

NEW YORK FORTIES AND FIFTIES

By LEWIS KLEINHANS

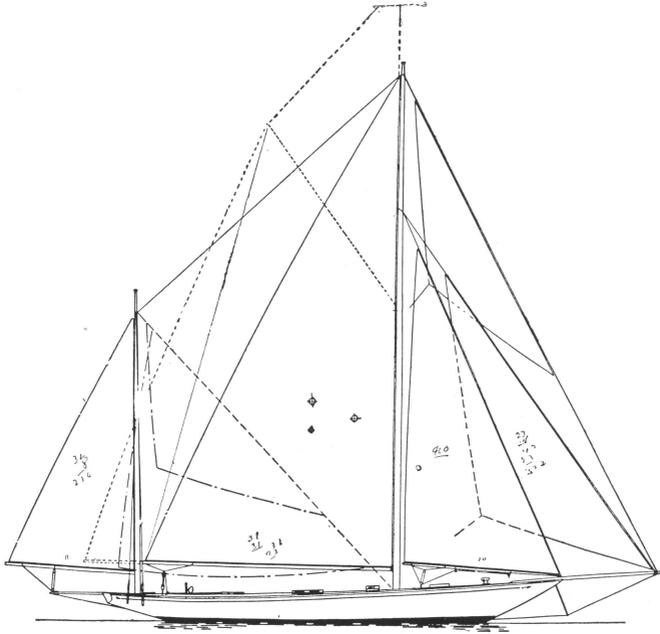


UNDER a cloudy sky and in water smooth as glass seven of the nine new 50-foot one-design sloop yachts built last winter for members of the New York Yacht Club by the Herreshoffs sailed their maiden race yesterday on Long Island Sound over a twelve-mile triangular course. The *Iroquois II*, owned by Ralph N. Ellis, proved the winner, with H. P. Whitney's *Barbara* second. There was scarcely wind enough from the southwest to give the yachts steerage way when the Regatta Committee, having waited more than an hour for a breeze, gave the preparatory signal from Vice-Commodore George F. Baker, Jr.'s, steam yacht *Viking*."—*New York Times*, Sunday, May 25, 1913.

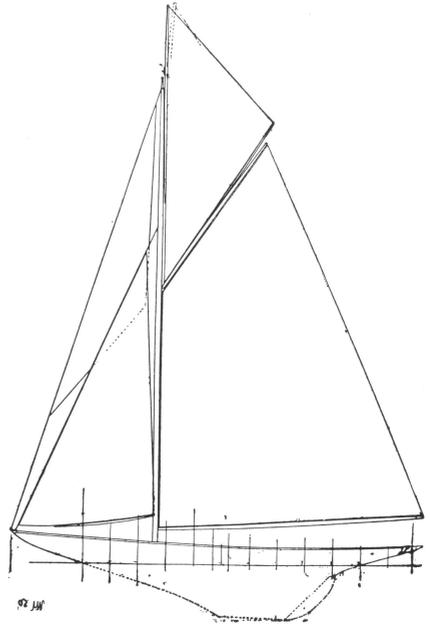
In my opinion this event, or more properly, the building of the class of boats that made this event possible, marked the apex of a double tendency in the New York Yacht Club toward larger boats which should at the same time be members of a one-design class, which had its inception probably as far back as 1891 or 1892. These two seasons, together with that of 1890, measured the reign of the famous *Minerva*, the fastest of all the first class of 40-footers. Yachts were built and rebuilt in vain attempts to defeat her and her marvellous skipper, Charlie Barr, but this was never done. These repeated efforts failing, yachtsmen turned their attention toward bigger boats, and the 46-foot class was the first result.

Coming on through to 1900, we find the class of 70-footers,—

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SAIL PLAN—NEW YORK FORTY  
Dotted lines show original sloop sail;  
solid lines—yawl rig that was used in  
Bermuda race. Designed by Herreshoff.



