

OPERA HOUSE CUP

A dynamic photograph of several sailboats racing on the ocean under a clear blue sky. The boats are white with dark wooden frames and sails. One prominent sail has the letters 'W' and 'US.3' visible. Another sail has the number '18'. The boats are angled towards the right side of the frame, creating a sense of motion.

50th Annual
Opera House Cup Regatta
*To benefit Nantucket
Community Sailing*

Classic Yacht Exhibition

*August 20, 2022
5:30 – 7:30pm
Nantucket Boat Basin*

Parade of Wooden Boats

*August 21, 2022
9:00 -10:30am
Brant Point*



 Opera House Cup



Photography - Orme van der Wal

W - CLASS
W - 76 WILD HORSES U S A - 1
YACHT COMPANY

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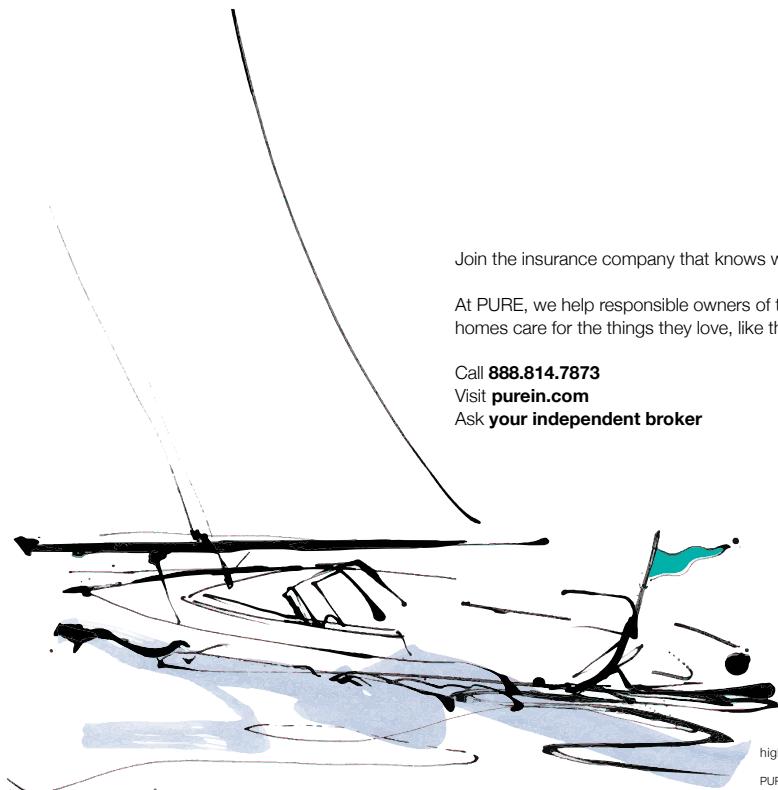
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Welcome to the 50th Opera House Cup Regatta. Nantucket Community Sailing is honored to host this cherished event which celebrates the spectacle of classic wooden boats under sail. This brochure describes the amazing boats that participate in the Opera House Cup and the Classic Yacht Exhibition. This year the Exhibition features some of the best boats by the top wooden boat designers of the past century. Several boats have a pedigree of winning races around the globe, many are close to a century old, and some are newly constructed with the latest technology. The boats are crewed by families as well as some of the best sailors in the country. What they all have in common is their wooden soul, and the spirit of camaraderie and competition that is at the heart of the Opera House Cup.

Thank you to the boat owners and participants in the OHC regatta, the many volunteers, and our sponsors and donors for making this event possible. A special thanks to Adam Langerman for calling out the boats as they parade by Brant Point on Sunday morning. Thanks also to the Opera House Cup Committee, the Nantucket Harbor Master, US Coast Guard Brant Point, Nantucket Moorings, and the Nantucket Boat Basin for their support. Thank you to Tom Darling for press coverage, and to Phil Smith, Kate Somers of RisingT Media, Poets Corner Press, and the Classic Yacht Owner's Association for the design and production of this brochure.

Diana Brown
President and CEO, Nantucket Community Sailing



Photo by Onne van der Wal

BROOKLIN
BOAT YARD
An Employee-Owned Company

Founded in 1960, Brooklin Boat Yard combines the longstanding tradition of Maine craftsmanship with modern technology resulting in world-class yachts that push the envelope of performance and grace. Sail or power, racing or pleasure, our team of skilled designers and builders ensure every project exceeds our client's expectations. **Featured here is the all new Eggemoggin 47+ designed and built by Brooklin Boat Yard.**

brooklinboatyard.com



ABIGAIL

Jesse Terry

John Alden 39' Ketch (1956)

Design number 907 of John Alden as an improved version of the celebrated ketch *STAGEHOUND*, winner of two consecutive Trans-Pacific races. *ABIGAIL* was built by Seth Persson in Old Saybrook CT right after he built Finisterre, a 3x Bermuda Race winner.



AMERICAN EAGLE

Alexander C Valcic

12 Meter Sloop (1964)

This iconic 12 Meter won most of the world's greatest ocean races. She began her career racing for the America's Cup in Newport. *AMERICAN EAGLE* was designed and built by A.E. Luders for the 1964 America's Cup Defense. She won the observation trials, but by the close of the season her rival had secured the right to defend the America's Cup. *AMERICAN EAGLE* is most famous for her extraordinary history as an ocean racer under the command of Ted Turner. From 1969 to 1974, the brilliant red *AMERICAN EAGLE* ruled the offshore waters, winning the first World Ocean Racing Championship and setting records in the distinguished S.O.R.C., Fastnet and Sydney-Hobart Races. Ted Turner won the coveted "Yachtsman of the Year" award twice while owner/skipper and she was subsequently Ted Turner's stepping stone to his eventual America's Cup victory.



