

NEW YORK 32 Sparkman & Stephens Design No. 125

LOA 45'4", LWL 32', beam 10'7", draught 6'6", sail area 950 sq.ft., displacement 24,550 lbs.

Designed in 1936 as a one design cruiser racer class to replace the old Herreshoff New York 30s (designed in 1905), the design was commissioned by the New York Yacht Club and was selected against competing designs by Alden and Nicholas Potter (the CAL 32).

The boat has a three cabin layout, was built by Nevins and cost \$11,000 each, with a forward galley was conceived to have a crew member in the foc'sle and built upside down in series and were the first S&S production boat series design. All 20 boats were constructed upside down using the same mould for economy. The boat turned out to be a superb racer yet with sufficient cruising comfort to be an able and sea kindly cruising vessel. 20 NY 32s were built out of Philippine mahogany on white oak frame, lead keel and Everdur fastenings, strapping and numerous small refinements for the period such as bronze fairing trim to the rudder edges and bronze chain for clearing the limber holes etc.

This design and its immediate forerunners, STARLIGHT and the much smaller KRETZER 30s were refinements of the design of the classic S&S ocean racer design, STORMY WEATHER which had won every major race she had entered in 1935. In comparison, NY 32 has a slightly greater beam, less tumble home and a slightly shallower dead rise to the forefoot and drag to the ballast keel with a slight hollow to the shape of the forefoot underneath the mast step – a trait which was to become a hallmark of all succeeding S&S boats for almost the next 30 years. The rudder stock is extremely raked at almost 45° to cut down on surface area, free board is low and reminiscent of a meter class boat, the bilge sections are slack with a very flat run aft under the counter. All this made for an extremely fast boat for the era. The NY 32s were considered unbeatable at that time, although Nick Potter's CAL 32s had the reputation of being slightly faster (and a close study of the comparative drawings show why this fabled and rare boat has a legendary reputation). Rod Stephens for many years owned MUSTANG (ex-Revonoc) and raced her with vigour. He is stated to have said, "No New York 32 ever lost a race to another boat", implying that if she did it was due to bad handling! The sail plan shows a very classic seven eighths rig with large main and much smaller foretriangle. At the time, Olin Stephens maintained that sloops designed with equal sized foretriangle and main sail did not seem to perform as well as sloops with the two sails of unequal size. Although more recently the fashion has been for small, narrow, high-profile main sails and huge overlapping jibs, it is undeniable that there have been many very fast boats with small jibs and big mains. The exhibited drawings show the extremely fine V-shape of her midship section indicating a very easily driven vessel and details of her jib stay adjuster, the sophisticated welded maststep which was designed to replace the original maststep which proved weak when the vessel was driven hard leading to leaks through the forefoot and the revised 1947 sail plan which shows the vessel in profile with its long lean looks. This later sail plan has less mast rake than was originally shown in order to cure a tendency towards weather helm.

