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NATHANAEL HERRESHOFF'S NEW YORK THIRTIES
THE DREAM OF A ST. PIERRE DORY
GROWING AND USING LOCAL LUMBER
RESTORING A WORKING SKIPJACK

In 1980, more than two-thirds of the original 18 boats are still known to exist and although some are in various stages of repair or restoration, others are actively sailing and racing. An attempt is being made to organize a 75th anniversary race this summer in Newport, Rhode Island, among at least a few of them.

ALERA, LINNET, BANZAI, and ORIOLE still carry their original names, and all the boats I've seen have retained their beautiful sheerlines, thanks largely to their diagonal strapping and double-planked topsides.

In celebration of this, the 75th year, we have assembled the following stories from individuals who have been, or who are, intimately connected with the Thirties. David Kiremidjian describes the inspiration these boats still impart. The late William H. Taylor chronicled their 25th and 50th anniversaries for Yachting magazine and

we've kindly been given permission to reprint some of his work for their 75th. What it's like to sail in a New York Thirty is told by Roger Taylor, drawing on his experiences aboard COCKATOO II (No. 5), where he and I enjoyed some memorable times crewing for her owner, Lloyd Bergeson. The dispatch with which the New York Thirties were conceived, created, and campaigned back in 1904-05 is recounted, largely firsthand, in a chronology put together from Gherardi Davis's 1926 booklet on class history. Ted Okie tells of the restoration of his newly-purchased OLD TIMER (No. 14) soon to be relaunched as LIGHTNING. Drawings by Sam Manning (describing OLD TIMER's reframing) and Spencer Lincoln (showing sail plan, arrangement plan and lines) complete our tribute to this unique and outstanding one-design class.

—Maynard Bray



THE NEW YORK THIRTIES

Then, But Mostly Now Also

by David Kiremidjian

In a time becoming increasingly aware of its traditions, and increasingly occupied with the preservation and restoration of its finer symbols, it is not unusual to find a classic yacht 75 years old. But it is rare, very rare, to find that out of a class of 18 New York Yacht Club Thirty class sloops built in 1905, at least 13 still exist today. We are dealing with a special case. From the beginning, the Herreshoff New York Thirty design was a design set apart, and even after the initial 20-odd year period of their extraordinary class racing was over, they continued to accumulate the kind of experience that myths are made of, so broad, so varied, that the term "symbol" may not for once be out of place.

The history of the boats is very complex, and now necessarily incomplete. It is difficult to account for their unusual past, but even more so for their continuing present. There are numberless documents, stories, and anecdotes about the boats and the class. By the 1940s, they had become legends to their owners, vessels of incomparable meaning, a feeling well expressed, for example, by Evelyn Mulligan in her lyrical memoir of the charmed life of the *BANZAI* (*Motor Boating*, February, 1965) or by Bill Wolf, owner of the *IBIS*, who years after having resolved to own a Thirty, sensed that the dream had become reality almost by its own volition, as if the boat had come to him rather than the other way around, magnetized by an almost mystical bond. Other owners have been more straightforward, less romantic, but always acting with great respect for the design and with a strong awareness of the responsibility which age and tradition imposes, regardless of how unusual they felt the whole enterprise to be. Thus Lloyd Bergeson went about the renewal of *COCKATOO II* (ex-*PINTAIL*, No. 5) in the late 1950s with lucid purpose and method, transforming the boat into a highly successful ocean racer. And Gordon Group, a Cleveland surveyor, asked to evaluate a near-derelict Thirty before she was broken up, not only saved her but through a tenacity he was at a loss to explain, saw her through three years of trouble and frustration to a complete restoration. In a kind of charmed alternation of near destruction and great good fortune, each of the surviving vessels floats in its own mythical water.

So one searches for the whys and wherefores of such an unprecedented survival. The answers aren't really adequate. Certainly part of it, a great part, is in the origins of the boats themselves, although evidently Herreshoff himself did not intend his creations to last such an extraordinarily long time. He was reported to consider 20 years a reasonable expectancy, not surprising since he tended to be unromantic about his creations, and in some ways unhistorical, although very aware of his position in the development of yacht design. We, on the other hand, knowing how long some of his craft have in fact lasted, cannot help speculating about how long they would yet endure if he had intended them to—if, for example, the New York Forties had been given other than galvanized bilge straps.

His was a different era, however, and in asking such questions, we miss something essential about it. Herreshoff, and the other designers of the day, had no need to create for posterity. They produced boats of extraordinary excellence in materials and craftsmanship simply because that was part of the tradition they belonged to, a self-perpetuating tradition of quality for its own sake, and not for

the purpose of braving time. The turn of the century was, after all, a lavish and extravagant era; the exhaustion of great imaginations along with the generous material power to actualize their purposes was hardly thinkable.

But here we are, very definitely "posterity," having barely survived the near-exhaustion of certain traditions in skilled arts of craftsmanship, and the absolute extinction of certain materials. Being very much tuned to survival, any boat or object which has been well preserved or well restored becomes a powerful talisman of our own vital expectations.

When Herreshoff built the New York Thirties (or the "626 class," as they were identified after the number of the first hull in the series), he was probably concerned only with their success as a rather specialized and transient design experiment. But at the other end of the 75 years, we know that Herreshoff's genius functioned with remarkable consistency in the most varied of design experiments, and that the skills and materials at the Bristol yard justify their legendary status.

Some of the intense interest in the Thirties as a one-design class waned as newer designs began to emerge, particularly the Eight- and Ten-meter classes (although, ironically, class racing in these did not last as long as racing in the Thirties). But as they began to show their age, some were sold out of the club and others were withdrawn from racing altogether. At this point, their history ceases being the collective saga of a privileged and protected era, and begins to take on broader, deeper values. Each boat begins a long, solitary and vulnerable voyage into unknown waters, with only her own intrinsic grace, speed and seaworthiness to stand her witness. Each encounter with a new prospective owner was a possible chance of neglect, deterioration, and destruction—which is why some fond owners, preferring rather to destroy a favorite vessel themselves than leave a more lengthy butchery to strange hands, specify in their wills that the boat be scuttled. It is true that many fine vessels have been slowly mutilated to death by ignorance and insensitivity. But it is also true that men who have bought boats for nearly nothing with the avowed purpose of scrapping them for ballast and equipment, have found to their amazement that they simply were unable to do the deed when confronted with the reality of the boat itself. The Thirties possessed that requisite harmony of striking line and movement afloat which could make a fatal imprint on anyone at all alive to the subtle elusiveness of beauty and function. After the great care they had received in their early years, they had learned to take care of themselves.

Of all the histories of individual Thirties, *IBIS*, No. 2 of the class, has met with the most varied fortunes. She was built for C. O'Donnell Iselin, passed to J.P. Morgan, Jr. in 1908, and to Howard Maxwell in 1913, then to six more owners before John Dallett bought her in 1927 and had her shipped to Puerto Rico aboard one of his steamers. He changed her name to *SILHOUETTE* and sailed her back to New York a few years later. During the 1930s, the boat raced on the Sound, and it was during these years that the young Mike Mulligan saw her and resolved to someday own a Thirty. (He subsequently bought *BANZAI* in 1940 after the death of Edmund Lang, another of the most devoted Thirties owners, and kept the boat for some 25 years in Manhasset Bay.) But the *SILHOUETTE*, renamed again *IONE* in 1935, went ashore at Throggs Neck in a 1938 hurricane, and was purchased by John Rodstrom and Ed

Quest. They proceeded with considerable rebuilding, giving her a Marconi yawl rig, an engine, and a higher doghouse in place of the distinctive square-windowed trunk cabin. They sailed her until 1945, and sold her to John Hurley, who on a cruise out to the Eastern end of Long Island in 1946, anchored one night east of Sag Harbor in the protected bight between Cedar Point Light and Northwest Creek. Early in the morning, he was visited by Bill Wolf, then 16, a sailing instructor at the nearby St. Regis Camp. Wolf reminisces that he had never seen a boat so beautiful as the IBIS, and before the day was out, had vowed that someday he would own that boat.

After Hurley's ownership, the IBIS went to Morton Engle of Mamaroneck, who changed her name to HUNTRESS and raced her successfully for a few years. In 1954, however, she slipped her mooring in Hurricane Carol and sank in 90 feet of water off Hen and Chickens. Usually that would be sufficient. But not this time, and not for this boat. The IBIS was raised and sold to Jack Pomeroy, who removed her lead ballast, most of her fittings, and her mainmast to fit out the 60' ketch ALICE which he had just acquired. What remained of IBIS was then laid up in a yard in Mamaroneck.