ANNIE

Phillips Smith

K. Aage Nielsen 33' Yawl (1957)

ANNIE is the last of four Aage Nielsen yawls of identical design built by Paul Luke (East Boothbay, ME) in the 1950s. The design is very similar (but slightly longer) to his Pilot class sloop he designed for Sparkman & Stephens in 1945. Nielsen boats have a reputation for being extremely well built – they are strong and seaworthy with a good turn of speed. Also, he personally monitored the construction of each of his boats. Previously owned by Matt Murphy, editor of *WoodenBoat magazine*, *ANNIE* has had significant renovation work performed at Gannon & Benjamin the past five winters.



BLACKFISH

Ron & Carolyn Zarrella

Jim Taylor 49' Sloop (2017)

Launched just six months after their wedding from Brooklin Boat Yard her homeport is Nantucket, MA where the Zarrella's are summer residents. *Blackfish* has competed successfully in the CYOA New England Series in the Spirit of Tradition Class and has accumulated mostly podium finishes. She was the overall series Class winner in 2019. While *Blackfish* has a modern keel, rudder and carbon fiber mast (faux painted), designer Jim Taylor is proud that she accomplishes what she was specified to do and be: drop-dead gorgeous above and a race boat below.



ELSKA

Marc Feigen

Johan Anker 29' Sloop (1947)



CAVALINO

Mike Toppa

W-37 (2011)

Designed by Bob Stephens, this 43-foot racer/cruiser allows comfortable upholstered couches to be removed and stowed below, transforming her from a luxurious daysailer into a racing machine.



ANGELITA

Samuel W. Croll and Henry Skelsey
Eight Metre Sloop (1930)

Designed by Nicholas Potter, *ANGELITA* was the first American boat to win an Olympic Medal (Gold, Los Angeles Olympics, 1932, Owen Churchill, Skipper) and went on to compete in the 1936 Olympics in Kiel Germany in 1936. In 1982 she was discovered in a shed in Santa Cruz, California, in derelict condition, purchased by a group headed by Peter Ueberoth, and restored. *ANGELITA* served as the flagship for the 1984 LA Olympics.



BAPPLE

Bruce Failing
Alerion



EEL

David Weaver
Alerion

Built as third version of Alfie Sanford's modification of the Alerion to the Alerion Class Sloop for sailing in Nantucket's shoal waters. lived in Chesapeake for many years as a cruiser, brought back to ACK by Michael Johnston and refitted to original.



BRILLANT

Mystic Seaport
S&S 61' Schooner (1932)

Brilliant was built as an ocean racing yacht and on her maiden voyage crossed the Atlantic Ocean in just over 15 days, 1 hour and 23 minutes, a record for a sailing yacht of her size. Mystic Seaport now uses her as an offshore classroom and part of their collection.



EMPRESS OF BLANDINGS

Adam Glick
First Light 34' Ketch (2018)

Designed not for speed, but rather to assure that no Chardonnay will spill in 15kts of wind. She took inspiration from Holger Danske, and Danish working boats.

BLACK WATCH

Black Watch Alliance
Sparkman & Stephens 68' Yawl (1938)

Black Watch was built for the Newport Bermuda Race and 84 years later, she is still taking on the iconic Ocean Race having sailed the 635 miles to Bermuda this past June. Few boats were designed specifically to win this race, and that was the design brief Schaefer gave to Sparkman & Stephens in December of 1937. By May of '38, for a sum of \$40,000, the Nevins yard in City Island, New York, completed and launched her as *Edlu II*. 2022 was her 12th Bermuda Race. Once named *Tabor Boy*, a training ship for Tabor Academy in Massachusetts, she received her current name in 1954. Her modern race history started in 2006 when the current syndicate was formed. She is now owned by five owners who share in her passion and she races all summer up and down the East Coast. Last season she sailed the most races than any other classic with 13.





DORADE

Matt Brooks

S&S 52' Yawl (1930)

With a storied history, *DORADE* was designed late in 1929 by Olin Stephens and was launched from the Minneford Yacht Yard. Construction oversight was by Olin's younger brother, Rod. She was used as the Stephen's family yacht and went onto win many of the world's biggest ocean races. Seventy years later, following *DORADE*'s restoration, the goal was to repeat all of the major ocean races the yacht had won in the 1930s, matching or bettering her original performance in the Transatlantic, Newport-Bermuda, Fastnet and TransPacific ocean races of which she was successful! dorade.org for more.



FANCY

Geoffery Verney

Alfred Sanford 50' Sloop (1985)

FANCY was an R&D project that experimented with a number of new concepts. She was built from the inside-out. Her keel and centerline structure were built first, then her interior, her systems, and her deck. Finally her hull was built around it all.



GALAVANT

John Tagiuri

Sydney DeWolf Herreshoff 42' Ketch (2003)

Sydney Herreshoff designed the sister ship of this boat, Arion, in 1950 as the "first" fiberglass yacht of Dyer Dow! *GALAVANT* was built by Damian McLaughlin who had restored Arion.



