

Wooden Boat

THE MAGAZINE FOR WOODEN BOAT OWNERS, BUILDERS, AND DESIGNERS



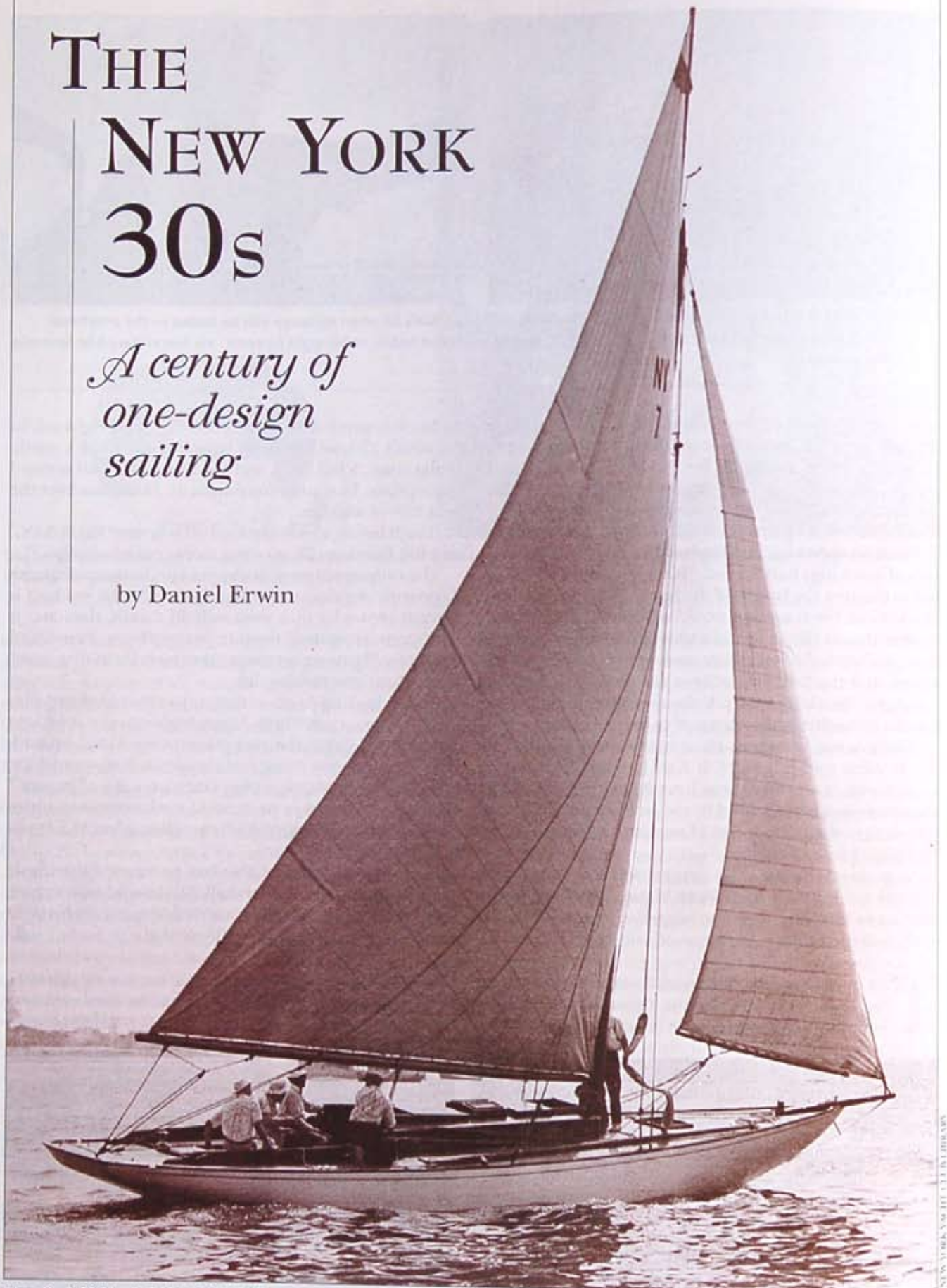
The New York 30s Turn 100
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THE NEW YORK 30s

*A century of
one-design
sailing*

by Daniel Erwin



New York 30 No. 7, TABASCO, built for H.F. Lippett, was named ALICE under the ownership of Gherardi Davis. Davis, one-time New York Yacht Club historian, privately published the history of the class; a manuscript of this history lies now in the collection of the club's library. No. 7 now sails under yawl rig, as HELEN, on Narragansett Bay.



BENJAMIN MENDELWITZ

AMORITA (ex-ADELAIDE II, No. 9)

Abandoned at the Cleveland Yacht Club and scheduled to be cut up on December 20, 1975, AMORITA was spared just 30 minutes before her scheduled date with the saw. Her savior was Gordon Group, a surveyor hired by the yacht club, who recognized her significance. Group enlisted a friend to help underwrite a restoration to get AMORITA back to sailing condition, the work taking place between 1976 and 1979. It included wooding the hull and repairing (not replacing) what existed. She was relaunched with her previously installed tall cabin and marconi rig. The boat was then immediately put up for sale and in 1979 donated to the Full Sea Foundation, a nonprofit organization dedicated to the salvation of classic yachts, which maintained her at Northport, Long Island, until May 1981, when she was purchased by Adrian and Jed Pearsall (father and son).

