

## THE NEW YORK THIRTIES

By EDWIN J. SCHOETTLE

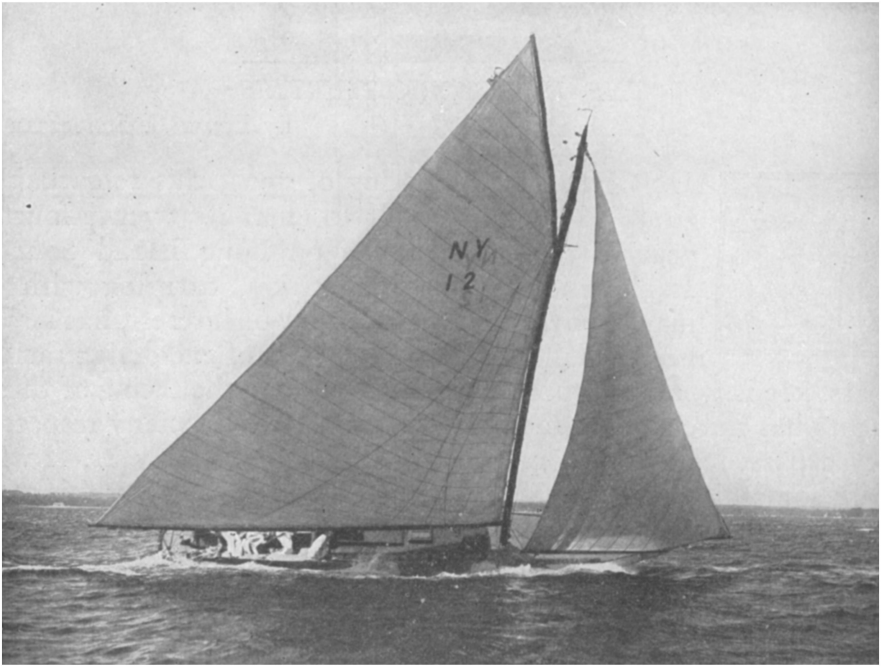


LAUNCHED in the spring of 1905, this remarkable group of boats is about to enter its twenty-fourth year of successful racing on Long Island Sound. Its long career of competition, carrying with it many times the usual amount of interest, has never been equalled by any other class of one-design racing boats. It is worthy of note that 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. I will write something about the past season later on. "Why this continued interest?" is a question any yachtsman might well be privileged to ask, but to attempt to answer it is a more difficult matter.

The boats were originally designed with good application of the thought of the purpose for which they were being built. In other words, they were designed by a man of vision and ability, and built by men of the same qualifications. It follows, of course, that these yachts were well and strongly constructed of only the best of materials and workmanship. It is interesting to state that when Herreshoff took the orders to build the original eighteen boats, if he followed his usual proceeding, the prospective owners ordered without knowing exactly what they were going to receive; and even at this late date very few owners are acquainted with the character and thickness of materials used and the weight of outside ballast, etc.

## SAILING CRAFT

This, I have been told, was the Herreshoff custom, and for that reason all the creations of this wonderful genius are clouded in mystery and lack of details. History will probably not repeat itself in this respect, because quite the most interesting phase of boat building lies in the advance planning, with its consequent mulling over of designs, and the natural accompaniment, dreaming of the victories and thrills to come.