LARK

John Kerry

45' Alden Gaff Cutter (1932)

John Kerry was first introduced to *LARK* as a boy during summers on Naushon Island, where she first launched in 1932, she has changed hands and been refit since. Now both he and his brother in law, David Thorne are excited to see her return to familiar waters.



DAME

Nicholas Baxter / Josh Goldberg

C. Raymond Hunt Concorida Yawl (1961)

In 1961, Bruce Barnard of Quisset, MA bought Hull #86 in the long line of 103 extraordinary Concordia 39 Yawls (101 of which were built for Concordia by Abeking & Rasmussen between 1946 and 1966). The Concordia 39 Yawl is among the finest and largest lines of true wooden plank-on-frame boats ever built. Bruce named her *DAME OF SARK* (in honor of the quirky matriarch of the tiny Island of Sark in the British Isles). She is one of only a few of the Concordia 39 Yawls that arrived from Germany with an exquisite varnished mahogany brightwork hull.

In 2019, she was purchased by Nick Baxter and Josh Goldberg, the culmination of their search for a classic wooden boat in the range of 40' in length they could race in the CYOA Challenge Series. We shortened her name to *DAME* (as in: "*There ain't nuttin' like a Dame...*"). She is in nearly like-new conditions w/improved running rigging.

KIRAWN

Daniel Levangie

Philip Rhodes 53' Sloop (1936)

'Kirawan', a Persian word meaning "peace of mind" was built in Brooklyn at the yard of Jacobson & Peterson, with the most striking feature being her doghouse. *KIRAWAN* raced in the 1936 Newport to Bermuda Race during which the tail-end of a hurricane lashed the fleet and won. She has been all over the world completing multiple TransPacs and passed through many hands of owners before finding her way back to the East Coast. For even more history, check out her profile on classicyachts.org (QR Code on the bottom of the page will take you there).



LYNX

Lynx Educational Foundation
122' Schooner (2001)

LYNX was built as an on deck experiential teaching platform. *LYNX* arrived in Nantucket in 2010 by Captain Donald Peacock in search of a maritime partner to expose Nantucket's great maritime heritage and to share this national treasure. *LYNX* is an educational platform for the Egan Maritime Institutes Sea of Opportunities, curriculum with the Nantucket public and private schools, a unique relationship within a community collaborating with a. The accomplishments are strong in this small island and the 2 organizations are most proud of the maritime legacy we have fostered. 12 graduates of the SOO curriculum have gone on to earn degrees at Maritime

Academy's or US Coast Guard as careers, Captain Donald Peacock and son captain Alex Peacock have a life long relationship with Nantucket and until recently were property owners, it is here where Capt. Don was inspired by the traditional sailed vessels visiting Nantucket during his youth that his interest was manifested as a boy.



MAH JONG

Pat Ilderton

52' S&S Yawl (1957)

MAH JONG was built at the original Cheoy Lee shipyard in Hong Kong in 1957. Her maiden voyage she sailed to Newport RI where she competed in the Newport to Bermuda Races. Recently purchased by Pat Ilderton and restored by Gannon and Benjamin shipyard on the Vineyard.



POLLY

Peter Gallant

Richard Davis 55' Sloop (1945)

By the time owner Gallant found her in a field, she had been dry docked since 1989, where she had been left to rot, *POLLY* had come a long way from the glory days at the Nevins yard, and a successful racing career in California during the 1960s and 1970s.

Gallant assessed, disassembled, and replaced every part of the boat as needed.

While he appreciates historically accurate restorations, he said, *POLLY* already had been changed by previous owners over 66 years. His philosophy was "to honor the original builder's and designer's intentions," while readying the boat to sail long and hard in the 21st century."

Use QR Code for more information and stories on all our CYOA Members.





OUTLIER

Harvey Jones
Marcelino Botin 55' (2019)

OUTLIER is a custom 55-foot cold-molded wooden yacht designed by Botin Partners of Santander, Spain; built at the Brooklin Boatyard. She is a spirit of tradition racer and daysailer engineered for performance. While she has a modern underbody with a deep, fixed-bulb keel, *OUTLIER*'s aesthetic above the waterline is decidedly traditional with a roomy cockpit, closed transom and classic housetop. Above the deck, the three-spreader mast and boom are fabricated in light weight carbon fiber. Her distinctive sails are molded laminates, developed for the Volvo Around the World Ocean Race. The accommodations below decks are clean, classic, and simple.

The interior is built with paneled vertical grain American white oak and the cabin sole is made of English brown oak. There is a spacious main salon amidships which connects to a simple galley and well-equipped navigation station. A quarter berth aft offers sleeping accommodations while underway, and a forward cabin has four bunks for crew plus a full head.

The development of *OUTLIER* was an international project with major contributions from Spain, Holland, Canada, New Zealand and the United States. The time from initial concept to launch & first sail was less than 18 months. She rates as the fastest boat in the Classic Yacht Owner's Association 2022 Spirit of Tradition fleet and is proud to call Nantucket her homeport.