The elder Pearsall fully restored AMORITA to original specifications. The restoration included both reframing and sister framing, many new planks, a new deck, cabin, cockpit, engine, interior—and a gaff rig. Upon completion of the work, the Pearsalls shipped AMORITA to Ithaca, New York, to sail on Lake Cayuga, then in July 1983 to

Newport, Rhode Island, to watch the AMERICA's Cup races. She has called New England waters her home since then, becoming a fixture on the Newport waterfront, and has now been a part of the Pearsall family longer than with any other owner in her 100 years. Under their care, AMORITA has had considerable success on the race course and great exposure—which is widely credited with the current resurgence of the class. “I am extremely thankful that her owners before me cared enough to save her for future generations,” said Jed Pearsall, adding, “it’s a great thing to be able to do the same.”

McClave, Philbrick & Giblin upgraded the boat in 1993–94—with additional work in 2003–04. Because she is typically used for day racing and not cruising, her cabin layout is in keeping with the original N.G. Herreshoff design. She has a diesel engine, however, for convenience.

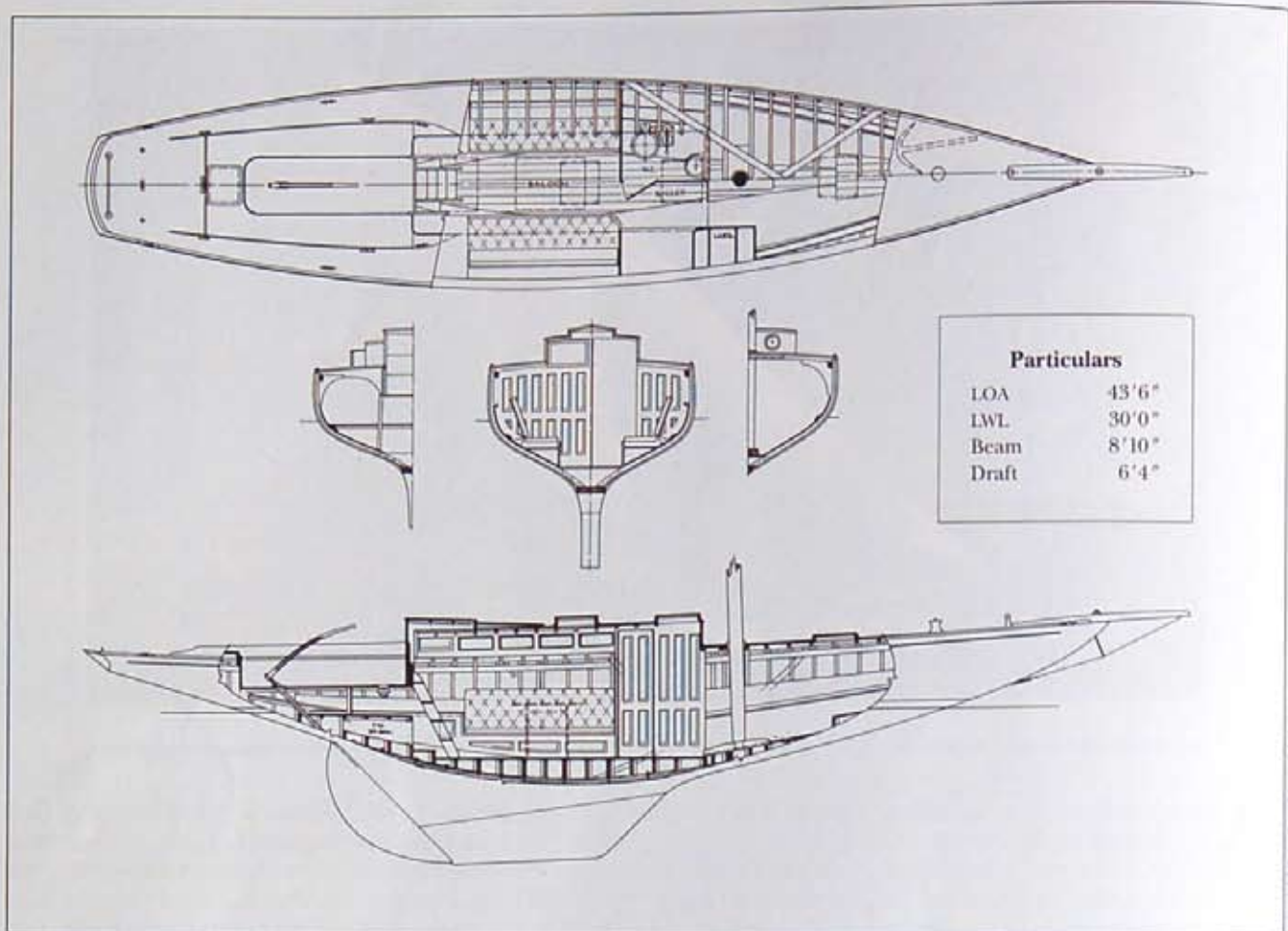
AMORITA was launched as ADELAIDE II for Philip H. and George A. Adee, who enjoyed considerable racing success. In 1910 she acquired her present name after being purchased by F.B. Bragdon, and was once owned by Henden Chubb, who later became a NYYC Commodore. She continued racing in NYYC regattas under several more owners and in the 1930s went to the Great Lakes.

One hundred years ago, the Herreshoff Mfg. Co. (HMCo.) launched 18 one-design yachts at Bristol, Rhode Island. Thirty feet exactly on the waterline, they were designated the New York Yacht Club (NYYC) 30' class, and were the first one-design built to the new Universal Rule. Designed by Nathanael G. Herreshoff (N.G.H.) in the fall of 1904, they were built over the winter of 1904–05, just in time for the NYYC Spring Regatta.

“The New York 30 class was one of yachting’s most

successful and famous one-design classes,” said Bill Doyle, who came to Newport, Rhode Island, 20 years ago to become involved in classic yachting and has sailed with Jed Pearsall on the New York 30 AMORITA (ex-ADELAIDE II, No. 9) ever since.

