center in Miami." (p 167)

MacNaughton describe Crouch in The Encyclopedia of Yacht Designers (2006, edited by Lucia del Sol Knight & himself) as a 'prominent designer of high-speed powerboats" and "instrumental in the development of planing-hull forms." (p 103) His brother, Albert, was also a designer. Crouch taught and was president of Webb Institute in 1920 after working as draftsman for others. Crouch worked for himself in 1923-24, when he designed the famous *Baby Bootlegger*, built at the Nevins yard. He was the technical editor of Motor Boating for thirteen years.



Herbert "Herbie" Lee (OH 92-3) worked at Nevins from about 1932 on, starting out with the blacksmith and then moving into the inside machine shop and rigging. He moved where needed, being capable and able with any job given to him. Or as he said "I was more or less ambidextrous. I used to get moved around like a checker, from inside to outside, who the hell ever hollered enough to get me, or whoever needed me the most, that was about the way it used to work." (p 14) The outside machinists did the engine and tank installation and related parts while the inside machinists did all the winch, tang, chainplate and other pattern making.

Lee worked on the NY32s when the machinists stayed ahead during their "mass production". He told of working on 12-meter aluminum spars in 1938 when the tangs had to be attached. "When it came to any drilling and tapping and work like that, somebody from the machine shop always did it. When somebody had to go aloft, it was always me that had to do it. I was just a tall, skinny kid, I think I only weighed only 160 some-odd pounds, then. They used to haul Rod Stephens, he would go up first, and lay out what had to be done. Then he'd come down, and I had to go up on the bosun's chair….. with all the electrical cord dangling behind." (p15)

The Lee's lived next door to the Nevins yard and young Herbie sometimes got to row out to a boat with a crew doing a short job. His father worked at the Kyle and Purdy and also Jacob yards before going into his own business of making tin lined copper water tanks and plain copper gas tanks. When Lee started, Bill Martin (who had worked at Kyle & Purdy's) was foreman of the inside machinist. Mac MacClaine, who had come from Herreshoff about the same time as Rufus Murray, was working in the machine shop then too. Lee said Martin asked him if he could layout plans from blueprints, drill, turn a taper, read a metric or standard micrometer when he went to see about a job at Nevins one morning. By noon he was hired and his first job, that afternoon was working on a spinnaker track from three pieces of bronze plate, feather and track to be riveted together to make a finished 12-foot piece.

Lee explained that everyone had their own hand tools and machinists had their own machinist box. The rigging loft made the boxes, especially when there wasn't anything else to do. Each cost about $5 or "enough to pay for the wood." The outside machinists were only required to have stiltson and crescent wrenches to certain size and anything bigger the yard had.

When asked about subcontractors at the yard, Lee said all the electrical work was handled by the Smith-Meeker company and the plumbing by another company. Kanno Corporation supplied the caulking gang when a boat was ready to be caulked.

Lee mentioned that some things about the Seawanhaka YC 20's (1939, S&S design) and the New York 32's were like a mass production arrangement. He expanded on this with what follows.

> "Well, the first thing was, they were all built upside down. They had a standard form that they were built on, which stayed there, and which they were hoisted off of as the hulls were completed on the mold, actually the hull was completed. It was completely sand, and all and ready to be turned upside down. And when it was turned upside down, it was ready to be set right on the keel. It made one vast step, by the time the boat moved back in the next position, there was so many other steps that were taken, and what had to be put in it. I think even the shaft logs were drilled before she was turned over.
>
> Then, of course, when she was turned over, and then there were some things that the machine shop could start getting in her before the finishing

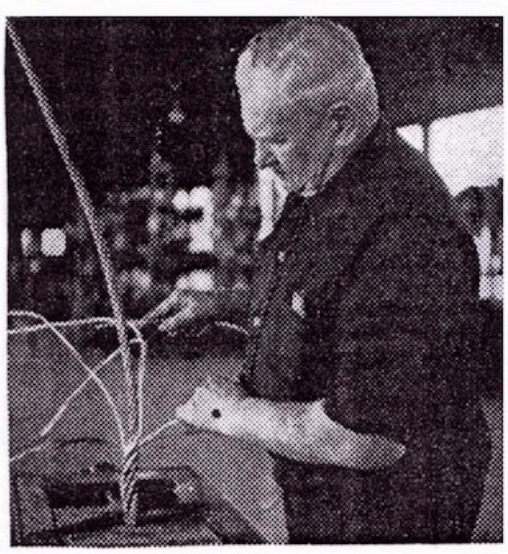
process started. Everything was all ready, and everything went right in place. So, we never had too much of a problem with any of them, and the engines were the little Atomic IV Grays, so that was more or less of a standard deal. There were some of them that had custom things that were put on. I'm trying to remember whether we put our own stuff on first, and then removed it, and put the other on or not. I mean, they were done at a price, I think, and I doubt if there was any custom stuff that could be put on until they were given title. Of course, the paint jobs were all different, and the colors were all different, but there wasn't too many things that were different than too many of them. The choice of the dinghy on them, I know we built a lot of dinghies there with special measurements that went in certain positions on it.