PRINCIPIA
Bruce Flenniken
Concorida Yawl (1961)



ONAWA
McMillen Yachts
12 Meter Sloop (1926)

ONAWA was one of six nearly identical 12mRs designed by W. Starling Burgess and built in 1928 at the Abeking & Rasmussen yard in Lemwerder, Germany. Each was commissioned by a prominent member of the New York Yacht Club. Her original owner was W. Cameron Forbes of Boston

who sailed her from a homeport at his family-owned Elizabeth Islands. In 1934, she was purchased by Horace F. Smith of Philadelphia who raced her under the Conanicut Yacht Club burgee. During WWII her keel was claimed by the war effort and repurposed as submarine ballast.

In 1989, *ONAWA* was virtually abandoned and derelict when Earl McMillen first saw her in a City Island (Bronx, NY) shipyard. In 1991, she was purchased by Robert H. Tiedemann, Daniel Prentiss and Alfred B. Van Liew II, who returned the boat to Newport and restored its name to Onawa. Restoration was paused in 1999 until 2001 when she was re-launched on June 9, 2001, just in time to be loaded onto the Dockwise ship that transported dozens of U.S. yachts across the Atlantic to the Isle of Wight. While at the Jubilee, US-6 competed among 34 12mRs, at the spectacular, historic event. Thereafter, she returned to sail and race at Newport through 2014, when she was donated to a Block Island charity. In 2018, McMillen Yachts reacquired Onawa with a new syndicate of partners including Chris Culver, Mark Watson and Stephen Gewirz who provided another thorough restoration to with an eye to the 2019 12mR World Championship, where she placed 2nd in her division as well as taking second place at the New York Yacht Club's 175th Anniversary Regatta.



PHEBE
Nathaniel Philbrick
Bruce Kirby Yawl 38' (2010)



ENCORE
Tom Graham
Nat Benjamin 37' Gaff Ketch (1990)



FORTUNA
Bill Liddle
Alerion



FIRST TRACKS
Brian Simmons
Alerion



GENTIAN
Benjamin Sperry
S&S NY32 Sloop (1936)



GYRE
Christopher Kennedy
Einar Ohlson 40' Sloop (1967)



MAGIC
Oliver LaFarge
Alerion



MYTH
Tom Giovine
Alerion



OWL
Sven Holch
Alerion



RAPSODY
Chad Kilvert
Alerion



SERENDIPITY
Harry Rein
Alerion



SIREN
Peter Cassidy
NY 32 (1936)



SEA HORSE
Ron Zarrella
Alerion

THOR

George J. Ellis

Philip Rhodes 42' Yawl (1955)

THOR is a Rhodes 29 (42.3' LOA) designed in 1955 by Philip L. Rhodes and built by Abeking & Rasmussen in Lemwerder, Germany. She was commissioned by A. Edward Thurber, Jr. of Long Island, NY. Her original homeport was Oyster Bay, NY from where the Thurber family would cruise all summer long to Newport, Martha's Vineyard and Nantucket. Upon Edward's passing in 1982 *THOR* would transfer ownership a few times, remaining in Long Island Sound and New England, with a brief period in Nassau, Bahamas. After a 37 year hiatus *THOR* found her way back to Thurber family stewardship in 2019 and has returned to Oyster Bay.



THE BLUE PETER

Owner: Mathew Barker

Alfred Mylne 65' Sloop (1930)

THE BLUE PETER was built in 1930 by W. King & Son in Burnham-on-Crouch, UK. She was named *THE BLUE PETER* for luck, after the "P" flag which is used for the preparatory signal before starting a race. The teak used the hull was cut in 1870 and seasoned for 60 years before being used. Probably one of the reasons she is still 90% original below the waterline.



SCHEHERAZADE

Marshall Pagon

Alerion



INTREPID

Nick McClelland

Olin Stephens 12 Meter (1967)

A breakthrough design in the history of yachting and first 12 meter to defend the America's Cup twice.



UNCLE BENNY

Samuel Lawrence

H Manley Crosby 25'Sloop (1928)

Winner of first Wianno Senior Class Championship in 1949



ZEMPHIRA

Tenacious Holdings LLC
Stephens Waring 76' Sloop ('05)

ZEMPHIRA (ex-Goshawk) is a 76' cold-molded sloop, designed by Stephens Waring and built in 2005 by Brooklin Boat Yard in collaboration with Rockport Marine. After receiving an extensive refit by Lyman-Morse in 2020-2021,

the new owner returned to Lyman-Morse to upgrade the yacht with a cutting-edge, new structural keel grid and keel to make the boat lighter, faster and more resilient. Along with the new keel and refit work which included a new rudder, more powerful winches, an updated jib furling system and just generally bringing the boat back to perfection, *ZEMPHIRA* will be more than ready to get back on the racing circuit this summer.



TICONDEROGA OF GREENWICH

Scott Frantz
Herreshoff Ketch 72' (1936)

TICONDEROGA is a living legend that's still going strong, and her story is replete with the lure of the sea, the feel of a wooden hull and the tales of the characters who have kept her on course. *TICONDEROGA* was designed with comfort in mind, but the big ketch proved herself more than a decent day sailor. Line honors and course records began to stack up in the mid 1930's, and 30 years later, Ti was still at it — setting the record for the Los Angeles to Honolulu Race. In between, she carved tracks in the ocean between Tahiti and Copenhagen, not just arriving at those landfalls but setting course records for offshore races.