“Many one-design classes have come and gone since the New York Yacht Club Thirties were built, but none of them has begun to hold its popularity over as great a term of years,” wrote L. Francis Herreshoff in his 1953 biography of his father, *Captain Nat Herreshoff: The Wizard*



Particulars	
LOA	43'6"
LWL	30'0"
Beam	8'10"
Draft	6'4"

The New York 30s have simple and remarkably light interiors, due in no small measure to their closely spaced rectangular cabin lights.

of Bristol. Since then, the New York 30s have doubled in age, and more than half of the fleet are still active and popular boats.

The New York 30s were built at the height of the industrial revolution, a time when American engineering and manufacturing quality were unparalleled in the world. During the class heyday—between 1905 and 1925—they were owned and competitively raced by many notable yachtsmen, including some from the most prominent and wealthy families in America at the time: Morgans, Roosevelts, Vanderbilts. Many owned much larger yachts in addition—although some were competitive young skippers cutting their teeth on a New York 30 before moving up to a more sizable yacht.

The class disbanded in 1935. A class resurgence began in the early 1980s with the restoration of AMORITA by Adrian and Jed Pearsall (see sidebar, previous page). Speaking of the class's continuing relevance to modern sailors, Bill Cannell noted that "the New York 30s are one of the most thoroughbred classics out there." Cannell's Camden, Maine-based firm, William Cannell Boatbuilding, is currently restoring ORIOLE (No. 11). "They make sense to people today for a lot of the same reasons as back then. They are good-looking, fast, don't take a whole navy of people to sail, are about the right size, fun to race and cruise, and more reasonable to maintain than a New York 40."

Five New York 30s are known to be lost, according to

Bill Doyle, who together with Alfred Slanetz, owner of No. 14, CARA MIA, is spearheading efforts to reorganize the class. ATAIR (No. 3), originally owned by Doyle's grandfather, was destroyed in a 1952 storm; MAID OF MEUDON (No. 4) in the hurricane of 1938. Lloyd Bergeson was forced to abandon his stricken COCKATOO II (ex-PINTAIL, No. 5) sailing her from Norway to Massachusetts in 1979. DAHINDA (No. 6) and PHANTOM (ex-MINX, No. 13) were reportedly cut up in the 1980s. Of the thirteen remaining, five have been restored to pristine condition, and five more are works-in-progress, two await restoration, and one is unaccounted for (see sidebars).

The New York 30 was the fourth one-design of about 30' waterline by N.G. Herreshoff, its predecessors being the fin-keeled 1896 Newport 30s, the 1902 keel/centerboard Buzzards Bay 30s, and the 1903 Bar Harbor 31s. There was also BAMBINO, a one-off boat (hull No. 616) designed by N.G.H. in 1904, and a New York 30 lookalike. "I would say that definitely BAMBINO is the progenitor of the New York 30," said Halsey C. Herreshoff, one of N.G. Herreshoff's two grandsons and president of the Herreshoff Marine Museum in Bristol, Rhode Island. He has actively raced BAMBINO since 1977 in both classic yacht and modern handicap regattas.

He added, however, that while BAMBINO is "suggestive of the 30s," the New York 30 is an entirely different



BENJAMIN MUNSLOWITZ

LINNET (No. 10)

LINNET had been active for many years in Maine, New Brunswick, and the Cape Cod area when, in the mid-1990s, Federico Nardi purchased her with an eye toward a painstaking restoration. Nardi is technical director of Cantiere Navale dell'Argentario (see WB No. 160), whose notable restorations include DORADE, STORMY WEATHER, NYALA, and BONA FIDE. Mr. Patrizio Bertelli, head of the Prada AMERICA's Cup syndicate, was willing to underwrite LINNET's restoration, and she was shipped to Italy in 1997.

LINNET received new spars, including a hollow mast. And she got new sails, a proper bowsprit, and a set of Herreshoff-pattern bronze fittings and Delrin-bearing

bronze blocks from J.M. Reineck & Son. Her interior is as-original, although she, too, was outfitted with an auxiliary engine.

LINNET sailed in three regattas in her first season after being relaunched on July 8, 1998. These were: Prada Sailing Week at Porto San Stefano; the 10th Vintage and Classic Sailing Yacht Meeting at Imperia, Italy; and the Regates Royales at Cannes in late September. Since 1998, she has raced only in the Argentario Sailing Week (formerly the Prada Sailing Week).

LINNET was built for Amos Tuck French. In 1906 ownership passed to Francis R. Cooley and in 1916 to Charles H. Talcot.

boat. In fact, a year after BAMBINO's launching, N.G.H. carved a new half model for the New York 30s. "That 30 model," said Halsey Herreshoff, "was not used for other classes, as he may have felt that the 30 design deserved to be proprietary for the NYYC owners of those yachts."

In the fall of 1904, N.G.H. responded to a solicitation by the NYYC for a new one-design class to be ready for the spring 1905 season. A special committee had been appointed by the club to "promote and manage a new one-design class." Club members liked the small, fast, highly maneuverable fin-keeled, gaff-rigged, half-decked 1896 Newport 30s. However, the boats were just shy of the 30' minimum waterline required for a voting club

membership. So on top of the committee's list of requests to prospective designers was a club racer with a true 30' waterline. They also desired a keel with external lead ballast and a cabinhouse "with glass transom lights..." fitted out with a "complete but simple outfit for cruising" to allow participation in the club's annual cruise. Finally, they wanted the boat designed to the new Universal Rule developed by N.G.H. (to yield "a wholesome seaworthy craft free from freak features"), with "short overhangs and a moderate beam and draft," sail area about 1,000 sq ft, and solid spars.