I wouldn't have remembered that, except I read Corny Smith's [meant Shields'] book on sailing, and he mentioned in there about the dinghies because they made a terrific frostbite dinghy. There was a lot of them that eventually raced as frostbite boats." (p 26)

Nevins on bills and price -- Lee related that the only time Nevins minded owners around the yard was when they complained about a bill. Bills were either a contract or an exact amount of hours for a job. As for the employees, the first mistake that caused "any embarrassment … you were out the door." (p17) The job had to be done right.

Lee on Larchmont Race Week -- Yard fairly bare after launching and before hauling, except for any new boat construction and Larchmont Race Week. Boats would be hauled out along 400 ft from the "lawn back to the machine shop" and, if more space was needed, they were side tracked. They were washed as they came off the elevator and anyone who could was "working the sandpaper". (p 24)

Hubert Mortlock was the Nevins blacksmith and bronze welder from about 1917 until it closed. He was from Essex, England. Lee said that Hubert used a forge or the "two-torch system" (two heavy acetylene torches) to do his bending. He was never afraid to tackle anything and, if it didn't work out, it got tossed in the scrap pile. Halvorsen remembered Hubert had a helper, but he did all the shaping, always "hot and pounding."



Bob Hinkleman – Rigger

Hubert Mortlock – Blacksmith

Bob Hinckelman was Nevins' master rigger. He came 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.

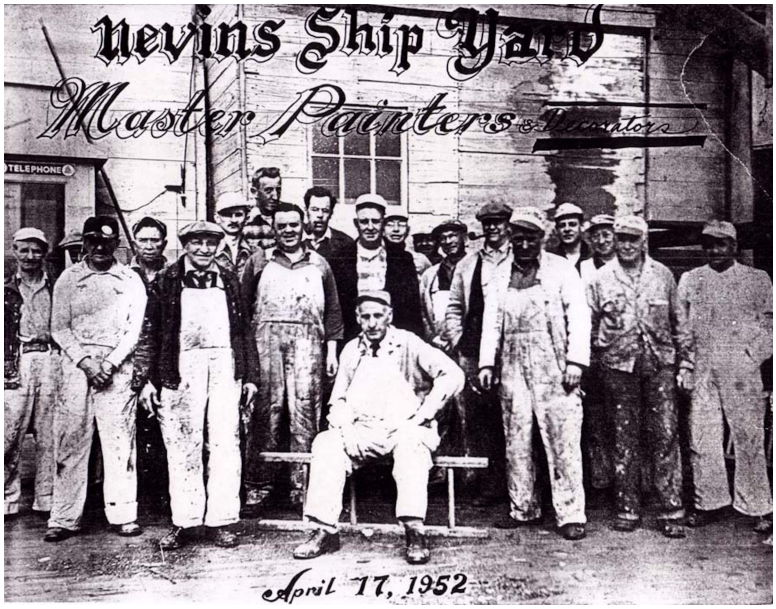
Percy Orne from Boothbay Harbor, ME was the master spar maker. His help in the spar shop when the NY32s were built were Leo and Tom LaBlanc, who came to the yard in 1933 and worked there until it closed. They were expert spar makers and brothers from Nova Scotia.