SAIL PLAN—NEW YORK FORTY

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huge sloops, 106 feet overall,—made up of Mineola, Virginia, Yankee, and Rainbow; and in 1907 still another class, Winsome, Cornelius Vanderbilt's Aurora, and Istalena, belonging to George M. Pynchon, 62 feet, 8 inches waterline.

At this point, however, another influence seems to have made itself felt, that of economic pressure. These boats were too expensive both to build and to keep up—Henry L. Maxwell has estimated this figure at \$3,000 per season per man of crew required—to be available to the man of average or even considerably above the average means. Large classes of them were therefore impossible. Yachting at the same time was rapidly expanding. It was no longer the exclusive hobby of a comparatively small number of tremendously wealthy men, willing and able to employ professional captains and professional crews, but was becoming more and more the pastime of many others, primarily interested in sailing their own boats. The nine fifties, built in 1913, were the first outgrowth of this situation, combined with an attempt to strike a middle course between the classes mentioned above, on the one hand, and the thirties and the Class P sloops on the other. From this point to the building of the forties, also by the Herreshoffs, in 1916, is just one more step in the direction indicated.

The forties were built for cruising as well as for racing, and in spite of the comment of a critic at the time of their construction, who claimed that Herreshoff had taken the Cup Defender *Resolute* as his model (*New York Times*, Sunday, May 14, 1916), cannot compare with their older sisters in appearance. The fifty is every inch the greyhound, while the forty, due to its high freeboard, made necessary by the unusual amount of headroom in its cabin, presents a somewhat dumpy appearance. To quote a description of them, written in the middle of their first season: "In the new 40-footers Herreshoff has probably reached the limit of the type which he had been developing, starting with the 57-footers nine years ago. The whole character of all his late boats might be likened to a skipjack with the bilges rounded. They all have the same straight floor, with considerable dead-rise, which is carried the full length of the boat, and at a certain angle forward shows a decided bulge, carried right up to the deck, where the floor meets the side of the



*Photo by Levick*

NEW YORK FIFTY-FOOT CLASS

These greyhounds of the New York racing fleet are handled and jockeyed at close quarters like fifteen-foot boats. This picture apparently depicts an impending disaster or at least a foul.

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boat. So far as has been observed, their only fault seems to be a lack of draught, in that when heeled down to the deck, instead of climbing out to windward, they slide off to leeward. It is probably due as much as anything to the very deep V-section which, when



*Photo by Levick*

NEW YORK FORTY-FOOT YACHT KNOCKED DOWN TO A STRONG WIND

The action of the rough water along the leeward side is of special interest

heeled well over, offers the least resistance to side pressure. Also the very high rig they carry causes them to take a greater angle of heel than would be the case with a lower one."—(*Rudder*, July, 1916, Volume XXXII, No. 7, p. 318.)

Both originally carried the same sails—mainsail, topsail, jib, jib topsail, and on occasion a balloon and spinnaker,—and both, more—

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over, have what Caspar Whitney has called "that Herreshoff characteristic of passing unperturbed through agitated waters" (*Outing*, August, 1901, Volume 38, pp. 579-80), to such an extent that I have been told that a forty has never been seen reefed.



*Photo by Levick*

### YACHT ANDIAMO

New York fifty-foot class close hauled on the port tack. The Marconi rig necessitates a mast of tremendous height

Most of the fifties, however, have now been re-rigged as schooners or yawls, and those that are left have successfully changed their original boom-and-gaff rig for the Marconi and race in Class M, made up of boats rating 46 feet racing length according to the International Rule. Experiments with the Marconi rig on the

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TYPHOON, ONE OF THE NEW YORK FORTIES

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forties have not been successful, probably because of the fact that the extra sail heels them too much in heavy winds, while in light winds a topsail answers practically the same purpose as the Marconi. This difference in action is, I think, at least partially explained by the fact that the forty, though ten feet shorter on the waterline, has almost exactly the same beam as the fifty.

