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NY30-100TH ANNIVERSARY

BY BILL DOYLE, EVENT CHAIR

This past summer marked the 100th Anniversary of the NY30, the one-design class created and built by Nathanael Herreshoff. A remarkable reunion of seven NY30s was held July 16-17th at Harbour Court.

Wrote John Parkinson Jr. in the *History of the New York Yacht Club*, "By the spring of 1905, the Herreshoff Mfg. Co. had built 18 of these yachts for NYYC members. They cost \$4,000 apiece completely outfitted, and the inventory included racing sails, awning, lead and line, two anchors, mattresses, pillows, bed clothes, stove, cooking utensils and china..."

100 years later, there was *Alera*, NY-1. This yacht was recently discovered and restored in an unbelievable six months by Boothbay Harbor Shipyard. Her varnish was gleaming, her cabin in all bright work and her crew consisting of David Stimson and family who managed the restoration and were falling in love with her more every day.

There was *Nautilus*, NY-16—formerly owned by Newporter Frank McCaffrey, with the restoration completed by his shop after his passing. Her interior was positively breathtaking in its simplicity and elegance. Her owners the Pedersons—always with cheery faces—were looking as proud as ever.

There was *Cara-Mia*, NY-14—made famous by winning the inaugural season and being the subject of "how-to" racing books in the mid-50s by author and then-owner H. L. Callahan. Her sails cut and set so well, and her dedicated owner, Alfred Slanetz, behind the helm.

There was *Banzai*, NY-15. Most recently known for winning the Opera House Cup in the mid-80s, she arrived with much of her race-winning crew. Her owner, Carlo D'Antonio of Vineyard Haven, restored her all by hand over many years, and she was a remarkable piece of craftsmanship.

There was *Oriole*, NY-11. Owned by the same family for nearly 40 years, she has now been completely rebuilt and has found a new home with a syndicate of French sailors led by Jean-Pierre Lostis. Their enthusiasm and excitement for her potential speed was barely contained as they were sailing on her alongside comparable boats for the first time since her re-launching just a few short weeks prior.

And of course, we were there aboard *Amorita*, NY-9. Seemingly the "old girl" of the family since she has been actively raced in the area for nearly 25 years, but still looking as fresh as all the newly restored yachts thanks to the care and dedication afforded by the Pearsall family. Commodore



NY30 *Alera* off Jamestown.

George R. Hinman Jr. was onboard *Amorita* for that first day, and he seemed to be grinning ear to ear over the enthusiasm and gravity of what we were experiencing.

But, just when we had finally absorbed the importance of what we were seeing, out in the distance arrived number seven. Both figuratively and literally. NY-7, *Tabasco* (now *Helen*) has been undergoing a long-term restoration, and she arrived, under power, with magnificently fair topsides and beautiful cabinetry, her rigging work not yet completed. Lee Park, understanding the significance of the day, launched her and brought her down from Wickford, RI, mid-project and joined the other six.

At that moment we reached a milestone. According to our research, we had assembled the largest collection of NY30s over the past 75 years.

During the weekend, speed was occasionally tested, but not that aggressively, as the leaders would retreat once ahead, just to keep the family together. (I might mention that in the heat of the battle we managed to round the first-weather mark ahead by quite a margin, maybe just for a little hometown pride, maybe to give the commodore something to be excited about, or more likely just by pure luck, but we knew that it was not in the spirit of the event, and we rejoined the fold. This led to a picturesque four-boat photo finish.)

Each afternoon, the six sailing 30s retreated dockside at Harbour Court for an amazing raft-up. We went aboard each others' yachts, we spoke about our experiences with them (and heard of the enthusiastic expectations from the new owners), and all the potential talk about originality and one-upmanship comparisons seemed to instantly fade away. The boats had 100 years of life, and many lives integrated into the fabric of each of them. Most important, we learned that the love and commitment we have given our yacht, NY-9 (*Amorita*), was something equally shared by all NY30s and that these yachts had guardians long before we came to be and, it is hoped, long after we are gone.

Author's Note — Two restored NY30s are currently for sale (Alera and Nautilus) with Ibis, NY-2 now undergoing a full restoration to be completed and available for sale in the spring. With interest from a few members, the class can again be an active part of the NYYC.