Spar builders - Tom LeBlanc, Percy Orne

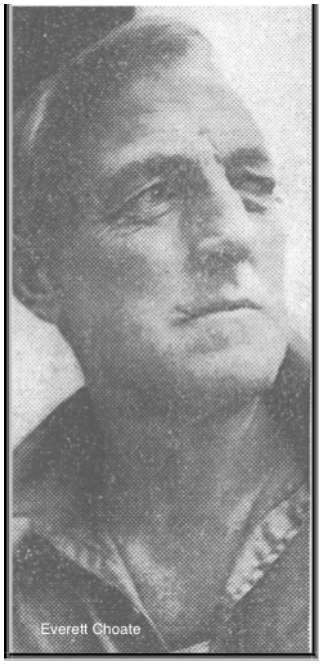
Tom LeBlanc, Leo LeBlanc

Owen "Jim" Merrill designed the 49 ft yawl, *Anchorite,* for a friend, Walter Masland, in 1936. She was built at the yard in 1937. Merrill wrote that Nevins asked him to come work on his design staff. It was an attractive offer, but Merrill said he discussed it with Rudie Schaefer, owner of *Edlu* and Schaefer Brewing Company for whom he was working since leaving S&S. Schaefer and he remained friends and Merrill went to work at Nevins for four years beginning in later 1936. Merrill was at S&S from 1930-1934, when he worked on designs for *Gimcrack, Jack, Stormy Weather* and *Edlu I* . He wrote about skating 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 transAtlantic race in 1931.

Bill Lalor Sr was the master painter, succeeded by his son, Bill Jr. Bob and Jack Lennon were painters and letterers extraordinaire. Talent as painters seemed to run in both families.



Everett Choate was dock master and succeeded Jim Hawkins as chain gang and hauling foreman. Choate came to Nevins in about 1924 and worked there thirty years.



Nick Casapola worked as builder and in the stock room from about 1919 until yard closed. His wife Edna worked in the office. In a joint interview (Nye's Nevins, v1) Nick said the yard work day was 8-5 with an hour for lunch. Nevins felt lunch should be long enough for

napping and he was known to nap. Edna recalled the office worked from 8:30 -5. They said that Nevins handled payroll of "thousands and thousands dollars" through petty cash -- 600 men. No one had to sign for their wages. Nevins knew them all and never had anyone ask a second time for their pay. Edna as assistant purchaser during the war made $35 per week.

Jim Allen began at Nevins in 1918 and was the towing captain. He was also a rigger and splicer. He was usually at the helm of the yard work boat, *Nantucket*.

Nevins' personnel secretary was Charlotte Knapp Ulmer. She was the wife of sailmaker Charles "Buster" Ulmer and mother of Charles "Butch" Ulmer. Buster worked at Ratsey until 1938 when he joined Gunnar Valentine at Fuller Sails. He later established his own loft which Butch still runs. Others in the office from the 1920s on were Charlotte's sister Gertrude Knapp, Rigina Booth, Marion McDaniels, Mildred Bradbury and Edna Casapola. Marion's brother was the building foreman at Minnefords. Mildred became Nevins' secretary in the 1940s. Edna was in charge of purchasing and payroll from 1920 to 1946. She was later a bookkeeper at Ulmer Sails.

Closing of the Nevins yard --

The NY Herald Tribune July 5, 1954 article, found in the Rod Stephens collection (Mystic, Coll. 163), entitled "City Island loosing last of elite yacht builders" told of the closing of the Nevins yard. Arthur Gauss, president following Henry Nevins' death and brother of Phil, Minneford's last vice president, cited jobs going to the German and Dutch yards where labor was 60 cents per hour as one reason for closing. Everett Choate, hauling foreman and dock

master, claimed that the jobs Nevins lost to Germany were "brought here to have the mistakes corrected, to be fit out right. That's what gripes me." Controller Frank O'Connell claimed "It's the Navy that put this yard out of business." He referred to some 2,200 plan changes on the minesweepers together with delays by the government on finishing equipment and then not paying Nevins for the costs of the changes and delays. The general foreman Mike Sullivan said it was hard to convince the men the yard was closing. "Boat builders are a peculiar lot. They get about $2.50 an hour for the kind of work that goes into great boats. They can go into house carpentry and get $3.50 an hour, but they don't want to because they have pride in their work," he was quoted saying. Perhaps it was that pride in his yachts that kept Henry Nevins building his 'gold platters' and keeping his core crew together during the lean economic years despite the advice of his company's auditor.

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

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Notes -- Nevins historical information and photos from Tom Nye's Nevins yard collections, City Island Nautical Museum
-- Mystic Coll. are among the Manuscript Collections at Mystic Seaport
--Rosenfeld photos are housed at Mystic Seaport
-- S&S plan are housed in Mystic Seaport Ships Plans