Both classes are, as mentioned above, excellent heavy weather boats, but the fifty is consistently faster in any wind, the forties at times having difficulty in saving their time even against the much smaller thirties and Class P sloops. The main attribute of the forties seems to be that of possessing an ability to withstand all kinds of rough handling, both by men and weather. R. N. Bavier won the Bermuda race in 1924 with *Memory*, carrying a yawl rig; and there is always the story, now two seasons old, of Mike Cassidy, pushed hard by the Rowdy while making for a mark off Brenton's Reef Lightship, throwing *Banshee* into a flying jibe with every inch drawing,—and bringing her out of it all standing!

The past few years have seen racing in these two classes decidedly on the down grade. Growing interest in the Star and 6-metre classes has diminished interest in the older boats to such an extent that 1926 was the last season for the fifties as a class; and that of 1927, just passed, saw only two forties, *Mistral* and *Typhoon*, sailing at all consistently. Even these two competed in an insufficient number of races to qualify for a class championship, and since the close of the season, *Typhoon* has been sold out of the club. William B. Bell, present owner of *Mistral*, also owns the *Shawara*, and is holding her for a buyer who will sail her in the class; but the final disposition, if the present general lack of interest persists, is problematical.

It has been said "with the advent of Mr. Herreshoff into the designing field began a system of secrecy which has since made it impossible to get all the measurements of the competing yachts."—(*Outing*, August, 1901, Vol. 38, p. 511.) Comparative measurements that are available, follow: (see on page 238).



*Photo by Levick.*

NEW YORK FORTY-FOOTERS SCAMPERING AWAY FROM A BAD SQUALL  
It is to be hoped the halyards were in good shape and well coiled

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	L. O. A.	L. W. L.	Beam	Depth of Hold	Draught
Forty	59'	40'	14'5"	8'7"	8'
Fifty	72'	50'	14'6"	9'3"	9'9"

### FIFTIES

<i>Original Name</i>	<i>Owner</i>	<i>Present Name</i>	<i>Present Owner</i>
Acushla	G M. Heckscher Huntington, L. I.	Revery	L. V. Lockwood Greenwich, Conn.
	(Changed from sloop to auxiliary yawl in 1924.)		
Iroquois II	Ralph Ellis New York City	Chiora	Chas. L. Harding Marblehead, Mass.
Grayling	J. P. Morgan New York City	Ibis	Clinton H. Crane New York City
Carolina	Pembroke Jones New York City	Carolina	Geo. Nichols New York City
Spartan	Edmund Randolph New York City	Spartan	H. W. Hanan New York City
Ventura	George F. Baker, Jr. New York City	Venture	Wm. Greenough Newport, R. I.
	(Became the Istalena. Name was then changed to Venture. Changed to auxiliary schooner in 1923.)		
Barbara	H. P. Whitney New York City	Barbara	H. L. Maxwell Larchmont, N. Y.
	(Changed to auxiliary sloop in 1924.)		
Pleione	H. L. Maxwell H. W. Maxwell Larchmont, N. Y.	Pleione	Joseph V. Santrey Marblehead, Mass.
	(Built Peerless for H. L. Maxwell and H. W. Maxwell, but sold before her first race to Chester C. Rumrill and E. T. Irvin, of New York City, who renamed her Pleione, and sailed her in the New York Yacht Club Spring Cup race in May, 1913. Is now auxiliary yawl.)		
Samuri	W. Earl Dodge New York City	Andiamo	W. K. Shaw Boston, Mass.

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Black Duck	Arthur K. Bourne New York City	Memory	Bancroft C. Davis Edgartown, Mass.
	(Changed to auxiliary yawl 1923. Sailed to Bermuda in 1924 by R. N. Bavier, the longest trip ever taken by one of this class.)		
Dolly Bowen	A. S. Cochran New York City	Cockatoo	Amory Coolidge Marblehead, Mass.