"The Universal Rule changed everything," said Ed McClave of McClave, Philbrick & Gibling of Mystic,



DANIEL ERWIN

NAUTILUS (No. 16)

Addison G. Hanan, secretary of the special committee that guided the New York 30's conception, was the first owner of NAUTILUS—which was soon thereafter owned by a succession of yachtsmen; in 1920 alone she changed hands three times. She was in ill repair by the mid-1980s, when Frank McCaffrey found her languishing in a Rhode Island boatyard. McCaffrey, who founded Narragansett Shipwrights in Newport, Rhode Island, in 1978, had restored the Herreshoff S-boat SWALLOW in 1985–89, and went on to restore a fleet of S-boats before his untimely death in 2001. “Frank was on the cutting edge of the restoration renaissance,” said his younger brother Michael McCaffrey, who continues Frank’s restoration mission as the current owner of Narragansett Shipwrights.

Aside from being decrepit, NAUTILUS had been altered from the original: she carried a marconi rig and a redesigned cabinhouse. Intent on keeping the boat for himself, McCaffrey began a restoration project that would span 15 years of summer months. “It was easier to say what was saved, as she was a major rebuild,” said Jim Titus, who was the foreman on the project and now owns Mount Hope Boatworks in Bristol, Rhode Island. “The bilge stringers, sheer clamps, knees, a portion of the plank [or sprung] keel, deadwood [yellow pine], stem, and ballast were all that was left from the original derelict.”

In 2000, Frank McCaffrey took ill and decided to put NAUTILUS up for sale. At that time she was still a bare hull. Her backbone and decking were completely rebuilt and the cockpit had been roughed out. There was a deck opening where the new cabinhouse would later be installed, new hollow spars were built, and any salvageable hardware had been refurbished.

Bill Pedersen and his wife, Elizabeth, purchased the boat, intent on completing the restoration. When Frank passed away nine months later, his widow, Debra MacDowell, took over management of the project while Steve Corkery, who had brokered the sale, served as the owner’s representative, and Jim Titus headed up the crew. In mid-summer of 2002, the Pedersens took delivery in Newport.

Bill Pedersen is an internationally renowned architect, and felt the “glory of the New York 30’s interior is the magnificent clerestory.” Indeed, the distinctive line of closely spaced rectangular windows in the house sides admits a tremendous amount of light. However, several components of the original design conspire to break up what would otherwise be an open, airy interior. Pedersen wanted to open up the interior so he could see all the way fore and aft—the entire row of lights, and the overhead—completely unobstructed. He also wanted the interior layout to be symmetrical. So he modified the original layout, and added a couple of deck prisms to light the forepeak. New cream-colored sails were built by Roy Downs of Danvers, Massachusetts. Like most restored 30s of late, an auxiliary diesel engine was installed for convenience.

The Pedersens cruise NAUTILUS by themselves, and have raced in several classic yacht regattas, winning first place sailing against AMORITA and CARA MIA at the 2002 Herreshoff Rendezvous. These three 30s also competed against each other in the 2002 Classic Yacht Regatta in Newport the following weekend. “Unfortunately, Frank never got to go sailing on NAUTILUS,” said Michael McCaffrey. Bill Pedersen feels a strong sense of stewardship: “From my perspective, we are sailing Frank’s boat.”

After her NYC racing days, MINX acquired a yawl rig and in the 1950s went to Lake Erie, where she enjoyed a highly successful racing career for over 30 years under the ownership of Clancy Shaffer. In the early 1960s Shaffer undertook a rebuild, and equipped her with an aluminum-sparred sloop rig. After Shaffer retired from racing in the early 1980s, Scott Alexander and John O'Donnell owned MINX briefly and then donated her to the Full Sea Foundation in March 1994.



MINX (ex-NEOLA II, No. 12)

Marek Jachimczyk, her current owner, saw MINX advertised in *The New York Times*, and purchased her a month later. Jachimczyk brought MINX to Brewers Yacht Yard in Greenport, New York, where he's worked on restoring her for the past 10 years. Yard manager Mike Acebo took an interest in the project, and has provided Jachimczyk with periodic advice (often to determine the best alternative offered by many helpful admirers at the yard). Dock manager Sam Sadove also took an interest when he came aboard at Brewers more recently (Sadove owns a Bristol Channel Cutter). "Since he has owned her, Marek Jachimczyk has done nothing but restore her on his own time," said Sadove. "Truly it is a labor of love."

The hull was generally in good condition except for the stern, and three planks that were cracked when she fell in transport by truck from Ohio to Greenport, New York, so Jachimczyk hired Mike Kortchmar, a local professional boatbuilder, to replace the broken planks and

rebuild the stern. Jachimczyk stripped the hull, sistered a few frames, refastened the entire boat, and rebuilt the deck, trunk cabin, and cockpit. The previous owners had raised the aft part of the cabin near the companionway. Jachimczyk rebuilt this portion, enlarging the first two aft windows on each side before receiving the Herreshoff plans from MIT, after which he rebuilt the rest of the cabin to those drawings.

He also built a new sternpost after making a pattern from the old one. Jachimczyk restored the interior "more to his liking" using mahogany framing and mahogany plywood. He wanted a simple, practical but comfortable layout, and to be able to have easy access to the interior of the hull in case he needed to perform any repairwork in the future.

MINX was launched June 25, 2004 and spent the winter afloat. Currently Jachimczyk is looking for suitable spars from which to build a gaff rig (as the aluminum rig was broken in half prior to transport) and a suit of sails. He hopes to be ready to participate in the 2005 Centennial festivities.