And there she lay for nearly four years. She was finally bought for \$400 by John Caulfield, a college student. Along with the purchase came the demand from the yard to move the boat "immediately", so John painted her hull gray, launched her, and went to his club at Pelham Manor, where they declined respectfully the honor of receiving so aged a lady. Nothing daunted, she was anchored awash on a mud bank. It was then that Bill Wolf, now Coast Guard licensed and much a part of the life around City Island, heard of her. One night in November, he and a friend, after a quick purchase ceremony with John Caulfield, towed her to Throggs Neck where she spent the winter high in the water on an 18 lb anchor. Curiously, she leaked hardly at all without ballast—merely through an old teredo spiral around her rudder stock.

The IBIS was rebuilt over the next eight years. Nearly all her frames were sistered, both port and starboard, the horn timber and transom were replaced, a new lead keel was poured and installed, the engine was rebuilt, and new spars were secured or reglued and stepped. The IBIS was under sail again in 1966, after 12 years of slow rebirth and 20 years after Bill's first resolve one summer morning near Sag Harbor.

The late 1960s marked bottom dead center for wooden boat activity in general, and in the midst of our national problems and a set of cultural values quite antagonistic to tradition and conservation, the issues of older racing yachts seemed quite remote. But the tide was beginning to turn, and other values were trying to be reborn. The history of OLD TIMER, ex-CARA MIA, No. 14, is quite different from that of the IBIS and shows well the gathering of other impulses. OLD TIMER had been very well owned by H.A. Calahan for the better part of 20 years, and his books on racing and cruising are full of his proud experience with the boat. He finally sold the Thirty to John Ohl of Sands Point in the early '50s, who converted her to a double-head-rigged Marconi sloop, installed an engine, and raced her extensively during that decade. After him, the boat fell on some evil days in the middle 1960s, until she was purchased for the yard bill by William Yaro, who was as knowledgeable about turn-of-the-century Herreshoffs as he was devoted to them. Perhaps because OLD TIMER had enjoyed such good ownership and maintenance over the years, she had never been rebuilt (and had also remained in original condition, except for the rig), but now she needed a lot of attention. Yaro took her to Arthur Barstow's yard in Greenport, where some of her framing,

planking, and floor timbers in the way of the mast were renewed. A hitch in the Navy, and then one in law school, prevented Yaro from completing the work, and OLD TIMER remained largely laid up at Greenport until she was acquired in 1978 by Ted Okie. Okie had acquired a very sharp appreciation of the traditions which OLD TIMER embodies (and has no little command of them himself), and is having the boat restored at Mystic according to original practice in design and materials. When completed and launched as LIGHTNING, she will be essentially a new vessel; LIGHTNING, with BANZAI and the ANEMONE II, are the only boats still retaining the original design of hull, deck, and house.

It was by means of a series of fortunes and near misfortunes that AMORITA, ex-ADELAIDE II, No. 9, was spared the chainsaw and the bulldozer. She was one of the boats that went to Lake Erie in the early 1930s. Sometime during the early '60s, she was fiberglassed and received a new doghouse, but by 1975 she was a derelict in a Cleveland yacht club yard. The club trustees called on Gordon Group to do a value survey on the boat, but after filing his report, and realizing the old Thirty would be broken up despite her history and superb construction, Gordon Group found he could not sleep. He then proceeded to do exactly what he had advised countless less experienced and certainly less rational dreamweavers never to do—undertake the restoration of an aged wooden boat. Gordon gave the owner his personal commitment to avert the destruction of the boat. He had the vessel moved not once, but twice, and had nearly come to contract with one yard on a rebuilding only to have negotiations collapse, before finally persuading Anthony Musca, a close friend, to underwrite a proper restoration. Over the next two years, he oversaw the long and often delayed process: the boat was first taken down to the wood, then some garboard planking, horn timber and a number of floors renewed, a diesel installed, and the wiring and plumbing overhauled. As is sometimes the case, once the job was completed, the connections with AMORITA were gone. The boat was first put up for sale and eventually donated to a marine historical organization on Long Island. The AMORITA will return to her home waters during the summer of 1980.

Only three boats of the original 18 are definitely gone. Two more are missing, but there is a good chance that they may still be sailing, somewhere. The 13 known survivors exist in various forms, all the way from near basket cases no longer in use, to well-kept-up craft still under sail each year. Although their condition and appearance isn't what it used to be in most cases, the Thirties have earned the homage they have received over the years as one of the most distinguished of all the racing classes, an embodiment of the best in design, craftsmanship, and devoted ownership.

But what emerges today is not just the story of yet another symbol about to enter a museum, but a record of men who still perceive the life and utility of a creation whose value is intrinsic and enduring, and who possess the sensitivity and the will to insist regardless of conditions that these values be affirmed and reinstated. They represent a form of experience which is indeed privileged, but for no other reason than the fact that they do offer a way of life, as they did not only for their owners, but for many who touched the boats in some fashion. We would hope that the extraordinary anniversary the Thirties celebrate this year will become a focus not only for their particular renewal, but a center of revitalization for many vessels similarly distinguished and similarly placed in our tradition. ■
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At 25, One of the Best Classes Ever Built

by William H. Taylor

(Excerpted from *Yachting*, May, 1929)

Yacht racing classes, be they one-design or built to a rule, are notoriously subject to waves of popularity frequently followed by swift oblivion—a score of boats fighting for a championship for a year or two, and a few years later just a few scattered boats, lost from the racing lists altogether or relegated to the handicap classes. But there is one class now fitting out for its 25th season which has seen the others come and go and which promises to furnish some of the best racing of the coming summer on Long Island Sound—the New York “Thirties.”

Undoubtedly the most famous one-design class this country has ever seen, the Thirties should muster close to a dozen boats this year, and their owners have laid out a program of regular and special races that promises sport rivaling that of their first year in 1905.

The agitation of the New York Yacht Club in 1904 for a one-design class of about 30' on the waterline resulted in the appointment, in October of that year, of Newberry Lawton, Addison G. Hanan and W. Butler Duncan, Jr., as a committee to arrange for the design and building of such a class.

On November 16th, the Committee accepted the plans and ordered eight boats, and by February 1905, all 18 of the present existing boats had been ordered and their construction started.

Before delivery in the spring of 1905, the class com-

mittee drew the numbers of the 18 boats and allotted them to their owners. The racing numbers have never been changed.

The 18 boats were originally white. PHRYNE was painted black after a few races, and at some time in her early career, BANZAI followed PHRYNE's lead. One came out blue, one year, and another green, but they look best white.

To go into the racing records of the Thirties—even if you could find them all—would make this article look like Bowditch's navigation tables. They sailed in 51 races the first year, the largest number of Thirties ever on record as sailing together being a fleet of 15 in one race during 1905. From then on, the class has figured prominently in the races of the New York Yacht Club, those on Long Island Sound, and in the old days, in lower New York Bay when that was a yachting center prior to 1916—now hopelessly ruined by commercial traffic and floating debris.

Not only have the Thirties afforded excellent sport within their own class, but they have won their share of honors in open competition. In their first year, they took three of the great cups on the New York Yacht Club Cruise—two Commodore's Cups and the Rear Commodore's Cup, and they kept it up. As recently as 1927, sailing in handicap competition with the biggest, the fastest, and the most modern yachts in the club, Mr. Davis's ALICE, sailed by C. Sherman Hoyt (because her owner was busy with his duties on the race committee), performed the outstanding feat of the cruise in defeating a fleet of 30-

Left—Jammed hard on the wind, this looks like the start of a class race. These longer bowsprits were installed after the first season.

A Salute to the First One-Design Yachts to Reach the Half-Century Mark

by William H. Taylor

(Excerpted from *Yachting*, March, 1955.)

Two score and ten years ago, the Herreshoff Manufacturing Company brought forth what was destined to become, in this year of 1955, the first class of one-design racing yachts ever to reach the ripe old age of 50 years—and still be racing. Not, to be sure, still racing as the red hot one-design class they were for most of those 50 years, as most of them have been re-rigged and probably no two are exactly alike now. Nevertheless, most of the New York Yacht Club 30-foot class are still actively sailing on waters all the way from Puget Sound to Chesapeake Bay, and some of them, at least, will be racing among themselves and in mixed company in their 51st season.