NEW YORK THIRTY CLASS

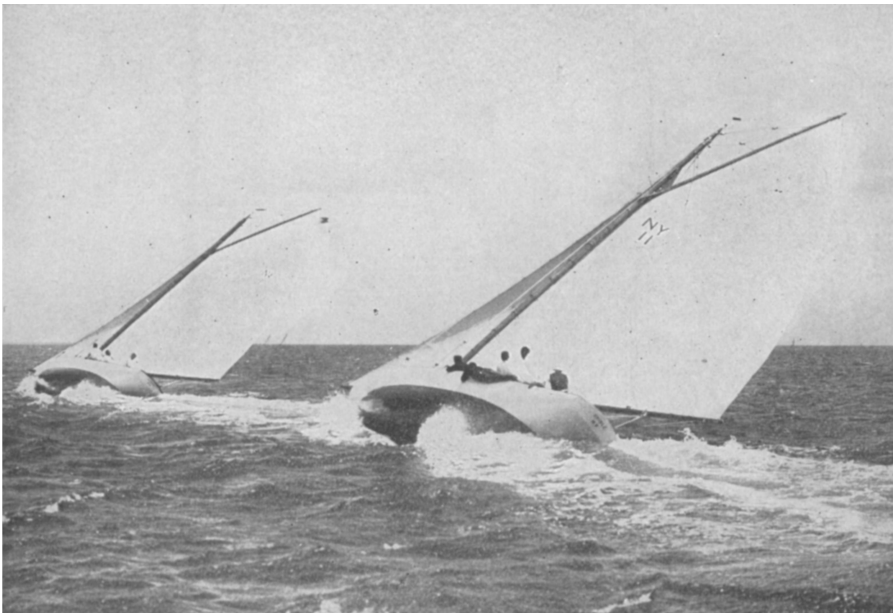
*Photo by Rosenfeld*

Thinking about these builders has made me wander from the subject, but to return—the boats were originally well built, and always well owned. The eighteen men loved the game, were crazy about their yachts, cherished and took care of them, fought in the defence of them and contributed to the proposition generally that red blood which is so necessary to sport and life. Their continued popularity is, however, based mostly on a sentimental

## THE NEW YORK THIRTIES

regard for them and a well-founded resolve of the Thirty Class to hold them together.

They are not particularly fast and although occasionally used for cruises to Bar Harbor and return, they are poor models to be followed if long voyages are to be taken into consideration. Their cabins are small, lacking accommodations and headroom, and the cockpits are much smaller and more cramped than would be



*Photo by Rosenfeld*

NEW YORK THIRTY CLASS

found on a 20-foot Catboat. The tiller sweeps the cockpit over nearly the entire area. I am reminded of a boat I once owned that had this weakness. Mr. A. Edward Newton, who has been kind enough to introduce this book, when aboard with me on a trip, remarked in his best satirical vein: "If that dashed stick of wood you have in your hand was a little longer, there wouldn't be a bit of room for anyone else to sit down in comfort, except yourself."

## SAILING CRAFT

Mr. Seabury Lawrence wrote interestingly of the Thirties in a paper published in *Yachting*, January, 1925. He quotes statements made by Harry Maxwell, who is a good sailor (but a reluctant writer, as I have discovered) and of these statements I quote a little about the history of the Thirty Class boat Phryne, "Built originally for Henry L. Maxwell this one yacht has the



*Photo by Rosenfeld*

### NEW YORK THIRTY CLASS

distinction of never having had her name changed. The original owner sold the boat to C. W. Wetmore, who sold it to J. Rogers Maxwell, who later sold it back again to Mr. Wetmore.

"Mr. Maxwell explains this unusual sequence of transfers by saying that the first sale of Phryne took place during an illness of his father, who, upon recovery, demanded that the boat be bought back again. This was done, and young Harry Maxwell was once more on the quarter-deck of a Thirty before going

## THE NEW YORK THIRTIES

to more ambitious ships. Phryne later became the property of John F. O'Rourke, who sold her to former Commodore Morgan. After racing the boat for several seasons, and enjoying some fine sport, Commodore Morgan built Grayling in the 50-foot class, and Phryne was sold in 1914 to George Nichols, who now has risen to the post of Commodore of the New York Yacht Club. Mr. Nichols sold Phryne several years ago to her present owner, M. V. B. Wilcoxson, of New Rochelle, who has not raced the yacht and has refused to sell her, although it is said that several offers have been made for her, one by former Commodore Morgan, who wished to re-purchase the yacht for sentimental reasons." Mr. Morgan is now the owner.