MINX (not to be confused with No. 13, also called MINX) was launched as NEOLA II for George M. Pynchon, who owned her for a couple of years until moving up to a NYC 57-footer. She was subsequently bought and sold eight times, before W.H. Hoffman acquired her in 1923 and renamed her MINX.

Connecticut, which refit and now maintains AMORITA. "The handicapping rule in effect in the late 1880s to 1890s didn't impose a penalty for light boats. In the 1890s, hulls were like scows with extremely flat bottoms; they were not very seaworthy, and the radical deep fin keels structurally didn't hold up well. The new rule promoted a more wholesome hull shape, made boats more seaworthy, and improved longevity since it didn't penalize a heavier boat."

The HMCo. proposal enjoyed the singular advantage of representing both the designer and the builder, whereas other bids were submitted by independent designers. Moreover, the NYC had already gained considerable experience with Herreshoff during five consecutive AMERICA's Cup defenses, from VIGILANT in 1893 to RELIANCE in 1903.

Nathanael Herreshoff was 56 when he finished carving the New York 30 half model in the fall of 1904 and wrote, "I am well pleased with it. It has been more pleasure to work on, as I have not had the restraint of getting the biggest boat possible for the waterline length.... They have a good lot of ballast and I believe, will be mighty good boats."

The initial contract of November 15, 1904, executed

by the committee, called for the production of eight sloops (hull Nos. 626-633). Eight additional yachts (hull Nos. 635-640 and 642-643) were ordered on December 6 that year, and two final yachts (hull Nos. 647-648) on February 3, 1905. After a satisfactory trial sail of hull No. 626 by N.G.H. and Newbury D. Lawton (chairman of the special committee) on a calm but ice-cold January 5, 1905, the first New York 30 was hauled and put into winter storage. (She would emerge the following spring as ALERA, New York 30 No. 1.) Production of her siblings then proceeded, the last being completed on April 14, 1905—surely one of the shortest-ever design-build cycles for a one-design class of that size. Yachts were assigned to owners by the committee, which drew names prior to delivery. Having completed its work, the committee was dissolved on March 23, 1905.

The New York 30s were among the first "production line" boats at the HMCo. They were built upside down with a mold for every frame. L. Francis Herreshoff noted the 30s were built in the new "middle shop" or "cast construction shop," and "there were generally three of them side by side in this production row,

BANZAI was built for Newberry D. Lawton, Chairman of the special committee that guided development of the New York 30 class. She was purchased in 1906 by Clifford D. Mallory, who from 1925 to 1935 was president of the North American Yacht Racing Union—the predecessor to today's US Sailing. Gottfried Piel owned her in 1909 and Edmund Lang in 1927—when she still retained her original name. In 1938, BANZAI was one of four 30s still regularly racing on Long Island Sound; in fact, Edmund Lang won the 1939 Season Championship sailing her.

John Hall, a friend of the current owner, had BANZAI from the mid-1970s until 1988. Hall won the Nantucket Opera House Cup in her in the mid-1980s. Carlo D'Antonio sailed with Hall on occasion, and when his friend put BANZAI on the market he jumped at the opportunity. "I always knew what a prize she was, years before I bought her," said D'Antonio.

After acquiring BANZAI, her new owner spent four years of his spare time restoring her to the point where she could be launched at Vineyard Haven, Massachusetts. Carlo D'Antonio is the only New York 30 owner to have completed a restoration entirely by himself. A craftsman (cabinet and furniture maker) by trade, he also worked as a shipwright for a year in Fairhaven,



BENJAMIN MENDLOWITZ

BANZAI (No. 15)

Massachusetts, restoring the 90' pilot schooner ALABAMA. "BANZAI is very authentic on the outside," he said. "It's the little things that make the boat look authentic to the trained eye." Outwardly, she differs from the original design only in such minor details as jib winches and cowl ventilators. The interior, however, is more open than the original.

BANZAI's stem, keel, and transom are all original; her floor timbers and some of the oak frames in the bow and stern are new. The cockpit, cabin, and deck are also new—but to the original specifications and materials. The highlight of her restoration is the new varnished mahogany coach roof. D'Antonio also built a new hollow mast to Herreshoff's 1917 specifications.

Billy Mabie, a rigger from Vineyard Haven, made up BANZAI's standing rigging. D'Antonio made a lot of custom hardware for BANZAI, based on information from the Herreshoff Marine Museum and the Hart Nautical Collections. The boat's original blocks were rebuilt by Connecticut machinist Dick Everett. Like other 30s, BANZAI now has a diesel engine.

D'Antonio cruises BANZAI in the Martha's Vineyard and Nantucket areas and races in the George Moffett Regatta and also the Opera House Cup, in which he won a special "Spirit of the Race" award three years ago.

the first one upside down over her molds being planked; the next one turned right side up having her deck laid and interior built; while the last one had been set on her lead and was being finished off and painted." Each hull was single-planked with four longleaf-pine strakes below the turn of the bilge, and double-planked above. The inner layer was cypress; the outer, yellow pine. Frames, floors, keel, and deckbeams were white oak, decks white pine covered with canvas and painted buff, the raised cabinhouse varnished mahogany, and the interior joinerwork cypress painted white and trimmed with bright-finished mahogany. Many of the pieces were patterned, contributing to a production rate of about one boat per week. Although the 30s were originally equipped with solid spars, modern restorations have typically received a lighter hollow mast, whose design was specified for a 1917 Herreshoff upgrade for LINNET.