It is difficult to remember now that when they were built, these 30' waterline keel sloops were “small boats.” They were, in fact, the smallest things that the New York Yacht Club recognized as sailing yachts at all. Men whose boats weren't at least that long on the waterline had no vote in the club, and no smaller craft, even though owned by members, could race in the annual cruise and other club events.

The movement to build such a class came from a group of younger members of the club, but among the 18 original owners were a number of men who could or did own much larger yachts. What they had in mind was “a wholesome, seaworthy craft, free from freak features, about 30' waterline, with short overhangs, moderate beam and draft,

cabin house, complete with simple outfit for cruising, sail area about 1,000 sq ft.”

Few, if any, of the original owners have survived the boats, of which at least 14 are still going, some still racing actively, others taking life easier.

Their first race was held by the Manhasset Bay Yacht Club (then only 14 years old) on Long Island Sound early in the spring of 1905. Thirty years later, the same club held an anniversary race for them over the same course—Matinecock Point was one turning mark—and about half the original 18 turned out. This year, Manhasset is scheduling the Thirties again in the club's annual Fall Series in September. How many will turn up remains to be seen, but some certainly will, as many of the active survivors are owned in the western Sound ports and some may come from farther away.

For 25 years, very few of them were altered in any way, although eventually hard racing and sail carrying—a Thirty skipper rarely reefed, blow high or low—called for some reinforcement in the way of the mast step and rigging.

During all those years and well on into the 1930s, the Thirties, in addition to being one of the hottest, most competitive classes on the Sound, were always to be feared by bigger craft in such events as the New York Y.C. cruises on which, year in and year out, they saved their time to win the major trophies now and again.

The Thirties could go in a hard breeze, and drag what sail they couldn't carry with the aid of their 8,800-lb lead keels. They could also ghost in what seemed no breeze at

Left—The dark-hulled PHRYNE, with a reef tucked in, seems to be leading the pack in this 1905 race.

odd competitors by a wide margin on a run from Vineyard Haven to Newport.

In 1927, J.P. Morgan, now owner of PHRYNE, fitted her with a jib-headed rig and raced, not as a member of the class, but against them for purposes of comparison. The conversion was probably the most successful of its kind. With about 75' less canvas, PHRYNE appeared at least as fast as the other nine boats racing in the class that year, and unlike most conversion jobs, the new rig actually added to her beauty. Mr. Morgan's purpose was purely experimental, with the idea that the whole class might be converted if PHRYNE was successful, and a few members now favor such a change. The consensus of opinion among the owners, however, seems to be that the Thirties are as good a class today as they ever were and they see no reason for changing, as not only would the new rigs themselves be expensive, but many of the boats would have to be practically rebuilt to withstand the strains of the taller masts.

A few of the Thirties, of course, have dropped out of the racing lists, and one is now yawl-rigged. They make good cruising boats, which is one of their charms. But, thanks not only to the boats but to the calibre of the men who have almost invariably owned them, they have always been a strong racing class, and have seen many others come and go in the Long Island Sound racing—the Jewels, the Larchmont one-design, the Qs, the large sloop class of 65s with such boats as AURORA and WINSOME, the Stamford schooners and the Sound schooners, and many more. They were stronger last summer than the Forties or Fifties, although the two latter classes should pick up this year. Ten of the Thirties raced regularly in 1927 and about as many in 1928. Judging from the pre-season enthusiasm and the special races for them which have been arranged for 1929 in honor of their silver jubilee, they should be

stronger this summer than for many years past. Perhaps they will observe a 30th or even a 35th anniversary, which would be a miracle indeed.

To chronicle the various changes in ownership and names that the 18 boats have passed through would tax the space of a single article, but the record includes many famous yachting names, past and present.

The explanation of the survival and present popularity of the Thirties is, I think, to be found in the type of men who have owned and sailed them. Men and boats make a class. And as to the quality of the boats, you have only to remember how frequently men who have once been in the class and sold out of it have either bought back their old boats—sometimes at a considerable advance in cost—or bought other Thirties.

The Thirties, old as they are, have everything that makes a good racing yacht on the Sound. Fast drifters in the lightest of airs, they can still thrash out to windward in great style in a blow. And yet—most unusual in a modern racing boat—they are really good, comfortable cruisers for their inches, and the class rules keep them so. Last spring, the so-called Eight-meter one-design class was brought out on the Sound, avowedly to replace the Thirties, but while the new class are good boats, equal in speed if not in comfort to the Thirties, I have yet to talk to a Thirty owner who feels that the boats need replacing, or who would trade his Thirty for the best Eight in the class.

One interesting item of note in checking over the list of the 18 original boats is that 13 have been active in the racing during one or both of the past two seasons, and that with one exception (the boat re-rigged as a yawl), every one of the original yachts is easily available, if her owner chooses, for the jubilee program which enthusiastic owners are arranging for this summer.



With the main eased off so it's partly backwinded by the jib, these boats could carry full sail even in a blow.

all. The writer vividly remembers lying becalmed off Execution Rocks all of one hot, seemingly windless summer day in a heavy Friendship sloop—no slouch of a sailer in most weathers. Mel Smith, in the 30-footer INTERLUDE, ghosted out of Manhasset Bay past us in the early morning, sailed some 15 miles to Center Island, sailed in and finished a Seawanhaka regatta, sailed home, and late that evening, passed us struggling back into Manhasset Bay.

The boats saw a lot of other classes come and go. When the one-design Eight-meters were built in 1928, we heard they were to "take the place of the Thirties," but a few years later, the Thirties were still racing as a one-design class when the Eights had ceased to do so.

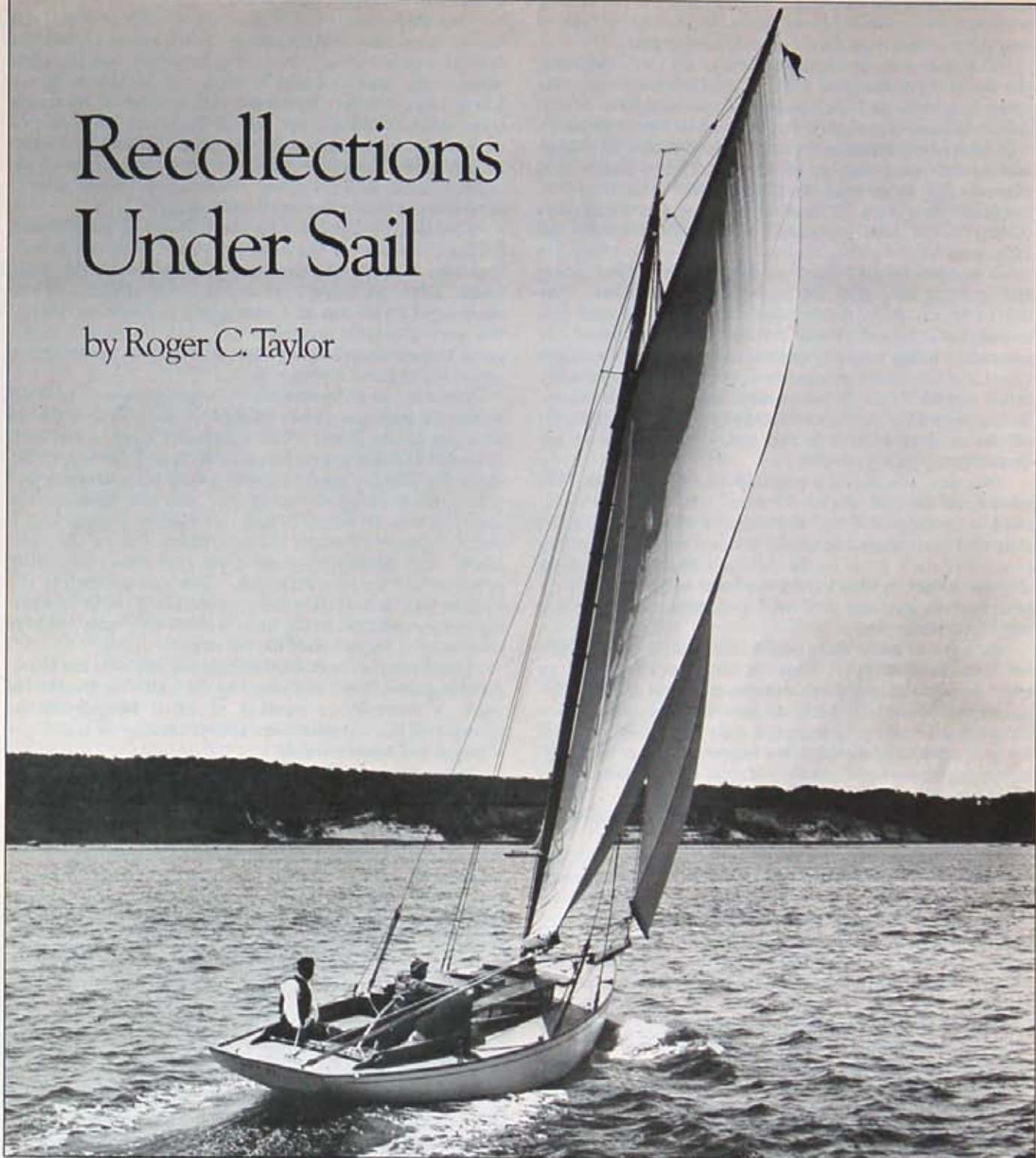
Gradually boats dropped out of the strictly one-design class. Rigs were altered, engines installed, cabin accommodations improved. Gaff mainsails were old-fashioned, though it has yet to be proved that the Thirties are better boats under jib-headed rigs. And while their original accommodations were fine for a stag crew on a yacht club cruise, later owners wanted extra comfort below for family cruising.

