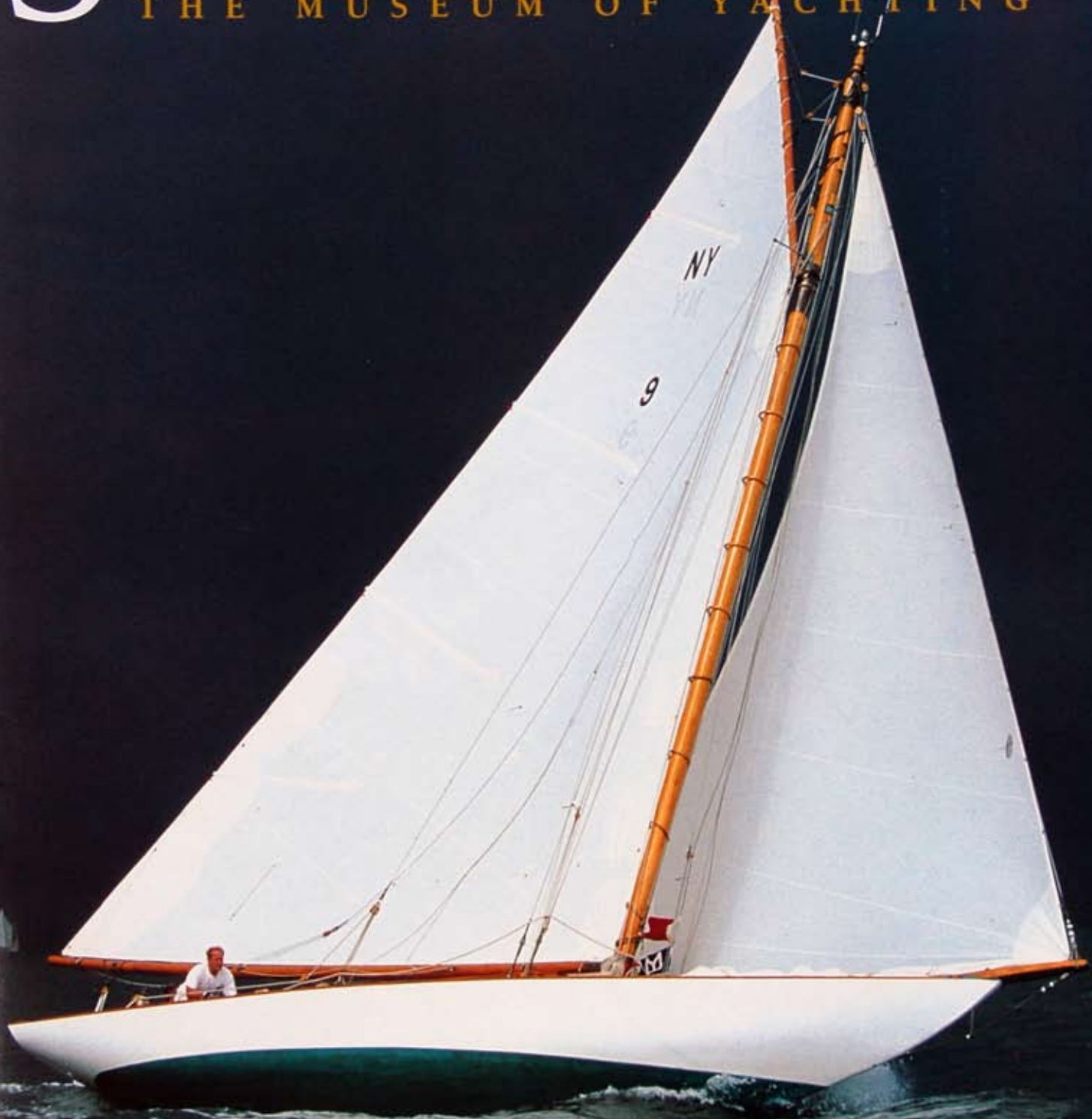


SUMMER 2003

Volume VIII No.2

SPINNAKER

THE MUSEUM OF YACHTING



24th ANNUAL CLASSIC YACHT REGATTA

REBIRTH of a Class

NY-30's prepare for their centennial season



190



Much has been written about the storied past of one of yachting's most successful and famous one-design classes, the Herreshoff-designed and built New York Thirties, but what's happening with them now?