Originally the hulls were painted white above the waterline and "Herreshoff Green Antifouling Paint" below, a color that seems impossible to duplicate with modern antifouling chemistry. Sails included a gaff mainsail, No. 1 jib, No. 2 jib, balloon jib, and spinnaker. The boats cost \$4,000 complete; \$1,000 on signing the contract, \$1,500

when the hull was completed, and \$1,500 upon delivery. By comparison, a two-cylinder Model A Ford cost \$850 in 1903 and a four-cylinder Model B \$2,000 in 1904.

The class rules, adopted in February 1905, were most particular, specifying a crew limit of four (increased to five after the first season) including two professional sailors, an amateur helmsman (the NYYC's first Corinthian yacht), and a limit of two suits of sails per season. All 88 accessory items, including pleated curtains, matching china and silverware, and even "tufted green corduroy cushions and dark green carpet of the finest materials," had to be on board during every race—save for one anchor and cable. Limited prize money could be awarded to the professional sailors.

In *The History of The New York Yacht Club, Vol. One* (1975), John Parkinson, Jr. wrote, "In the 1905 season, the New York Yacht Club held nine regattas on Long Island Sound, five of them, in September, being solely for the Thirties. In all, the class sailed fifty-one races their first season at various clubs and took part in the Annual Cruise where they achieved considerable success over larger opponents." Their first club race was on May 30 in the Glen Cove area for the Spring Cups, which saw DAHINDA prevail in light winds



BENJAMIN MENDLOWITZ

CARA MIA (No. 14)

CARA MIA's current owner, Alfred Slanetz, first spotted her in a field in Portsmouth, Rhode Island, in 1991. The boat, though having her decks recanvased at the time, required attention. She had a yawl rig, a gas engine, and a severely corroded electrical system. In heavy conditions, water reportedly sloshed above the floorboards and around the settees. Slanetz, however, was smitten with "her long, sexy lines." He purchased her, and sailed her for a year before beginning a full restoration—a project catalyzed by a particularly eventful regatta.

CARA MIA was in the starting sequence of the 1992 Governor's Cup in Essex, Connecticut, when a fire broke out in the engine's ignition wiring while, simultaneously, the jib began to tear. While part of the crew extinguished the fire and repaired the jib, the rest continued to race, and CARA MIA went on to take first—both overall and on corrected time. This display of her potential helped Slanetz through the strains of a major restoration.

Taylor & Snediker, now of Pawcatuck, Connecticut, worked with Slanetz on CARA MIA's rejuvenation, on and off, for eight years, before moving their shop from Mystic. As with many first-time restorers, the owner had no idea of the magnitude of the project he was getting into. Perhaps the scariest part was to see his boat with the keel off, the interior gutted, garboards removed, parts pieces stored all over the shop, and wondering, "Are we going to be able to put her back together?" This was especially true when the estimate for the original first phase (completing what was initially to be a keel repair) was used up just taking the boat apart. At that point, the project

evolved from a keel-repair project to a complete structural rebuild. Realizing her historical importance, and the sophistication of her engineering, and the interdependence of lightly built key structural components, Slanetz wanted to make everything perfect—the way that Herreshoff had made her in 1905. The guiding philosophy was to stay as close to the original design as possible, and to save as much of the original boat as possible. "Bill [Taylor] and Dave [Snediker] took it slowly as I could find the money and they could find the time," Slanetz recalled.

New spars—including hollow mast—were built. All bronze hardware that was not original was replaced to original patterns by J.M. Reineck & Son. Rigging was to the original plan, hand-spliced in stainless (instead of galvanized) steel, seized, and leathered. Farrar Sails (New London, Connecticut) built new sails. Save for a few modern conveniences—water system, electronics, holding tanks, diesel auxiliary—CARA MIA's interior is very close to the original.

"The owner deserves enormous credit," said Bill Taylor. "As he let us dig deeper and deeper, he remained committed to finishing the boat. His evident view was that keeping this particular 30 alive was nothing less than a moral responsibility." CARA MIA was awarded the Carlton J. Pinheiro Memorial Trophy for the most authentically restored HMCo. yacht at the 2002 Herreshoff Rendezvous in Bristol, Rhode Island.

CARA MIA's original owner was Stuyvesant Wainwright, a Republican senator from New York. He represented the NYYC on the Universal Rule Committee.

over her 13 opponents on an 18 $\frac{1}{2}$ -nautical-mile course. Mr. Parkinson also noted there was "regular weekend racing for many years under the auspices of the Seawanhaka Corinthian Yacht Club, most owners being members."

The class's longevity was being celebrated as early as January 1925, when Seabury Lawrence, writing for *Yachting* magazine, noted that "sixteen of the 'Thirties' were in

commission during the past season and that many of them took part in the racing and cruising throughout the season on Long Island Sound." Likewise, Edwin Schoettle wrote in his classic compendium, *Sailing Craft* (1928), "the interest in the racing of these yachts has never lagged, and the season of 1927 in many respects, far surpassed all others, not excepting even the first year."