Among them, the Thirties have borne quite a collection of names, and belonged to a lot of yachtsmen. Only ALERA, LINNET, ORIOLE, and BANZAI seem to have gotten through 50 years under their original names. The prize name collector was No. 3, which started life as ATAIR, was ATAIR when she was lost, and was ATAIR during two other periods in between. In the interim, she was known as OKEE II, HOPE, CARITA, LESMONE, ALBERTA, ALIDA, NACHTAN, GRAY GOOSE and OUR DREAM. Others have rejoined in anywhere from two to eight name changes. Some have had a dozen owners, others only four or five.

But whatever their names, these boats have remained outstanding testimonials to the art of yacht building, as it was practiced down there in Bristol half a century ago. Look at a lot of other old boats—and a lot that are a great deal younger—and you will see hogged, sagged and twisted hulls, lopsided, humped up at the chainplates, and running downhill at the ends. The stresses of hard driving, transmitted through light hulls to heavy ballast keels, have done most of it. None of them has been driven any harder than the Thirties have been, and the latter have had their share of groundings, dismastings and collisions, too. But I can't remember ever seeing a Thirty that did not retain the same handsome, graceful sheer and trim overhangs that were bred into her from old Nat Herreshoff's original model.

Recollections Under Sail

by Roger C. Taylor



A paid hand tends NEPSI's mainsheet as her owners enjoy an afternoon's sail. Her metal fittings gleam from careful polishing earlier in the day.

On the occasion of their 20th anniversary, Seabury Lawrence wrote in *Yachting* of two Thirties, *COUNT-ESS* (ex-MAID OF MEUDON No. 4) and *LENA* (ex-PINTAIL No. 5) racing from Newport to the head of Buzzard's Bay. The 37-mile run before an increasing sou'wester resulted in *LENA*'s crossing the line only three seconds behind *COUNT-ESS*.

The boats were raced hard and often. All 18 boats changed hands (and names) often, and the longest an original owner kept his Thirty was nine years. They seem to have been a sort of intermediate training ground for highly competitive yachtsmen on their way to bigger boats.

The original rig was a big handsome one: a generous

mainsail with a high-peaked gaff set up parallel to the headstay. On a jib-and-mainsail boat, you can't do much better than this for all-around sailing. Most of Nathanael Herreshoff's boats carried considerable weather helm, and the New York Thirty is no exception. On-the wind, the helm will range from light to moderate as the breeze increases. But on a reach in a good breeze, the boats are a real handful (or rather two hands full, with feet firmly placed). In any case, the combination works, for they're certainly fast to windward, and not easily passed on a reach. The racing skippers back then developed a great reputation for never reefing, in spite of the generous rigs, so they sometimes sailed at great angles of heel. Although

this didn't seem to slow them down much, I'll bet reefing wouldn't have slowed them down much either, and it would have been considerably more comfortable.

The class went strong for 30 years. By 1935, however, the members of the New York Yacht Club were ready for something new, and they invited several designers to submit proposals for a slightly larger and more modern boat. The Herreshoff Manufacturing Co. produced a 33' waterline model quite similar to the old Thirty but with a Marconi rig. In the end, the Club decided in favor of Olin Stephens' New York 32, and the contract was awarded to Henry Nevins, who proceeded to build 20 boats for the 1936 season.

A number of the New York Thirties continued racing and cruising long after the racing class disbanded. The old LENA, ex-PINTAIL, became COCKATOO II and was owned by a friend of our family, Lloyd Bergeson. I remember being mightily impressed by her one day when Lloyd and his family got underway from East Harbor after lunch and with a single reef tucked into the big gaff mainsail, strapped her down to a hard sou'wester coming right off the land of Fisher's Island and went roaring up the shore like a hunting cheetah.

One day, Lloyd asked me to go racing with him. We went up to the Pine Orchard Yacht Club, and I was so excited to be on one of Nat Herreshoff's New York Thirties that all I can remember about it was a seemingly endless amount of deck space on the boat and the way, in a light air, she ate out to windward away from whatever competition was trying to stay with her. I thought the COCKATOO was wonderful.

As I got to know this remarkable boat, I got to know her remarkable skipper. Lloyd is, among other things, an engineer with an engineer's drive to make his physical surroundings—especially when afloat—work better. He's a dissatisfied improver of things, a trait which led to one of the great shocks of my life. We happened to be "cruising" in our home port of Camden, Maine, at the time, so my shock was recorded in the log for July 31, 1973: "Lloyd Bergeson sailed in in the COCKATOO. He has chopped her stern off!"

While I looked at his handiwork, speechless, Lloyd calmly explained the reason for his action. He reasoned that the last couple of feet of overhang didn't add anything to her sailing waterline length and that its weight added significantly to her pitching moment. So he cut her off, and gave her a vertical but radiused transom. The COCKATOO pitched less, but she wasn't as pretty after her surgery.

Lloyd has had several rigs in the boat since he took the original gaff rig out; I think two different Marconi yawl rigs and two different Marconi sloop rigs. All of them seemed to work well, whether racing or cruising. With their deep keels and plenty of outside lead, the Thirties have great power to carry sail. The time I remember best of all was coming back to Noank, Connecticut, from Shelter Island after an Off Sounding race. The fall northwester brought plenty of very hard gusts. The COCKATOO had by then a Marconi yawl rig. Coming in through the Race, we had to jam her right up on the wind so the strong ebb tide wouldn't set us down into a big tide rip. I was steering, and I'll never forget what happened when the first big blast of wind hit us after we hardened up. I braced myself to ease her through it, hoping to keep her staggering along all right until it let up again. But instead of staggering, she suddenly accelerated, and I experienced the unbelievable feeling of a boat transforming all the power of the wind into forward motion. She wasn't about to be overpowered, and she certainly wanted no mollycoddling. She looked forward to those great blasts so she

could show her stuff.

I was lucky enough to be able to sail in the COCKATOO a fair bit from time to time and gradually got to know what to expect on the boat. One thing to expect was apparent chaos at the start of a trip, a chaos that seldom bothered Lloyd and that never interfered with another of his strong traits, managerial ability. Lloyd Bergeson has managed most of the major shipyards east of the Mississippi River. In any given situation, he has a very clear sense of resources, time, and priorities. Orderliness for the sake of orderliness is rather low on his mental list.

I recall arriving at the appointed hour to leave Noank for New London for the start, next day, of an Off Soundings race. Lloyd was sawing a few inches off the main boom. Glancing below I saw a great array of tools and raw materials. There was no bedding nor any food on board. We were going to race next day, and the boat's rating came before housekeeping amenities, which came before departing at some arbitrary hour.

We went in an Annapolis-to-Newport race. An hour before the start, somebody wanted hot soup. There was no kerosene in the stove. Thirty minutes later it was concluded that there was no kerosene on board the vessel. We spotted a friendly spectator who would loan us some and maneuvered alongside to get it. In the process, the spectator's main boom fouled our mizzen rigging and a mizzen spreader broke. Ten minutes before the start Lloyd went aloft with some tape and some fast-acting epoxy mixed up in a little can. Two minutes before the start he was back at the tiller concentrating 100% on beating the competition to the line. I think his repair held for the season. I know it held for the race.

Lloyd rebuilt the COCKATOO extensively over the years, installing steel floors and covering the hull with Dynel. He made a tremendous number of small but significant changes to her construction, always seeking to make her stronger and more durable.