The story of each one of the class would read somewhat like that of the Phryne. Some few transfers, unfortunately, have taken several of them away from racing. The list of owners past and present contains some of the names of the best known and respected men of yachting, finance, business, and other activities. The winners of 1926 and 1927 were:

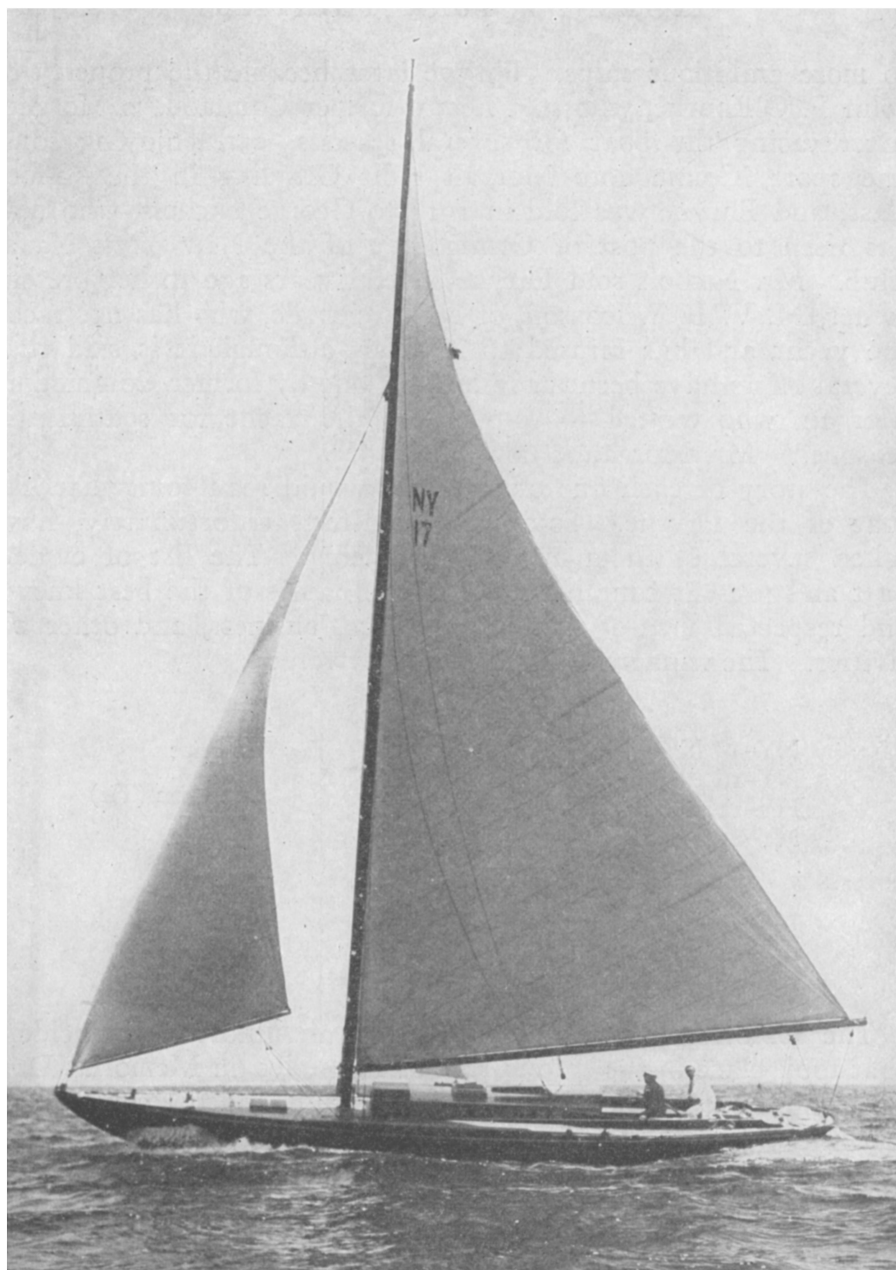
### WINNERS IN 1926

NY-4	Narcissus	Frank S. Page	1st Prize
NY-16	Nautilus	J. H. Ottley )	2nd Prize (Tie)
NY-11	Oriole	S. C. Pirie )	
NY-13	Phantom	T. J. S. Flint	3rd Prize

### WINNERS IN 1927

NY-12	Minx	W. C. Atwater	1st Prize
NY-11	Oriole	S. C. Pirie	2nd Prize
NY-16	Taurus	W. L. Inslee	3rd Prize