SANTANA
Wendy Schmidt
S&S 55' Yawl (1935)



SENTEBALE
Richard & Sabine Griffin
Alerion



SUMMER WIND
Dana Brackett
Concordia Yawl 40' (1928)

VALIANT
Gary Gregory
Olin Stephens 12 meter (1970)

Olin's biggest disappointment, lost to Intrepid in 1970 AC defender trials. Completely refit in 1989 and outfitted with a full IMS interior (pre accommodation length). Measured with 6" IMS wand stations, which exposed keel asymmetry. Keel replaced prior to Golden Jubilee in 2001 to restore to Twelve Metre trim. As a very high displacement Twelve Metre, she is more comfortable in long distance races, as opposed to short course windward-leeward races.



WILD HORSES
Donald Tofias
Joel White 76' Sloop (1945)

W-76 racing yacht was conceived to pay homage to the legendary New York 50s, the thundering J-Class boats, and the nimble 12-Meters. The W-76 was the last of more than fifty distinctive designs from the drawing board of the late Joel White, the naval architect acclaimed for so beautifully reincarnating traditional wooden vessels using the most modern construction techniques.



Pictures not available at time of publication:

KATRINA
Thorp Leeson
41' Ray Hunt (1963)

TRADEWINDS
Simon Van den Born
Alerion

VALORA
Lu
43' David & Nathaniel Stimson (2018)

Classic Yacht Exhibition Designers

In recognition of the 50th anniversary of the Opera House Cup, the oldest race of classic wooden boats on the East Coast of the United States, the Opera House Cup Committee has decided to honor the designers of these boats. With the assistance of numerous wooden boat experts, designers, builders, restorers, writers and sailors we compiled a list of the most prominent international designers of classically built wooden boats over the last 150 years. In this booklet is a brief biography and description of each boat selected.

We are lucky to have each of these designers represented by one or more boats on display today, and they will be competing in the race tomorrow. Many of them are close to or over 100 years old. Recognition should also be given to the stewards of these boats, past and present, for without their support, both financial and emotional, none would exist today.



Olin J. Stephens II
(1908-2008)

- Olin Stephens, one of the most prominent naval architects of the last century, was a designer who created more than 2,200 cruising and racing yachts over decades of innovation in sailing.
- From his drawing table came the lines of yachts as diverse as *DORADE*, a 52-foot yawl that prompted a ticker-tape parade in New York after winning the 1931 Trans-Atlantic Race, and *RANGER*, a 135-foot J-Class sloop that Mr. Stephens designed with Starling Burgess for the 1937 America's Cup races.
- Stephens was also instrumental in designing five other successful America's Cup defenders: the 12-meters Columbia in 1958; Constellation, 1964; Intrepid, 1967; Courageous, 1974; and Freedom, 1980
- He said of his work: "In any design the most important factors of speed seem to be long sailing lines and large sail area, with moderate displacement and small wetted surface. Then comes beauty, by which is meant clean, fair, pleasing lines. Though per se beauty is not a factor of speed, the easiest boats to look at seem the easiest to drive."



DORADE
Current Owner: Matt Brooks
S&S 52' Yawl (1930)



BRILLANT
Mystic Seaport
S&S 61' Schooner (1932)

- *DORADE* is arguably the most famous yawl that exists today. Olin designed her at age 23 in 1931 for his father. Shortly after launching her he and his brother Rod sailed her in the Newport-Bermuda race, coming in second place. It was the next year they won the Trans-Atlantic race and the Wall Street ticker tape parade.
- Among several innovations on *DORADE*, perhaps the most ubiquitous is the Dorade ventilator, typically seen in pairs on the deck near the vessel's mast, to allow fresh air but not water in the cabin below.
- *BRILLIANT* has been part of Mystic Seaport's sail education program since 1953, when it had been donated to the museum by the accomplished sailor, Briggs Cunningham. Interestingly, the "Cunningham", found on virtually all sailboats today to tighten the luff on the mainsail below the boom, was first tested by Mr. Cunningham on *BRILLIANT*. She was the winner of the Opera House Cup twice, in 1986 and 1997.
- *VALIANT* was designed by Olin Stephens to defend the America's Cup in 1970. In his words she was a "disappointment" and was not a serious contender in that series. Changes were made to her afterbody to reduce drag and improve steering, and she has won many races since, including five Opera House Cup trophies.



Alfred Mylne

(1872-1951)

- Mylne and Company is the oldest firm that still engages in yacht design. Mylne set up his office in 1896 in Glasgow, Scotland.
- Mylne designs, including *THE BLUE PETER*, were always admired for their elegance, and this was one of the attractions that drew owners to commission cruising sailboats of every size from his design board. “Beautiful boats last a long time, but ugly ones die young. That is one reason why there are so many Alfred Mylne designed yachts still sailing, even though some of them are well over

100 years old.” (Alfred Mylne The Leading Yacht Designer; 1896-1920, Ian Nicolson, 2015)

- His design philosophy was that of grace, pace and space.
- Grace - he considered a yacht to be the expression of a yachtsman’s soul and should inspire whether at speed or sitting on her mooring.
- Pace - a yacht should be swift but not to tire her crew.
- Space – a yacht should be endowed with enough interior volume to make her useful
- *THE BLUE PETER* was built in 1930 by W. King & Son in Burnham-on-Crouch, UK. She was named *THE BLUE PETER* for luck, after the “P” flag which is used for the preparatory signal before starting a race.
- The teak used in *THE BLUE PETER*’s hull was cut in 1870 and seasoned for 60 years before being used. Probably one of the reasons she is still 90% original below the waterline.