When his top priority is steering, Lloyd Bergeson is the best helmsman I have seen. A New York Thirty is a lovely boat to steer, and he can get more out of one than anybody.

The man is a competitive racer. In that race to Newport, we huddled on the stern, when running, in response to his belief that the increased waterline aft would

PINTAIL leads ORIOLE in a first season's race. Note the short bowsprits with which the boats were built. ORIOLE is still going strong with a marconi rig and larger cabin but PINTAIL (as COCKATOO II) was lost at sea last year while on her back from Norway.



help her along. In spite of her age, COCKATOO, with her modified rig, fared extremely well in nearly every race she entered, winning and placing against far more modern and sophisticated boats. I have seen Lloyd prowl the foredeck for an hour, clew of his ultimate drifter in hand, seeking and finding every breath of air and giving the COCKATOO barely perceptible way through the dense fog of a Marblehead-Halifax race.

He is also a compulsive cruiser, participating in every NYYC cruise that he could, and sailing all over the place in the COCKATOO shorthanded or singlehanded. When he was made General Manager of Ingalls Shipyard in Pascagoula, Mississippi, Lloyd and a friend sailed COCKATOO from Noank, Connecticut, down the outside route to Biloxi in late fall. Though some predictably heavy weather overtook them at times, the boat and crew arrived safe and sound. Not bad for a vessel of 60-plus years.

When I started getting gray hairs, Lloyd thought I was too old for the foredeck and made me navigator. This speeded up the process considerably, particularly because about that time Lloyd decided to sail mostly in Northern waters, so there would always be plenty of fog around. Why is it that the navigator's comeuppances in fog are always so basic? We were coming back to Northeast Harbor, Maine, from an Astor Cup race that a Frenchman's Bay fog bank had cancelled, and all the wrong islands began showing up. Just when we were supposed to get to a fat, round island, we'd get to a long, skinny one instead. It was all very confusing, and I wasn't enjoying my lunchtime sandwiches. My digestion improved when I took a hard look at the sandwich container. Lunch had been served in the dish drainer, a regulation rubber-covered wire affair. I smiled at its neat parallel lines of wire-masquerading-as-rubber, moved it aside, and watched the compass swing a good 15 degrees.

One of the good things about sailing with Lloyd in the COCKATOO was that sometimes his friend Eric Olsen would come along. Talk about your competitive racers. He was with us in the Monhegan Race one time and simply talked the COCKATOO out of Hussey Sound ahead of all competitors. Light head wind, head tide. Tricky stuff. Eric stationed himself amidships where he could talk to all of us more or less simultaneously, whether we were forward or

aft, on sheet or tiller. Right from the start he told everybody what to do. "Head off a little, don't strap that boom down quite so much, there's a puff over there, keep your weight to leeward, we've got to tack, what's that guy doing, there's less tide in there, don't bring that jib across too quick," and on and on. And right in the middle of everything he looked at each one of us and said "BS! BS! BS!" I, for one, was mystified. Nobody had gotten a word in edgewise, so what was he saying BS to us for? It turned out to be racing jargon for Boat Speed. Evidently Eric thought that by fiercely saying BS! at all of us, the boat's speed would somehow increase. I'll be damned if it didn't work. He got us out of Hussey Sound ahead of everybody.

The wind stayed light, and we beat all the way to Cape Porpoise, but the minute we got there, the wind shifted 120 degrees, and we beat all the way to Monhegan. That sail was some frustrating, but we finished first in the ocean cruising class and were also first on corrected time, beating the second boat by something over six hours.

There is grace to the way a New York Thirty moves through the water under any conditions. When it is blowing hard, she roars along, the foam of her wake nearly up to her rail at the stern. Going to windward, she eats up through the seas with a minimum of fuss.

The Thirty does better in a light breeze close-hauled than any boat I have been on. Nor does a bobble of a sea—the nemesis of many an otherwise fast boat—bother her unduly when it's light.

It doesn't take much breeze to get her really moving. She's not a particularly quick accelerator, but as the breeze builds, her speed keeps increasing imperceptibly until you suddenly notice that she's going a lot faster than she was.

You get a clear view all around the decks and rail of a Thirty from the helm, so you can enjoy to the fullest the way her slim hull works through the waves. Sitting at the tiller looking aft at her long, lean stern moving swiftly through the water, you get a sense of elegant power.

The helm of a Thirty feels heavy, as if everything about the boat has great momentum: her forward motion, her refusal to make leeway, her reluctance to yaw. You sense that big, deep chunk of lead keeping everything going steadily as it should be. There's no doubt the Thirty is a very fast boat, and her speed is made to seem even greater than it is by her low freeboard.

The summer of 1980 is the 75th birthday of the New York Thirties. Lloyd Bergeson's plan was to assemble a gang of us who had sailed with him over the years in the COCKATOO and do some racing against less historic vessels. He had a higher priority, though, for the COCKATOO: a voyage to Norway and an exploration of the coastline where his forebears put to sea. This cruise he made, crossing the Atlantic singlehanded in the summer of 1978, cruising in Norway that summer and part of the next, and setting off on the return transatlantic crossing with his son, Henry. Lloyd and Henry lost their vessel but not their lives to the hole behind an ultimate wave in mid-Atlantic. Lloyd told that story well in the January 1980 issue of *Cruising World*. Happily, he is telling the complete story of his years with the COCKATOO in a book which we will be privileged to publish at International Marine. It will be a book I will cherish because it will deepen my knowledge of the COCKATOO and her master.

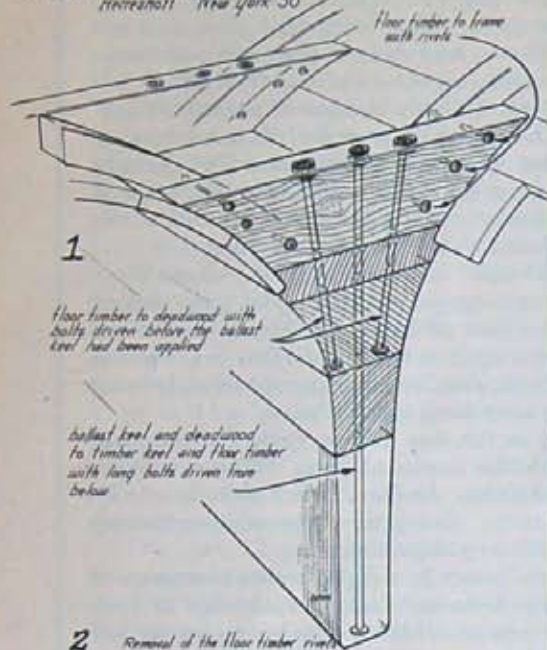
William H. Taylor called the New York Thirty "the most famous one-design class this country has ever seen." They are some fine boats, boats that deserve to be sailed and cared for by the best seamen around. The COCKATOO, for one, got just that.

Roger C. Taylor, the author of *Good Boats*, and *More Good Boats*, is president of International Marine Publishing Company of Camden, Maine.

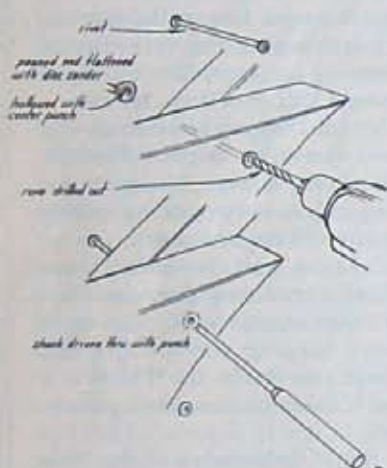


Floor Timbers

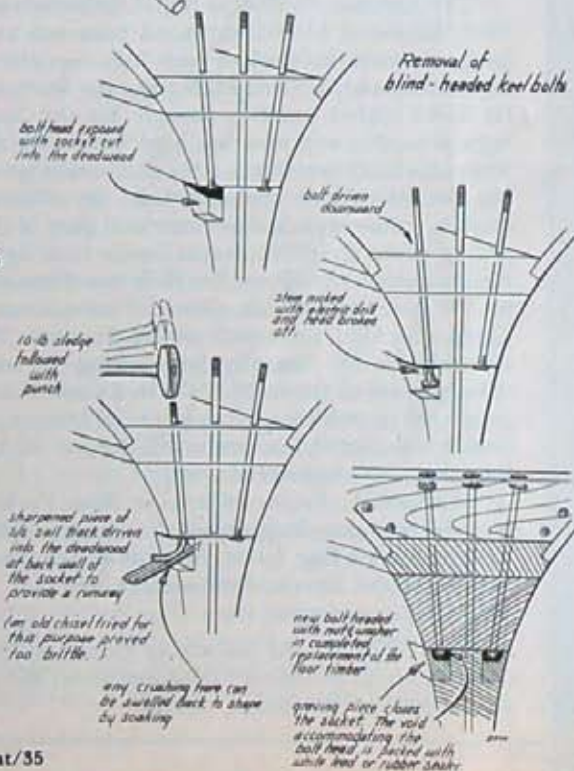
keel fastenings through the floor timbers of a Herreshoff "New York 30"



2 Removal of the floor timber rivets



3



The Restoration of Number 14

by William T. Okie, Jr.