The season of 1927 was marred by an unfortunate incident that took place in the second race of the series on Memorial Day, held under the auspices of the Harlem Club and the course from Execution Light. The boats have always, by agreement, maintained the gaff-rig, but on this occasion Phryne, sailed by Mr. J. P. Morgan, himself, came out with a Marconi rig. This was not a popular move with some of the other captains (being contrary to the understanding), and Mr. Atwater of the Minx protested Phryne's right to sail in the one-design class. When the



*Photo by Rosenfeld*

COMMODORE J. P. MORGAN'S NEW YORK THIRTY YACHT, PHRYNE  
Rigged with Marconi sail. The only boat in the class without a gaff-sail

## THE NEW YORK THIRTIES

race was three-quarters over, the Minx, while on the port tack, held her course against the Phryne's right of way on the star-board tack, and as a consequence, the latter fouled the former boat when her rigging scraped the boom of the Minx.

The yachts finished the race with about ten seconds between them, the Minx being first over the line. Mr. Morgan, immediately at the finish, protested Mr. Atwater's action and hence a struggle that has marred the record of this wonderful class. Up to this time the protests have been carried to the Harlem Committee, then to the Yacht Racing Association of Long Island Sound and are to be further fought out by the North American Yacht Racing Union. All decisions so far have been against Mr. Atwater. I was aboard the Minx in this otherwise very interesting and delightful race and can well appreciate the difficulties the various regatta committees are having in an effort to make an equitable decision.

The following is a complete list of the Thirties, with record of their various changes of names and of owners:

1. Alera. Built for A. H. and J. W. Alker. E. P. Alker part owner, 1910. 1914, John L. Cutler—1919, Francis W. Belknap—1924, Howard F. Whitney. 1927, Howard F. Whitney, Jr. 1927, name of yacht (Alera).

2. Ibis. Built for C. O'Donnell Iselin. 1908, J. P. Morgan, Jr.—1910, Howard W. Maxwell—1913, W. H. Busk—1914, John A. Ten Eyck, 3d (Nirvana)—1916, E. H. Prentice (Silhouette)—1917, Charles Hollingshead—1917, H. Francis Duryea—1918, C. Rexford Croul—1921, R. H. Amberg. 1927, sold to John Dallett and sent to Porto Rico on the deck of one of the Red D (Dallett) Line of steamers. 1927, name of yacht (Silhouette).

3. Atair. Built for Cord Meyer (George C. and J. Edward Meyer). 1912, J. A. Mahlstedt (Okee II)—1915, Irving E. Raymond (Hope) (named Carita for a short time)—1917, Gustav B. Kulenkampff (Lesmona)—1918, Laurence Marx (Alberta)—1923,

## *SAILING CRAFT*

Wilbur Veitch (Alida). 1927, F. L. Carlisle. 1927, name of yacht (Atair).

4. Maid of Meudon. Built for W. D. Guthrie. 1906, E. S. Willard—1907, W. J. Matheson (Melody)—1910, Stephen C. Hunter (Juanita)—1913, John T. Pratt—1917, W. Gilman Low, Jr. (Houqua)—1922, J. B. Dunbaugh (Countess)—1924, C. Sherman Hoyt. 1925 F. S. Page (Narcissus)—1927, Melville R. Smith (Interlude). 1927, name of yacht (Interlude).

5. Pintail. Built for August Belmont (August Belmont, Jr.). 1909, E. D. Morgan (Gossip)—1912, Lloyd C. Griscom (Yolanda)—1913, Ogden Reid (Lena). 1927, name of yacht (Lena).

6. Dahinda. Built for W. Butler Duncan, Jr. 1907, W. Emlen Roosevelt—1910, George Emlen Roosevelt—1914, Frank B. Draper (Playmate)—1920, H. E. Glover, Walter Benhizer and Herman Bruns—1923, John E. Beggs—1924, Edward P. Flanagan and C. H. Whitehead (Dahinda)—1924, Henry C. Frisch. 1927, name of yacht (Dahinda), Yawl rig.

7. Tabasco. Built for Henry F. Lippitt. 1906, W. Barklie Henry—1907, Johnson de Forest (Nepsi)—1916, Gherardi Davis (Alice). 1927, name of yacht (Alice).