THE BLUE PETER

Current Owner: Mathew Barker
Alfred Mylne 65' Sloop (1930)



Clinton H. Crane

(1873-1958)

- Few designers had careers as broad in scope or as many years as Clinton Crane.
- He was designing as early as 1896, and with his later work in the 12- meter class, he laid the groundwork to bring the America’s Cup into the modern era.
- Crane designed and built *GLEAM* for his personal use as a coastal cruiser and highly successful racer, and when the 12 – meter class was selected to replace the

J-boats, *GLEAM* was asked to be a trial horse for both the U.S. defense with VIM and the British challenger *SCEPTRE*.

- A look at her lines reveals moderation, common sense, speed, and beauty.
- In 1975, *GLEAM* pioneered the concept of chartering a Twelve with the late Bob Tiedemann, the winner of the first Opera House Cup with *MARINER*. The success and admiration of his program has created a second revival and raison d’être for this America’s Cup class in Newport.
- Crane loved designing racing yachts above all else, but during his professional career it was the large cruising yachts that earned his living. He once said he never created a racing boat that didn’t cost him more to design than he was paid.



GLEAM

Current Owner: Andy Tyska
12 meter (1937)



Nathanael G. Herreshoff
(1848-1938)

- “By almost any reckoning, Nathanael Herreshoff, the “Wizard of Bristol,” was the greatest American yacht designer and builder who has yet lived.” (The Encyclopedia of Yacht Designers, Knight and MacNaughton, 2006). With few exceptions all his designs were pleasing to the eye and sailed well.
- In the 70 years after the Civil War, Herreshoff’s career matched the massive industrialization of the U.S., and his boats reflected the advances in engineering and production methods that allowed orders for twelve 60-foot boats (New York 40s) to be signed in the fall of 1915 and delivered the following spring.

- Herreshoff designed virtually all his boats by carving a half model about 2 to 3 feet long, then transferring various measurements off the model (the “offsets”) to the shop floor for construction of the full-size molds measured to one eighth of an inch.
- Every defender of the America’s Cup from VIGILANT in 1893 to RESOLUTE in 1920 was designed by Herreshoff and built by the Herreshoff Manufacturing Company.
- QUAKERESS II, built in 1902, is a Buzzards Bay 30 (30 feet on the waterline and 46 feet LOA), keel/centerboard sloop. Herreshoff designed several boat classes, many commissioned by members of The New York Yacht Club, including the New York 30, 40, and 50, the numbers representing the LWL. Between 2005 and 2008 three Buzzards Bay 30s, including QUAKERESS II, were fully restored side-by-side by French & Webb, Belfast, Maine.
- Buzzards Bay 30s were typical of his racer/cruisers, with big gaff rig sails and low freeboard. They have a sleek hull with huge sails making them look like a racing boat of that era.



QUAKERESS II
Current Owner: NGH Restoration LLC
Herreshoff Buzzards Bay 30 (1902)



John G. Alden
(1884-1962)

- John Alden is most well known as the premiere designer of rugged, strong Gloucester fishing-type schooners, many with the name MALABAR. They were also considered things of beauty and simplicity.
- Alden’s boats were known for graceful good looks, clear decks and easy handling with good sea-keeping ability. This was a direct result of his extensive offshore sailing experience, frequently short-handed.
- From 1925 into the 1950s, Alden’s firm produced over 900 yacht designs, including 150 schooners,

- 323 sloops, 216 yawls and ketches, and 106 one-designs, including the Indian class/Nantucket One-Design in 1928 for the shallow and sandy conditions here.
- The Alden office on State Street in Boston was an incredible incubator of talent, where future stars had their start, including Fenwick Williams, Clifford Swain, Sam Crocker, Carl Alberg, Murray Peterson, and K. Aage Nielsen.
- LARK, a 1932 gaff rig cutter, was the beneficiary of a massive restoration in 2019-2020 at Gannon & Benjamin in Vineyard Haven. Her new co-owner, The Hon. John Kerry, had sailed her in his youth with the Forbes family off the Elizabeth Islands, and had been alerted by G&B that she was available for rescue in Woods Hole. A week after she was launched the last week of July 2020, Kerry sailed her, winning the ’Round-the-Island Race (Martha’s Vineyard) with the best corrected time in the Spinnaker Division.



LARK
Current Owner: John Kerry
45' Alden Gaff Cutter (1932)



L. Francis Herreshoff (1890-1972)

- As the son of Nathanael Herreshoff, L. Francis had a tough act to follow. He apprenticed at the yard until 1921, and then went off on his own to join W. Starling Burgess until 1925 when he started his own practice.
- Herreshoff, though not prolific, designed yachts that will always be considered classics. Beginning his career in the shadow of his famous father, he emerged to become a designer who would come close to the perfection of form in yacht design. Despite his exquisite designs and wise, published writings on the

subject, L. Francis never achieved the popularity of a John Alden or an Olin Stephens, yet his influence on yachting, now and in the future, deserves its place alongside those leaders.