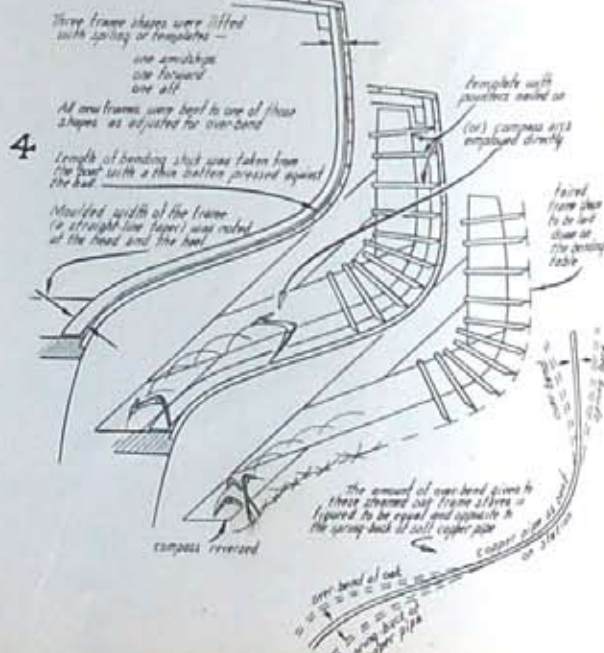
Her original name was CARA MIA and her racing number was, and still is, 14. Her new name will be LIGHTNING. In between, she carried other names but was best known as OLD TIMER when H.A. Calahan owned her and wrote about her in his several books on boating. I bought her in 1978 and immediately set about completely restoring her.

The premise was to rebuild this boat, replacing any and all members that had given up over the previous 75 years. The process began by removing the house, all joinerwork, rudder and garboards. A thorough examination indicated that the aft section of the original plank keel had been destroyed by indiscriminate fastening and a hundred caulking. In addition, we determined that almost all structural members needed to be replaced with the exception of most deck beams, the fin, forward keel section, bilge stringers,

and sheer clamps. That is, everything from the aft end of the cockpit to several stations forward of the mast. Ergo, we put in a new plank keel from amidships aft, approximately 60 frames, 32 floors, all single planking (four strakes between keel and turn of bilge), new sheer strakes, and cover boards. We then rebuilt the rudder, replaced the lower members and corner posts of the house, added a fore-and-aft deck carlin under the house sills, replaced eight to ten deck beams, the mast partners, five or six deck planks, replaced the transom knees and transom, toe rails, cockpit coamings, and a couple of previously botched up hatches. Then, we refastened everything. And I mean everything; all rudder drifts, all keel bolts, floor bolts, stem scarf fastenings, all frame-to-floor rivets, bilge stringer bolts, sheer clamp bolts, hanging knee bolts, deck beam bolts, every deck and

New Frames

The shape of new frames





hull strap fastening, and every plank fastening in the entire boat—bronze below the sheer line and iron in the deck structure—just as Herreshoff had done it.

Following the above, we have re-canvased the deck and are now replacing all her old joinerwork, which has been meticulously stripped of paint.

Whenever we could, we put back the same materials we took out. There are probably five or six small changes from her original construction (carlin under the house sides, additional vertical cockpit supports, beefed-up deck beams where running backstays and main sheet traveler will bear, athwartship keel bolts to prevent fore-and-aft keel fractures, for example.)

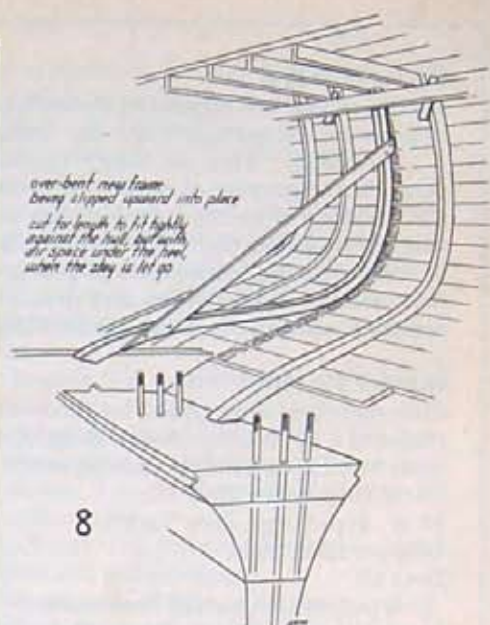
Other than these minor changes, we have made provisions for a new Marconi sloop rig, lifeline stanchions, sheet winches, a different galley location surrounding the companionway

ladder, and canvas on the house top in order to make the surface a little more durable and the very dried-out plank-ing waterproof.

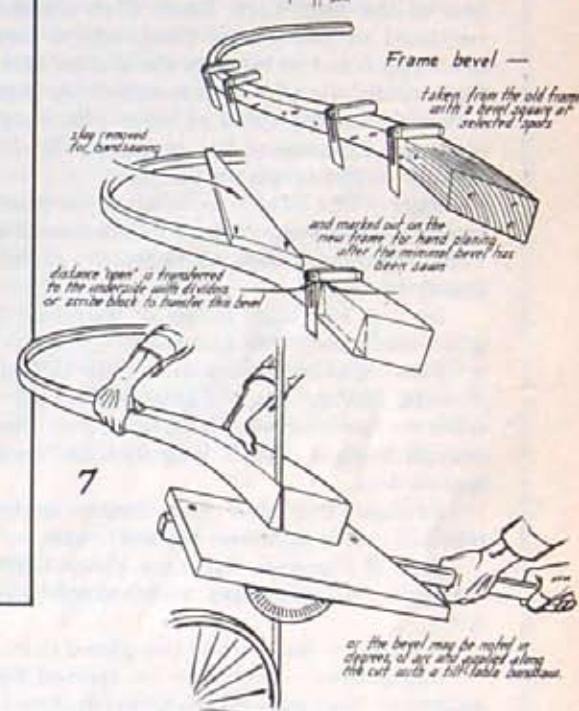
All the above is to the credit of Noank Boat Works, who actually did the work. The talent present is: Bruce Madara, executive committee, keeper of the books, job boss, and accomplished boat builder; Dennis Souza, jack of all trades, as comfortable bending in a beveled frame as coaxing a 75-year-old deck back to life; Neal Overstrom, who as the most recent member gets stuck with every odd job; and last but far from least, over-qualified, still smiling, member of an endangered species, Paul Stubing, shipwright.

All in all, but for the rig and the absence of a bowsprit, her profile will be NY 80; I believe she's now up to the next 75 years!

I have reached penury.



