

The "Ibis"

The "Ibis" was built by the Hereshoff Manufacturing Co. in Bristol, Rhode Island in the early spring of 1905, hull number two of eighteen boats commissioned by the New York Yacht Club to be built as ocean racers with a thirty-foot water line.

When the boat was originally designed she was to be 27½' on the water line and 36' overall. The racing rules at that time restricted boats of less than thirty feet from participating in races. When Mr. Hereshoff was informed of this he said there would be no trouble. He just extended the construction stations ~~xxxxxxxxxxxxxxxx~~ until he had a thirty foot water line and a forty-four foot overall with an 8½' beam. This is why the New York thirties are so long and narrow.

The wood they used then was not what is used now. Cypress and pine was soaked for four years in the salt marshes. Then

it was hauled up on land and let dry there another four or five years until the wood was well seasoned.

The original owner of the "Ibis" was C. O'Donnell/Iselin, of the New York Yacht Club. He sailed the boat for two years and in 1908 she was sold to J. P. Morgan. He owned the boat for several years, after which she was sold again and changed hands several times until the twenties. Some time in the twenties she was named "Silhouette," under which name she raced frequently and became well known. Cornelius (Corny) Shields once crewed on this boat. These thirties are the world's most raced ocean-class sail boats.

In 1927 she was set on the deck of a Red D freighter and was sent to Puerto Rico, at which time John Dallett, the owner of the steamship company, and of the boat, sailed her back to New York from Puerto Rico. §

In the mid-thirties the "Ibis" , then called the "Ione" (goddess of wind), was kept at the City Island Yacht Club.

In the Hurricane of 1938 the "Ibis" was driven onto the beach at Throg's Neck, was salvaged and purchased by the Eddie Quest and John Rodstrom who installed the first engine in her and rebuilt the cabin with a doghouse, and changed the rig from a gaff-rigged sloop to a marconi yawl. In 1945 the boat was sold to a John Hurley of New Jersey, at which time I became acquainted with the vessel.

She changed hands the next several years and in 1952 was owned by Morton Engle under the name of "Huntress." It is said that she sank in ninety feet of water off Hen and Chickens Island ~~during~~ in Long Island Sound during Hurricane Carol. She was towed out and put up for auction to Jack Pomeroy who stripped the ballast lead, the mast, and all usable equipment to refurbish a sixty-foot ketch called "Alice."

For four years the hull lay in Jake's Boat Yard at Mamaroneck ~~h~~ until it was bought by one John Caulfield.

John launched the hull and brought her down to the New York Yacht Club marina in Pelham Manor, but he was ~~forced~~ required to anchor her behind Hunter's Island. It was there that I first saw the boat in this condition, not realizing that it was the same magnificent boat I knew thirteen years earlier. We contacted John Caulfield and purchased the boat for one hundred dollars.

In 1958 we installed 28 sister frames on the starboard side. We started buying lead and gathering gear to put this boat in sailing condition, purchased 1800 pounds of lead and installed it as inside ballast. We rebuilt the engine and used the "Ibis" as a power boat for the next few years. During this time we gathered more lead, masts and miscellaneous paraphernalia that we thought would be necessary to rig the boat. In September 1965 we poured and installed the lead keel. We rebuilt and extended the spar which was to become "Ibis" mainmast. In October 1965 we stepped the mast and sailed her for the first time in ^{TWELVE} ~~thirteen~~ years.

In 1966~~7~~ she was chartered and did work for the Seven Seas Sailing Club; she still does on occasion. In 19~~69~~⁷⁻¹70

the forward section was completely sistered with new chain plate bolts, new chain plate frames and new floor timbers.

In 19⁷⁻¹71 we replaced the horn timber and all the floors from ^{← Should BE BEFORE FWD SECTION} the transom to the engine board, redecked over the existing

deck with 1/4" plywood and fiberglased the entire deck. The

"Ibis" is now a completed yacht and will sail, keep up with

or pass some of the most modern fiberglas boats designed today.