The New York 30s

Sail No.	Hull No.	Boat Name	Owner (O) &/or Restorer (R)	Location
1	626	ALERA	Boothbay Harbor Shipyard (R)	Boothbay Harbor, Maine
2	627	IBIS	Michael McCaffrey (O)	Newport, Rhode Island
3	628	ATAIR		Wrecked in 1952 storm
4	629	MAID OF MEUDON		Wrecked in hurricane of 1938
5	630	PINTAIL		Lost in 1979 return transatlantic crossing (as COCKATOO II)
6	631	DAHINDA		Broken up in 1980s
7	632	HELEN (ex-TABASCO)	Lee Park (O)	Wickford, Rhode Island
8	633	CARLITA	Sam Burger (O)	Pawcatuck, Connecticut
9	635	AMORITA (ex-ADELAIDE II)	Jed Pearsall (O/R)	Newport, Rhode Island
10	636	LINNET	Patrizio Bertelli (O)	Italy
11	637	ORIOLE	William Cannell Boatbuilding (R)	Camden, Maine
12	638	MINX (ex-NEOLA II)	Marek Jachimczyk (O/R)	Greenport, New York
13	648	PHANTOM (ex-MINX)		Broken up in 1986
14	639	CARA MIA	Alfred Slanetz (O)	Newport, Rhode Island
15	640	BANZAI	Carlo D'Antonio (O/R)	Vineyard Haven, Massachusetts
16	642	NAUTILUS	William and Elizabeth Pedersen (O)	Shelter Island, New York
17	643	PHYRNE		Unknown
18	647	ANEMONE II	Herreshoff Marine Museum (O)	Bristol, Rhode Island

Schoettle also wrote of an "unfortunate incident" that marred an otherwise exemplary and unblemished class record. In 1927, former NYYC Commodore J.P. Morgan outfitted PHYRNE (No. 17) with an experimental marconi rig. Apparently there was a howl of protest in the class over this perceived attempt to gain an "unfair" advantage; in fact, Morgan was only trying to demonstrate the advantages of the new rig. During a Harlem Club Memorial Day regatta, W.C. Atwater's port-tacking MINX (originally NEOLA II, No. 12) held course against PHYRNE, on starboard, fouling her. Mr. Atwater advanced the opinion that since PHYRNE was no longer a New York 30 she should not have been on the race course and did not have the right-of-way. However, he lost both the initial protest filed by Mr. Morgan and subsequent appeals. Ultimately, Morgan was unable to persuade the other "30" owners it was worth the expense to fit a marconi rig.

The New York 30s were bought and sold repeatedly within the class, often changing names; some boats were later repurchased by regretful former owners. However, a gradual attrition from the racing fleet occurred over the years, with yachts being fitted with auxiliary engines

and marconi yawl rigs for cruising. Some departed the club altogether. Sam Slaughter (who at the time owned ALERA, No. 1) reported in the November 1939 issue of *Yachting* that all eighteen were still accounted for, ten being on western Long Island Sound and four still participating in regular racing—and occasionally joined by several others. On their 50th anniversary, William H. Taylor observed in *Yachting* (March 1955) that "Fourteen are still going, some still racing actively, others taking life easier." Three 30s—ALERA, AMORITA, and MINX (ex-NEOLA II)—ended up on the Great Lakes during their middle years. By then, however, they were no longer the NYYC's official one-design of that size.

The 1935 season was the last the New York 30s raced as an intact one-design fleet. In 1934, the club had begun entertaining proposals for a replacement fleet. The Herreshoff Mfg. Co. responded with a similar but slightly larger version, 50' overall, 33' on the waterline, and with a wider beam than the 30s. The proposed design carried in a marconi rig a similar sail area to 30s, and had a long, low cabinhouse and updated interior layout. However, the club selected the proposal from Sparkman & Stephens,

ALERA (No. 1), ORIOLE (No. 11), and Other Works-in-Progress

ALERA (see photo in Currents, WB No. 182) was the first New York 30 to be completed by the HMCo. Her first owners were A.H. and J.W. Alker. A succession of owners followed until she departed the NYCC in the early 1920s. Around 1962, she was sold into Canadian hands and sailed on the Great Lakes; later that decade, she went to Alastair Mason of Ontario.

Mason began a rebuild, removing her original trunk cabin and replacing it with an elevated house of teak, plywood, and fiberglass, and reconfigured the interior for cruising. ALERA was next owned for a few years by a young Canadian couple, Pierre and Theres Belcourt, who attempted to live aboard and rebuild the boat at the same time. In 1986, she went to another couple, Dan and Diane Donovan of Hamilton, Ontario, who wanted to make ALERA into a family cruiser and planned to install a marconi yawl rig (she came with an Eight-Meter marconi rig). Dan Donovan continued the rebuild, and worked on ALERA for two summers during vacation time before determining that he would probably need to work on the project full-time for two years before it would be completed. "Many people who stopped by at the yard said I should cut her up with a chainsaw, but I didn't have the heart," he said. So ALERA sat in the Donovan's driveway for the next 15 years after they acquired another boat that was in sailing condition.

Just last year, in mid-December, ALERA was acquired by Boothbay Harbor Shipyard (formerly Sample's Shipyard), for restoration on speculation. That yard is conducting a thorough restoration under the direction of General Manager David Stimson. Some of the work has been subcontracted: Jim Elk of Bar Harbor, Maine, will build new spars, including a hollow mast, to Herreshoff drawings; Nat Wilson of East Boothbay will build a new suit of sails and standing and running rigging; and Jim Reineck of Hull, Massachusetts, will cast many new bronze fittings. Fortunately, however, ALERA retains her original foredeck anchor capstan.

ORIOLE was built for Lyman Delano, and belonged to John Quincy Adams from 1949 until the current owners acquired her in 2003. Mr. Adams primarily daysailed from East Boothbay, Maine, but also cruised. At the time of her sale, the boat was in a deteriorated state, and neither her deck nor interior



ORIOLE (No. 11)

was original. ORIOLE is undergoing a major restoration at William Cannell Boatbuilding, in Camden, Maine, where she is being returned to her original specifications. At this writing, her deck is being laid and, like most New York 30 restorations, she will sail with an updated hollow mast built to Herreshoff's 1917 drawings for LINNET.