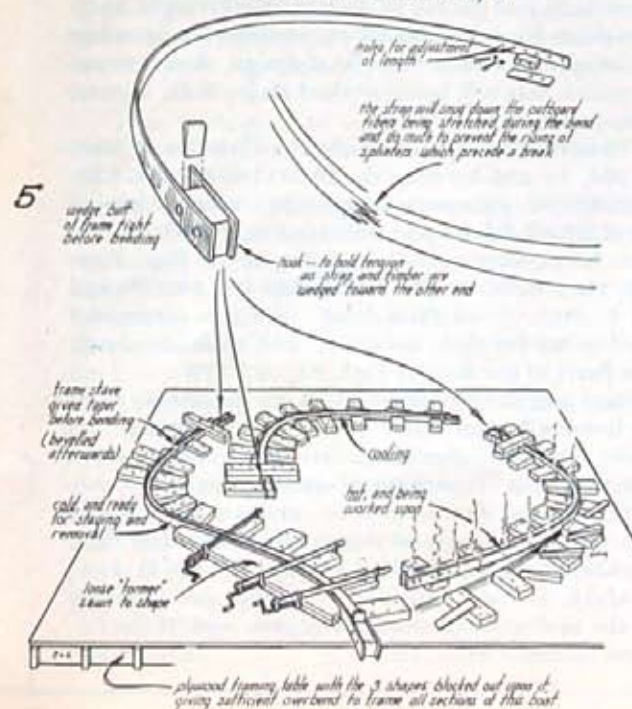
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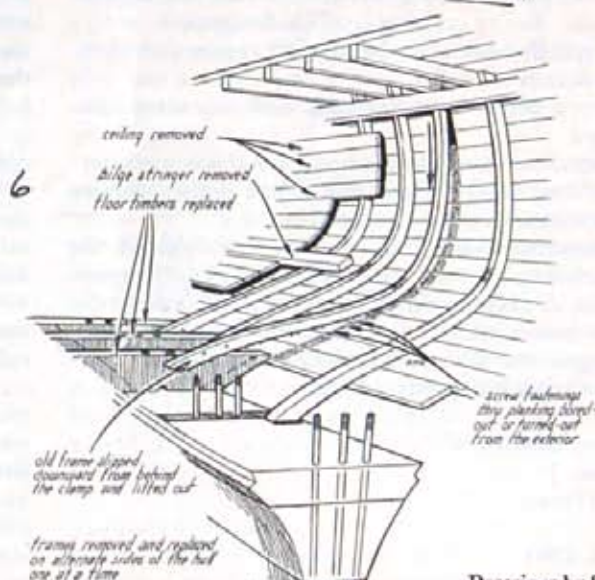
7

Bending new frames

bending strap — a continuous iron strap of sufficient width to cover the outboard face of the frame-stave being bent



5



6

Drawings by Sam Manning
(based on descriptions kindly
furnished by Paul Stubing)

How It All Began: An

from "A History of the New York Yacht Club Thirty Foot Class"

October 6, 1904

Special committee appointed by the New York Yacht Club to promote and manage a new one-design class.

"Resolved: That the Chair appoint a Committee of three for the purpose of interesting members of the Club in the building of yachts in one-design or restricted classes, and of sizes either entitled to representation or not entitled to representation, with power to procure from naval architects designs and estimates and to submit the same to the members who may contemplate building in such classes."

October 19, 1904

Club members were polled for interest in the Committee's choice of a 30' WL one-design sloop of moderate beam and draft fitted with a simple cruising outfit.

"New York Yacht Club

37 W. 44th Street, New York

October 19th, 1904

Dear Sir:

A proposition having been made by a number of members of the New York Yacht Club for the building of a restricted or one-design class, and a committee having been appointed to take up the matter and put it in shape for consideration by such members as may be interested, following out the views of those who have originated the idea, the Committee has prepared the following suggestions, as to the details for the class:

Type—The boat is to be of a type intended to be promoted by the present rule of measurement of the New York Yacht Club, a wholesome seaworthy craft free from freak features.

Size—A keel boat, about 30' waterline, short overhangs and a moderate beam and draft.

Plan—Cabin house not less than 10'6" in length, about 4' wide, having straight sides with glass transom lights, toilet room with closet, and basin, berth for man forward, cockpit not less than 6' long with rail set outside to form seat on deck.

Fittings—Complete but simple outfit for cruising; transom cushions; stove; ice box; tank.

Sails & Rigging—Sail area about 1,000 sq ft; jib and mainsail rig; spinnaker and balloon jib allowed; solid spars.

Selection—Boats when completed to be drawn by lot.

Regulations—Yachts to be steered by a member or amateur. Two paid hands allowed. Crew all told limited to four persons. Entire cruising outfit to be carried.

Special specifications to be agreed upon for sizes, weights and details of outfit.

Preliminary plans, specifications and estimates have been obtained.

The Committee would be glad to learn if you are interested in building in this class and if you desire to have notice of the meetings of the Committee.

The Committee wish also to state that, should the members so desire, they are prepared to take up the question of a class or classes, either larger or smaller than the one that has been outlined and they would be glad to receive any suggestions as to such class or classes.

A prompt reply will greatly oblige,

Yours respectfully,
N.D. Lawton, Chairman
W.B. Duncan, Jr.
Addison G. Hanan"

November 5, 1904

This circular brought numerous inquiries from members of the Club, and the responses thus received led to the following letter sent out by the Committee:

"New York Yacht Club

November 5th, 1904

Dear Sir:

The Committee on the building of a restricted or one-design class by members of the New York Club in response to the circular of October 19th, 1904, have received numerous replies approving of the plan and requesting further information and notice of the subsequent meetings of the Committee.

Plans, specifications and estimates have been obtained, and it has been decided to call a meeting of those who have advised the Committee of their interest in the matter and ask as well any others who might possibly become interested when fully informed as to what is to be done. We therefore notify you that a meeting will be held at the New York Yacht Club House on Thursday afternoon, November 10th, 1904, at half past four o'clock and that you are respectfully invited to attend.

The Committee feels assured from the interest already manifested in the subject that a large number of boats will be built and a class established for racing on the West end of the Sound and at Newport which will be as great a success as the well-known class of Newport "Thirty-footers", possessing the advantages over that class of having cruising accommodations and of being entitled to enrollment and representation in the Club.

The Committee hopes that you may be interested sufficiently to attend the meeting even if you should not have determined upon building in the class.

Respectfully,

N.D. Lawton, Chairman

W. Butler Duncan, Jr.

Addison G. Hanan, Secretary"

November 10, 1904

General meeting held at the New York Yacht Club to discuss the details of the proposed class.

November 15, 1904

Contract was executed between the Herreshoff Manufacturing Company and the NYYC Committee for eight boats with a provision for more, based on preliminary drawings and a set of specifications. The final design, that is to say the half model, was still being worked on by N.G. Herreshoff at this point.

"CONTRACT, of two parts, made this 15th day of November, 1904, by and between the HERRESHOFF MANUFACTURING COMPANY, a corporation created under the laws of the State of Rhode Island and doing business at Bristol, in said State, hereinafter called the Party of the First Part, and W. BUTLER DUNCAN, JR., NEWBERRY D. LAWTON and ADDISON G. HANAN, of New York, N.Y., a committee authorized to act for their associates, and their associates, called the Party of the Second Part, WITNESSETH:

That for, and in consideration of, the payments to be made as hereinafter provided, the said party of the first part hereby agrees to construct in their best manner and of first class materials, according to specifications hereunto appended, said specifications to be, and are hereby considered as forming, a part of this contract, not less than eight (8) Keel Sloop Yachts from one design by N.G. Herreshoff, which are to constitute a Racing and Cruising Class for the said party of the second part, and of the following general dimensions, viz:

Extraordinary Chronology

1905-1925" compiled by Gherardi Davis—courtesy New York Yacht Club.

Length over all—about 43'6"

Length on waterline—not less than 30'

Beam—about 8'10"

Draft of water—about 6'3"

It is understood that all boats of this class are to be built exactly alike in every particular, and the future owners will draw lots for them during the first half of April, 1905. Name of owner, number and name of each boat will then be furnished to the party of the first part, also requirements as to date each owner would like his boat ready for delivery.

It is further agreed by the said party of the first part that a number not to exceed fourteen (14) of said yachts, providing said number are ordered within four (4) weeks from date of contract, shall be completed and ready for delivery between the first of May and the 8th of June, 1905, both inclusive.

It is further agreed by the party of the first part that they will build other yachts required for the same class under this same contract, providing they are ordered on or before the first day of February, 1905, the time for delivery of said yachts to be named by the said party of the first part at time ordered.

In consideration of which the said party of the second part, for themselves and their associates, hereby covenants and agrees to and with the said party of the first part as follows, that is to say:

The contract price to be paid by the said party of the second part for each of the said yachts, delivered at Bristol, Rhode Island, shall be Four Thousand (\$4,000.00) Dollars, same to be paid in three installments and as follows:

The first payment shall be One Thousand (\$1,000.00) Dollars on each yacht. At least eight (8) to be payable upon the signing of this contract. The first payment on all following yachts to be made when ordered.

The second payment shall be Fifteen Hundred (\$1,500.00) Dollars on each yacht, and payable on each hull when it is completed and ready to be taken out of the shop to be stored near launching ways.

The third and final payment shall be Fifteen Hundred (\$1,500.00) Dollars on each yacht, and shall be payable upon the delivery of each yacht as taken by the party of the second part, or their representative, at Bristol, Rhode Island, as aforesaid."