8. Carlita. Built for Oliver Harriman. 1907, Frank C. Swan—1911, Gustav B. Kulenkampff—1915, Stephen H. Brown (Carolita)—1917, Morton H. Smith—1918, Chester M. Curry—1919, W. H. Childs (Delight?)—1911, Ormsby M. Mitchell (Carolita)—1926, Leo Friede (Mermaid)—1927, Leo Friede. 1927, name of yacht (Mermaid).

9. Adelaide II. Built for Philip H. and George A. Adee. 1910, F. B. Bragdon (Amorita)—1923, A. G. Paine, 3d—1923, E. B. Hall, Jr.—1924, Hendon Chubb—1926, Howard C. Brokaw. 1927, name of yacht (Amorita).

10. Linnet. Built for Amos Tuck French. 1906, Francis R. Cooley—1916, Charles H. Talcott. 1927, name of yacht (Linnet).

## THE NEW YORK THIRTIES

11. Oriole. Built for Lyman Delano. 1906, Charles A. Goodwin—1913, Edmund Fish—1917, S. C. Pirie. 1927, name of yacht (Oriole).

12. Neola II. Built for George M. Pynchon. 1908, Ralph N. Ellis (Hera II)—1910, Holland S. Duell (Rowdy)—1914, J. A. Mahlstedt (Okee)—1916, L. G. Hamersly—1917, Alfred H. Morris (Amaranth)—1919, Charles Belsky (Rowdy)—1921, H. L. Curry—1923, J. A. Mahlstedt (Okee)—1923, W. H. Hoffman (Minx)—1925, W. C. Atwater, Jr. 1927, name of yacht (Minx).

13. Minx. Built for Howard Willets. 1909, John J. Mason—1910, James Pierpont (Cornelia)—1911, William C. Pell—1912, Sydney F. Ward (Miriam)—1914, Wilson Marshall (Minx)—1916, Johnson de Forest—1919, Theodore S. Clark—1920, Robert M. Nelson—1922, W. H. Hoffman—1924, T. J. S. Flint (Phantom). 1927, A. H. Renshaw. 1927, name of yacht (Phantom).

14. Cara Mia. Built for Stuyvesant Wainwright. 1907, Mrs. E. M. Scott (Carmelita, 1909)—1910, F. T. Catlin—1917, D. R. Richardson (Mizpah)—1922, Lucien T. Warner (Fiji II)—1924, Wm. D. Flanders. 1927, W. C. Atwater, Jr. 1927, name of yacht (Fiji II).

15. Banzai. Built for Newbury D. Lawton. 1906, C. D. Mallory—1909, Gottfried Piel—1914, Edmund Lang. 1927, name of yacht (Banzai).

16. Nautilus. Built for A. G. and H. W. Hanan. 1908, E. E. Dickinson, Jr.—1913, Charles H. Mitchell—1916, W. Barklie Henry—1919, Arthur Iselin—1920, Wm. H. Silk—1920, Harvey J. Flint (Wanderer VIII)—1920, M. E. Hatfield (Nautilus)—1923, J. H. Ottley. 1927, W. L. Inslee and Robert L. Hague (Taurus). 1927, name of yacht (Taurus).

17. Phryne. Built for Henry L. Maxwell. 1906, Charles W. Wetmore—1909, John F. O'Rourke—1910, J. P. Morgan, Jr.—

## *SAILING CRAFT*

1914, George Nichols—1915, M. V. B. Wilcoxson. 1925, J. P. Morgan. 1927, name of yacht (Phryne).

18. Anemone II. Built for John Murray Mitchell. 1906, Alfred G. Vanderbilt (Caprice)—1910, Mrs. Alfred G. Vanderbilt—1912, Ralph N. Ellis—1913, Samuel C. Hopkins—1915, J. W. and E. P. Alker (Alerion II)—1916, Frederick L. Richards (Adios)—1922, H. T. Hornidge—1923, Charles E. Trowbridge—1924, Ernest G. Draper (Blue Moon). 1926, Robert R. Martin. 1927, name of yacht (Blue Moon).