As the legend goes, several members of the New York Yacht Club, during the 1904 season, got together and decided they wanted a class of modest yachts, "free of any freak proportions", to actively race on a regular basis, while still participating in the Annual Regatta and Annual Cruise. They changed the minimum size eligibility rules of the NYYC events just for them and they commissioned the Herreshoff Company to design and build the yachts. Then, over the winter of 1904-1905, 18 identical yachts were created and the class was organized with, at the time, some of the most strict class rules ever put together to ensure close racing and to discourage alterations.

The original specifications were so detailed that, in addition to the typical sail inventory and hardware, pleated curtains, matching china, and silverware were also included. Even "tufted, green corduroy cushions and dark green carpet of the finest materials" were specified and expected to be in place during racing.

Of the 18 original yachts, only five are known to be lost. Number 3, *Atair*, was lost in a 1952 storm; number 4, *Maid of Meudon*, was lost in the 1938 hurricane; number 5, *Pintail* was lost in a trans-Atlantic attempt in 1979; number 6, *Dahinda* and number 19, *Minx* were cut up in Long Island in the 1980s. Only 13 of the original New York Thirties are still viable to compete.

Over the past few years, there has been great interest in these yachts as *Banzia* (#15) in the early 80s and more recently, *Amorita* (#9) in the 1990s, tore up racecourses throughout New England, showing off their speed and beauty in nearly every event they entered. *Banzia* is currently sailing in Martha's Vineyard while *Amorita* has been a fixture of the Newport waterfront for nearly 20 years, competing in (and twice winning overall) every Classic Yacht Regatta since 1983.

This excitement led to the 2000 restoration of *Linnet* (#10) by Patrizio Bertelli (of *Prada* America's Cup fame), which is successfully competing in the Mediterranean Classic Yacht Circuit, and the recent completion of two magnificently restored

Thirties, *Cara-Mia* (#14) and *Nautilus* (#15), both residing in New England waters.

Projects on the horizon include a newly purchased *Ibis* (#2) awaiting the start of a restoration (RI), a work in progress *Oriole* (#11), expected to be sailing in 2004 (ME), and mid-completion projects waiting to be jump-started including *Tobasco* (#7-RI), *Carlita* (#8-CT), *Neola II* (#12-NY), and *Anemone II* (#18-RI).

To manage this growth and to ensure the uniform standards set by class founding fathers, a non-profit corporation has been established in the name of the New York Thirty Class (NY-30)[™] which will be governing "the record keeping, restoration, and presentation of the original wooden boats, while establishing the current rules, regulations and specifications of the racing, restoration and manufacture of original and replica wooden boats to be recognized by the New York Thirty Class."

The basic principle of this newly established organization is to foster the growth of the class while avoiding the dilution of the standards that makes this one-design class truly unique. This involves keeping all the original or established names and sail numbers, and ensuring that restorations are completed without construction, visual, or performance altering modifications.

It is hoped that this newly revived class will proudly celebrate the many years of hard work and their return as a viable one-design fleet with their centennial celebration in 2005.

It must be noted, that these yachts owe a great deal to those who have loved and saved them from destruction over the past few decades including all of the current owners. Much credit must be given especially to David Kiremidjian who, as a one man operation, saved as many as five of these great yachts, and dedicated much of his time to preserving their legacy in the late 1970s when very few other people seemed to care. Without his efforts, none of this could have taken place.

Now, if you've been paying attention, you might have realized that only 16 of the 18 original yachts have been accounted for in this article. There are two lost treasures, #1, *Alera* and #17, *Phryne* are out there just waiting to be discovered. Find them and join the class in 2005 for what is shaping up to be a magnificent celebration of sailing history at the Museum of Yachting. 