- He was constitutionally unable to create a boat that wasn't stunning. Designer Clinton Crane wrote of him, "I know no living designer who has a better eye for form."
- Why success eluded Francis at the America's Cup — the stage he craved, the stage his father's designs dominated for nearly three decades — remains a subject for discussion. One reason might be that racing-yacht design started to shift away from artistry and intuition toward crunching cold, hard numbers derived from methodical testing, not one of Francis' strong suits.
- As he moved away from designing boats to win races, L. Francis turned his attention to cruising yachts, such as the clipper-bowed 72-foot ketch *TICONDEROGA*, which was launched as *TIOGA OF MARBLEHEAD* in 1936. To this day she is the most famous of his creations and holds what many consider the all-time high score on the combined pretty-and-fast index for oceangoing sailing yachts.
- A bit of trivia: Reportedly *TICONDEROGA*'s second owner was struggling to come up with a name other than her original *TIOGA*, when looking down at his desk saw "Ticonderoga" emblazoned on his pencil!



TICONDEROGA

Current Owner: Scott Frantz
Herreshoff Ketch 72' (1936)



W. Starling Burgess (1878-1947)

- Starling Burgess was, in addition to being a brilliant yacht designer, also an accomplished aircraft and automobile designer.
- He designed the J Class sloop *ENTERPRISE*, winner of the America's Cup in 1930, and his J Class sloop *Rainbow* won the Cup in 1934.
- In 1937, Burgess took a rising young naval architect named Olin Stephens into his quest for an America's Cup winner. The result was the J-class masterpiece, *RANGER*. She was without equal. The fastest of the J boats, she crossed the line 17 minutes ahead of *ENDEAVOUR II* in their first race. Those who saw *RANGER* called her the most beautiful, most powerful, and most destined to win.

- ONAWA* (US-6) was an early 12 - meter built with five others in 1928 by Abeking and Rasmussen in Germany, for members of the New York Yacht Club. She passed through many owners over the years and was rescued by a group of Rhode Island sailors in 1991 at the recommendation of Bob Tiedemann. After ten years, restoration work began in earnest with many parts coming from the first 12-meter, *WAHANDANCE*. *ONAWA* currently sails in Newport and is frequently chartered.



ONAWA

Current Owner: McMillen Yachts
12 Meter Sloop (1926)



Nicholas Potter

(1897-1976)

- There is a reason Nick Potter's yacht designs are so special. Among his peers he had the best mentors possible: Starling Burgess, Nathaniel Herreshoff, L Francis Herreshoff, Frank Paine, and Norman L. Skene.
- Potter worked with Starling Burgess in the offices of the Herreshoff Manufacturing Co. in Bristol and then went West in the 1920's to design yachts in California.
- Called the "Herreshoff of the West," Potter is probably best known for his California 32 One Design Class. The boats were all launched

on the same day in spring 1937, built using a construction method developed by Herreshoff - they were built upside down over a mold, then turned right side up for completion with tremendous savings and greatly improved construction. This was the first time on the US Pacific Coast that a major class had been so constructed.

- *ANGELITA*, an 8-meter Bermudan sloop built in 1928 in Wilmington, CA was the first American boat to win an Olympic Medal (Gold, Los Angeles Olympics, 1932). She went on to compete in the 1936 Olympics in Kiel, Germany. In 1982 she was discovered in a shed in Santa Cruz, California, in derelict condition, purchased by a group headed by Peter Uberoth, and restored. *ANGELITA* served as the flagship for the 1984 LA Olympics.
- *ANGELITA* was more thoroughly restored by William Cannel of Camden Maine in 1997.



ANGELITA

Current Owners: Samuel W. Croll and Henry Skelsey
Eight Metre Sloop (1930)



K. Aage Nielsen

(1904-1984)

- Aage Nielsen began his distinguished career at the age of 15 as an apprentice in his hometown of Faaborg, Denmark. This traditional form of training in Europe was to give him a detailed level of hands-on boat-yard experience that was reflected in his unusually detailed and attractive drawings.
- In 1926 he came to the U.S. to join the John G. Alden Company in Boston, because of a letter he sent to Alden asking for a job. A year or two before, at age 20, he had submitted a set of plans for a 35-foot LOA sloop for day-sailing and cruising to Rudder Magazine which it published with favorable commentary.

- Olin Stephens brought him on in 1936, and ultimately asked him to run the new Sparkman and Stephens' Boston office. It was there Nielsen elevated the serious cruising boat to a new level, including the Pilot-class sloop, which became ultimately one of the most popular sailboats built by Hinckley in fiberglass.
- "A friend and in a technical sense, an employee, but more truly as a partner" is how Olin Stephens described him in the Foreword to the book *Worthy of the Sea*, the biography of Nielsen and his boats.
- *ANNIE* is a slightly longer version of the Pilot-class boat, one of four identical yawls all built by Paul Luke in East Boothbay, Maine. By this time Nielsen had opened his own firm, designing strong, pleasing-to-the eye boats, primarily for coastal and off-shore cruising. He was not particular-ly focused on designing boats to win races, although many did.
- Virtually all his designs were for existing clients or those attracted to other boats he had designed. As with *ANNIE* built in 1957 and the last of the four, it is likely the 34-foot yawl sold itself as visitors to the Luke yard saw the earlier ones being built.



ANNIE

Current Owner: Phillips Smith
K. Aage Nielsen 33' Yawl (1957)



Philip L. Rhodes

(1895-1974)

- Philip Rhodes was a prolific and versatile boat designer, whose career spanned more than five decades. His designs ranged from 123-foot motorsailers to 7-foot dinghies, from hydrofoil racers to giant motor yachts. The Rhodes designed 12-meter *WEATHERLY* won the America's Cup in 1962. He also designed a wide range of commercial craft.