TABASCO (now HELEN, No. 7) was built for Henry F. Lippett; Gherardi Davis purchased her in 1916 and named her ALICE for his wife. Davis, the NYCC historian, was an attorney, third deputy police commissioner

of New York City, and Chairman of the New York 30 Class in 1922. He chronicled some of ALICE's racing and cruising adventures in a series of booklets called *Alice and I*; he also published a typewritten bound manuscript of approximately 65 pages for his fellow "Yachtsmen of the Thirty Class" entitled *A History of the New York Yacht Club Thirty Foot Class 1905-1925*. A copy of that manuscript resides in the NYCC library.

The boat was later owned by former Pitney Bowes chairman Fred Allen, who renamed her CHARLETAN; he eventually donated her to the Sea Scouts. Lee Park, her current owner, found her with a yawl rig at Rowayton Boatworks in Connecticut in 1976 about to be broken up. He refurbished her himself, and relaunched in the early 1990s. Park kept the boat, by then named HELEN, in commission during the five-year project, sailing near New York and New Jersey. He then brought her to the Wickford, Rhode Island, area. HELEN was dismantled several years ago during a Herreshoff Rendezvous in Bristol; Park recently completed repairs to her mainmast. Although she "sails like a dream" under a yawl rig, Park would like to eventually return her to the original gaff-sloop configuration, for historical reasons. Jim Titus (owner, Mount Hope Boatworks in Bristol, Rhode Island) recently built new cabinhouse sides to original specifications.

CARLITA (No. 8) underwent a partial restoration by Taylor and Snediker of Pawcatuck, Connecticut, and is now for sale by her owner. IBIS (No. 2) is owned by Michael McCaffrey of Narragansett Shipwrights, and ANEMONE II (No. 18), by the Herreshoff Marine Museum. PHYRNE (No. 17) has not been accounted for.

Sailing the 30s



A fleet of New York 30s charges to windward during the class's first season, 1905. The design's bowsprit was lengthened by 2' after this first year, to reduce weather helm.

Doug Snow has been fortunate enough to crew on both AMORITA (No. 9) and CARA MIA (No. 14). "The New York 30s are thoroughbreds, designed to do one thing well: go fast," he said. "The gaff rigs are efficient and powerful, and boats are light for their size. For a gaff rig, a New York 30 points very well, and on a run or reach the large area of the gaff main 'barn door' results in tremendous performance." Snow noted the 30s are pretty agile considering their size, but have a lot of weather helm on a reach. "It wants to go up, and the helmsman will get a workout continuing to hold it down," he said.

"It's kind of fun to have to deal with this huge rig, but it's usually not easy," said BANZAI's (No. 15) owner Carlo D'Antonio. "You have to prop both feet on the cockpit and grab the helm with both hands. The drag from the weather helm doesn't seem to slow the boat down much. The huge mainsail overpowers the boat, and you quickly

reach hull speed." The New York 30s initially had a shorter bowsprit (5'7"), and the weather helm on a reach was even worse. Herreshoff lengthened the original bowsprit exactly 2' and increased the size of the jib after the first season to reduce this tendency.

The combination of reefed main and larger headsail reportedly does wonders to improve balance and reduce weather helm. However, taking a reef while using a larger genoa can result in significant headstay sag downwind, requiring attention to the running backstays. Reefing is easier said than done with the long (32') boom and large gaff mainsail and solid boom and gaff. Perhaps this explains the New York 30s' legendary reputation for seldom reefing in a blow, even though this caused them to sail at considerable angles of heel. "My advice is to reef early at the mooring," said Snow. A 30's narrow hull is easily driven in a seaway, and it can also make headway in a zephyr that would becalm most other sailboats. —DE

to be built by Henry B. Nevins on City Island and called the New York 32.

Olin Stephens, founding partner of S&S, is a great admirer of the New York 30s, and referred to them as his "favorite" at a designer's symposium held last summer in Castine, Maine, when commenting on pre-1950 designs. "The 30, to me, represented an ideal," he said, amplifying his statement, "primarily as the result of its honest simplicity and practicality, combined with excellent performance." He continued: "The class did and still does meet the logical wishes of the class organizers in a most efficient way. They are fast and seaworthy, easy to build and maintain, and provide the direct antithesis of today's boats that have become, in my view, way overcomplicated. To one who would prefer to spend the time sailing rather than repairing or adjusting gadgetry, the 30 seems the ideal 'all-sail boat.'"

The consensus among current New York 30 owners is that they are custodians of timeless classics. However, rather than preserving their boats in museums, they are instead racing and cruising them. In the process, they are writing another chapter in the history of the 30s. The accompanying sidebars celebrate these efforts.

"Great credit is due the current New York 30 owners

and their skillful restorers to keep these outstanding yachts going and racing hard today," said Halsey Herreshoff. "I suspect that N.G.H. would be a little surprised and highly satisfied if he could know that. I doubt he built them with 100-year use in mind."

"These are timeless classics," said Alfred Slanetz, CARA MIA's owner, noting that they are "far more important, aesthetically beautiful, and superior sailing performers than any modern boat that you can buy today."

Daniel Erwin is a freelance writer and photographer specializing in sailing activities in southern New England.

The New York Yacht Club will sponsor two events to celebrate the centennial of the class in 2005. On May 12, a presentation will be given at the club's New York City headquarters on the historical significance and current resurgence of the class. On July 16 and 17, the club will host the official 100th-anniversary celebration at Harbour Court in Newport, Rhode Island. This event will include two days of racing and dockside viewing. Those wishing to attend may call 401-848-0111 for details; for more information on New York 30s, visit <www.ny30.org>, and see WB No. 35 for a history of the class at age 75.

The author is grateful for the assistance of the New York 30 owners and restorers, the Herreshoff Marine Museum, and the New York Yacht Club.