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### FORTIES—*Continued*

<i>Original Name</i>	<i>Original Owner</i>	<i>Present Name</i>	<i>Present Owner</i>
Jessica	Wilson Marshall Bridgeport, Conn.	Jessica	E. D. Morgan, Jr. New York City
(Has been called	Sally Ann, but is now the	Jessica again.	Changed to Marconi
	rig auxiliary by present owner.)		
Katherine	Arthur F. Luke Boston, Mass.	Katherine	Thos. H. Shepard Marblehead, Mass.
Maisie	Morton F. Plant New London, Conn.	Typhoon	Mr. Leslie Boston, Mass.
	(Has also been called Monsoon.)		
Mistral	Geo. M. Pyncheon Greenwich, Conn.	Mistral	Wm. B. Bell New York City
Pamparo	Dr. Jas. Bishop New York City	Pampero	Chandler Hovey Marblehead, Mass.
Pauline	Oliver G. Jennings New York City	Banshee	Henry L. Maxwell Larchmont, N. Y.
Rowdy	Holland S. Duell Milton Point, N. Y.	Rowdy	Holland S. Duell Milton Point, N. Y.
Shawara	Harold Wesson Boston, Mass.	Shawara	Wm. B. Bell New York City
Squaw	John S. Lawrence Marblehead, Mass.	Squaw	Frederic R. Kellogg Morristown, N. J.
Zilph	Edgar Palmer New York City	Marjee	Ed. W. Goss Madison, Conn.
	(Sold to J. E. Hayes before her first race.)		
Marilee	Ed. I. Cudahy Marion, Mass.	Marilee	Ed. I. Cudahy Marion, Mass.
	(Built by Herreshoff in 1926.)		

Black Duck, Dolly Bowen, Katherine, Maisie, Squaw, and Zilph have been sold out of the Club.

### RULES TO GOVERN THE ONE-DESIGN 50-FOOTERS WHEN SAILING AS A ONE-DESIGN CLASS

All races to be sailed without time allowance and under the restrictions of trim and equipment as specified for Racing Trim in Rule V of the N. Y. Y. C. Racing Rules, except hereinafter provided:

## SAILING CRAFT

### OUTFIT

A cruising equipment of deck, cabin, galley, and forecastle fixture shall be carried and kept in place, except davits, accommodation ladder, spare and extra sails, and any further equipment of anchors and cables above those mandatory under Rule V, none of which need be carried.

The bow anchor provided shall not be stowed aft of the fore-castle, but the anchor chain may be carried where desired.

The carrying of a 10-foot or other boat on deck or elsewhere shall be optional.

Racing hatches will be allowed on the forehatch.

Up to 1,000 pounds of lead may be carried wherever desired.

### CREW

The rules of the Club shall apply as to the total number of crew but the total of paid hands of any description shall be limited to six.

The helmsman when starting, finishing, rounding marks, and in windward work shall be a Corinthian.

### HAULING OUT

Yachts shall not be hauled out, put on the beach, or in drydock, more than once in three weeks, and shall not remain out of water more than three days at any allowed time of hauling out or docking. In case of an accident the Committee may waive this rule.

### SAILS

Yachts shall be allowed one new full set of sails during the season, and must race with that set or with any set which was in use last year. In addition, yachts shall be allowed to replace any light sails which, in the opinion of the Committee, may be damaged through accident beyond serviceable repair.

Balloon staysails shall be barred except on the N. Y. Y. C. cruise.

A 2-foot black band shall be painted *around* the mast, the lower end of which shall not be more than 45 feet, 3 inches above the deck and above this mark the throat cringle of the mainsail shall not be hoisted.

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Length of spar shall not exceed:

- Boom 48' (outboard end to after side of mast).
- Gaff, 32' (outboard end to face of clapper or jaw).
- Spinnaker boom, 25'4" (end to centre of socket pintle).
- Club topsail yard, 35'.
- Club topsail club, 19'.
- Battens: the N. Y. Y. C. rule shall apply.