This contract was signed by Duncan, Lawton and Hanan as the Committee. The specifications referred to read as follows:

"SPECIFICATIONS, attached to contract dated November 15, 1904, for Keel Sloop Yachts to form a one-design racing and cruising class.

Length over all—about 43'6"

Length on waterline—not less than 30'

Beam—about 8'10"

Draft of water—about 6'3"

All or nearly all, ballast to be on the outside and of lead cast to form.

Framing to be of best white oak.

All fastening below deck frame to be of bronze and copper.

Planking to be of yellow pine, to be double from below the turn of bilge to sheer strake, the inner thickness to be of cypress.

Deck to be selected white pine, covered with canvas and painted.

To have a raised cabin house of mahogany with plate glass windows on side as shown on drawing.

Cockpit to be as shown on drawing.

Rail and cockpit trimmings to be of mahogany.

Yacht to be steered by a tiller.

To have a liquid compass of standard make, placed below glass in cockpit floor, and fitted with binnacle lamp.

There will be a capstan, one galvanized steel anchor with gooseneck stock and with manila cable, one galvanized steel anchor with straight stock to stow away, one warp and two mooring lines.

There will be mahogany side steps to hook on starboard side.

Yacht is to be equipped with one life ring, 5 life preservers, 2 fenders, sounding lead and line, fog horn, one boat hook, a bilge pump, a cockpit awning and a set of brass running and anchor lights.

Forecastle is to be fitted with two pipe berths furnished with mattresses, pillows and bed clothing.

Galley is to be fitted with a Primus oil stove, refrigerator, cooking utensils, a small set of white dishes in racks, and pump connected to tank.

To have a water tank under cockpit floor.

Yacht is to be fitted with a toilet room with Sands water closet, small wash bowl, pitcher, water bottle, tumbler and holder and looking glass.

Cabin woodwork is to be of light woods, painted white, with mahogany trimmings, and is to have a folding settee berth on each side, upholstered in green corduroy and to have a green Brussels carpet on floor. To be lighted below deck with oil lamps. Cabin to be fitted with folding mahogany table.

Yacht to be sloop rigged. Spars to be solid, all standing rigging to be of galvanized plough steel wire rope, running rigging of specially made manila rope of best quality, bronze blocks, sails of specially made cotton duck. Sails to comprise: Mainsail, No. 1 Jib, No. 2 Jib, Balloon Jib and Spinnaker.

Yacht to be painted on bottom with Herreshoff Green Antifouling Paint and white above waterline. To have name on stern in gilt letters.

All painting and varnishing to be done in the best manner."

November 16, 1904

N.G. Herreshoff wrote to the NYYC Committee as the design work progressed:

"We wrote you yesterday about the change in breadth and also in draft which I think will be satisfactory. They will have a good lot of ballast and I believe will be mighty good boats.

I have been working on a model and it is now nearly completed. It is the first model I have worked on to be under the '1/4 beam length' measurements, and I am well pleased with it, and also it has been more pleasure to work on it, as I have not had the restraint of getting the biggest boat possible for the waterline length.

I am very much pleased to know you have eight boats, with prospect for many more. Please let us know the moment it is settled that we are to build them, for we will have a great deal of material to get together, and the time is late if the number of boats will be anywhere near the maximum."

January 4, 1905

First boat of the class was taken out for a trial sail by Messrs. Lawton and Herreshoff and pronounced satisfactory. She was then hauled and laid up in the yard for the rest of the winter.

In N.G. Herreshoff's words:

"Mr. Lawton turned up this AM about 9 and after looking around some in the shops we decided to go off and try the boat afloat but by the time we got underway there was not a ripple on the water, and considerable ice formed, but although there was hardly air enough to keep the sail to one side, the boat moved off nicely and minded the helm perfectly.

We went off again after lunch with just air enough to ripple the surface for 15 or 20 minutes, then dead calm. We got back to the wharf about three o'clock and stripped her and by five she was hauled out at the cove for the rest of the winter.

There were two or three little alterations in rigging suggested by the trial which will enable us to have everything in good form when the fleet is rigged in the spring.

From the feeling of this boat today, I am quite sure the boats will prove to be good sailers in light airs at least."

January 9, 1905

2nd boat was completed and stored in the yard.

January 16, 1905

3rd boat was completed and stored in the yard.

January 31, 1905

5th boat was completed and stored in the yard.

February 8, 1905

7th boat was completed and stored in the yard.

March 8, 1905

10th boat was completed and stored in the yard.

March 27, 1905

15th boat was completed and stored in the yard.

April 14, 1905

18th boat was completed and stored in the yard.

April 30, 1905

First four boats overboard, rigged, and ready for delivery.

May 30, 1905

First class race—18¹/₂ miles; 14 boats entered; DAHINDA, No. 6 (W. Butler Duncan) declared winner.

"New York Yacht Club

Rules to Govern the One-Design 30-Footers
When Sailing as a One-Design Class

Outfit—Everything delivered with the boat as per specifications shall be on board in every race, except one anchor and cable which need not be carried.

Articles lost shall be replaced.

Crew—The crew shall not exceed five men, two of whom may be paid hands.

The helmsman shall be an amateur.

Hauling Out—Boats shall not be hauled out, or put on the beach, more than once in two weeks, and when hauled out shall not remain out more than 48 hours. In case of an accident, the Committee may waive this rule.

Sails—Not more than two suits of sails shall be used when racing in any one season on any boat. In case of an accident to a sail, the Committee may waive this rule.

A black band shall be painted around the mast at a point whose distance above the deck shall be determined by the designer, above which the jaws of the gaff shall not be hoisted.

Length of spars shall not exceed:

Boom—32'; Gaff—19'; Spinnaker boom—19'6"

Sail plan, ballast, or spars shall not be altered in anyway.

Pot leading shall not be allowed.

Only solid spars shall be carried.

Each boat shall carry a special number above the reef points.

Spinnaker sheets shall not be carried forward of or around the forestay.

Prize money to professionals shall not exceed the following schedule:

\$1.00 for start

\$4.00 for first place

\$3.00 for second place

\$2.00 for third place

Questions arising under these rules shall be decided by the Committee elected for the season by the owners, whose decision shall be final.

W.B. Duncan, Jr.

N.D. Lawton,

A.G. Hanan,

Committee elected for 1905

These rules shall be printed and signed by each owner and a copy posted on each boat and in the Club House. Adopted February 1, 1905."

Summer, 1905

The NY Thirties competed against each other 51 times that first year, with as many as 15 boats of the class being on the starting line in some races. CARA MIA, No. 14, was declared that year's winner of the Sound Championship. ■■

Sail No.	HMC Hull No.	Original Name	Original Owner	Recent Name	Recent Location	Remarks
1	626	ALERA	A.H. Alker	ALERA	Toronto	Being rebuilt
2	627	IBIS	C.O. Iselin	IBIS	Bronx, NY	Rebuilt and in use
3	628	ATAIR	Cord Meyer	—	—	Wrecked in 1952 storm
4	629	MAID OF MEUDON	W.D. Guthrie	—	—	Wrecked in 1938 storm
5	630	PINTAIL	August Belmont	COCKATOO II	—	Lost in transatlantic crossing, 1979
6	631	DAHINDA	W.B. Duncan, Jr.	SPINDRIFT	Freeport, NY	Hauled, needs rebuilding
7	632	TABASCO	H.F. Lippitt	CHARLATAN	Cos Cob, CT	Being rebuilt
8	633	CARLITA	O. Harriman	—	Staten Island, NY	—
9	635	ADELAIDE II	G.A. Adece	AMORITA	Cold Spring Harbor, NY	Rebuilt, in use
10	636	LINNET	A.T. French	LINNET	Chester, NS	Rebuilt, in use
11	637	ORIOLE	L. Delano	ORIOLE	East Boothbay, ME	In use
12	638	NEOLA II	G.M. Pynchon	MINX	Cleveland, OH	Rebuilt, in use
13	648	MINX	H. Willets	PHANTOM	Unknown	In use
14	639	CARA MIA	S. Wainwright	OLD TIMER	Mystic, CT	Being rebuilt
15	640	BANZAI	N.D. Lawton	BANZAI	Edgartown, MA	Rebuilt, in use
16	642	NAUTILUS	A.G. Hanan	NAUTILUS	West Palm Beach, FL	In use
17	643	PHRYNE	H.L. Maxwell	PHRYNE	Unknown	—
18	647	ANEMONE II	J.M. Mitchell	DEFIANCE	√ Glen Cove, NY	Hauled, needs rebuilding