The size of the sails shall not be limited, but the length of boom, gaff, spinnaker book, club topsail sticks, hoist of mainsail, the distance of topsail, jib, jib-topsail, and spinnaker halyard blocks above the deck shall not be increased.

Ballast and spars shall not be altered in any way except by mutual consent and with the ratification of the Committee.

### RULES TO GOVERN THE ONE-DESIGN CLASS OF NEW YORK YACHT CLUB 40-FOOTERS WHEN SAILING SOLELY AS A ONE-DESIGN CLASS

All races to be sailed without time allowance and under the restrictions of trim and equipment as specified for Racing Trim in Rule V of the N. Y. Y. C. Racing Rules, except as hereinafter provided.

#### OUTFIT

A cruising equipment of deck, cabin, galley, and forecastle fixtures shall be carried and kept in place. Space and extra sails, and any further equipment of anchors and cables, above those mandatory under Rule V, need not be carried. The carrying of a 10-foot or any other boat on deck or elsewhere shall be optional.

The bow anchor provided shall not be stowed abaft the fore-castle, but the anchor chain must be carried in chain locker.

The regular outfit shall be carried at all times, including storm sails or their equivalent.

#### CREW

The maximum professional crew shall be limited to four, but two additional paid hands may be shipped for any race.

The helmsman shall be a Corinthian at all times, except on runs and reaches.

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### HAULING OUT

Yachts shall not be hauled out, put on the beach or in drydock after May 30, more than five times in a season; the total number of days out of water being limited to 15 days.

### SAILS

Yachts shall be allowed to use only one new set of sails, in any one season, but shall be allowed to replace any sails which, in the opinion of the Committee, may be damaged through accident beyond serviceable repair.

Lightweight jibs shall not be carried. Jibs shall have a single jib sheet, and shall have become fastened to bowsprit.

Only two sizes of sails shall be carried on the jib topsail stay:

- (a) The regular baby jib topsail.
- (b) A big balloon on cruising runs only.
- (c) A reaching high cut balloon; this sail to be identical in shape and size for all the yachts.

Length of spars shall not exceed:

Boom, 39'4" (outboard end to after side of mast).

Gaff, 28'2" (outboard end to face of clapper or saddle).

Spinnaker boom, 26'10" (end to centre of jaw).

Sprit topsail yard, 31'. The Scotchman shall not be moved radically.

Battens. The. N. Y. Y. C. rule shall apply.

Hoist shall not exceed the original length, according to Herreshoff certified sail-plan. Spinnaker boom, when in use, shall be carried against the mast.

Fixed ballast and spars shall not be altered in any way except by unanimous consent of owners and with the ratification of the Committee.

### MEASUREMENT

Yachts shall be measured and the Measurer's certificate thereof shall be lodged with the Committee, if such action be required at any time by the Committee.

Prize money to professionals shall not exceed the following:  
\$5 for first place;

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\$3 for second place when four (4) or more start;

\$2 for third place when live (5) or more start.

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

These rules shall be printed and a copy carried on each boat and one copy filed with the Chairman of the Race Committee of the New York Yacht Club.

EDITOR'S NOTE.—Mr. Kleinhans is a member of the younger school of yachtsmen. Most of his sailing has been the racing of boats of small types, but despite his lack of personal experience in sailing large boats, he shows a complete knowledge of his subject and the paper is the result of much research work.

It is with regret that we all witness the passing of such magnificent boats as the New York forties and fifties. It is, however, not surprising that the smaller classes are eliminating the larger ones—first, because of expense; second, because there is more sport in classes not confined to one design, unless rigid economy is necessary; and third, because one soon gets tired of racing the same boat, with the accompanying constant purchase of new models and discarding of old ones. I regret not being able to reproduce the drawings of these boats and the specifications on which they were built. Some day, I hope the yachting world will be benefited by the publication of the designs and drawings of all the famous yachts from the board and shop of the Herreshoffs.