- A typical Rhodes sailboat would be a keel/centerboard sloop or yawl with a strongly curving sheer and balanced, moderate to long overhangs.

- Even as racing rules changed, and designs of his became outdated on the racing circuit, the boats continued as successful blue water cruising boats, hence the large number of Rhodes big boats still sailing.
- Rhodes was one of the pioneers in the transition to fiberglass construction. The *BOUNTY II* in 1956 became one of the earliest yachts built of fiberglass and established the viability of the new material for larger production boats.
- Although he designed vessels for well-to-do clients, many designs also were with those of very modest means in mind. At no time did he lose sight of the need for each vessel, no matter how modest or grand, to be a true yacht. Owners of a Rhodes vessel of any size can feel that they will be respected for the quality of their choice.
- KIRAWAN*, a keel cutter built in 1936, won the 1936 Newport-Bermuda race in 40 knot winds for over four straight days. She had been built to win this race after the owner's previous boat came in last in a previous Newport-Bermuda race. Philip Rhodes and the builder were crew on the winning boat and *KIRAWAN*'s win established Rhodes as a leading designer in the day.
- Found in a shed in Wickford, RI housing a family of raccoons in 2017, she was restored by Joe Loughborough in Portsmouth, RI over a period of two years.
- KIRAWAN* is now back racing this season, including the Newport-Bermuda race this June



KIRAWAN

Current Owner: Daniel Levangie
Philip Rhodes 53' Sloop (1936)



Alfred E. Luders Jr.

(1909-1999)

- John Alden is most well known as the premiere designer of rugged, strong wooden boats. Alfred E. (Bill) Luders was a sailboat designer and racer responsible for building many custom yachts, perhaps most notable, the 12-meter *Weatherly* (designed by Philip Rhodes), which successfully defended the America's Cup in 1962.

- The Luders Stamford, CT yard was one of the early adopters of fiberglass and epoxy in the construction of boats as early as the late

1950s, even employing a chemist on staff.

- Bill Luders' designs were easily identifiable with their long ends and transoms well out of the water.
- He was a strong believer in tank testing, as was Olin Stephens, as yacht design evolved from hull shapes that were done by eye (e.g., Nathanael Herreshoff), to more mathematical and analytical techniques.
- Among the many famous yachts Mr. Luders designed was the 12-meter sloop *AMERICAN EAGLE*, built originally for the America's Cup competition in 1964 but was most successful as an ocean racer.
- As an ocean racer (1968-1973) *AMERICAN EAGLE* ruled offshore racing, setting records in the Southern Ocean Racing Circuit, Fastnet and Sydney – Hobart race.



AMERICAN EAGLE

Current Owner: Alexander C Valcic
12 Meter Sloop (1964)



Nat Benjamin

(1947 -)

- Nat Benjamin is a sailor and yacht designer who owns and operates Gannon and Benjamin Marine Railway, an iconic workshop for wooden boats in Vineyard Haven, Martha's Vineyard. A visit to the facility is a step back in time with tools and equipment virtually non-existent in today's boat yards.
- Nat and his partner Ross Gannon founded the boatyard in 1980 and they have built exclusively with traditional plank-on-frame construction more than 70 substantial vessels of Nat's designs and have restored boats

of all sorts and sizes.

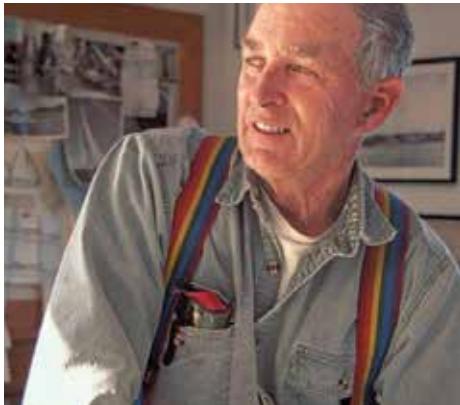
- The yard's work ranges from canoes and yacht tenders to the restorations of the 63-foot Alden schooner *WHEN AND IF* and the 72-foot yawl *ZORRA ANNIE*, the 34-foot Aage Nielsen yawl on display today, is an example of their work as Gannon & Benjamin has fully restored her over the past five years.
- Nat Benjamin boats are typically gaff rigged schooners, intended to sail almost entirely under her working sails. They have wide, roomy decks uncluttered by costly winches and gear. The shapes of their hulls are strong, graceful and traditional.
- The years of experience working on wooden boats that come to them after decades of hard use, and their seeing construction details that were effective and those less so, adds to their body of knowledge in their new-construction and repair work.
- *JUNO*, built in 2003, is a 65-foot two-masted schooner, the largest of his designs. She was designed and built for racing and cruising, both actively pursued to this day by the original owners.



JUNO

Current Owner: Robert Soros
Nat Benjamin 65' Schooner
(2003)

With the advent of new technologies in the art of boat building, a talented group of designers has emerged specializing in creating beautiful boats with classic lines. As the Opera House Cup is limited to boats whose hulls are constructed with wood, the technology is primarily cold molding, a process of creating several layers of wide thin wood strips saturated with epoxy over a mold to create a rigid, stiff shell. Traditional construction elements including wooden frames ("ribs"), floors, stringers and beams are vastly reduced in creating a strong hull. From a distance, it is very difficult to tell the difference between a cold-molded and plank-on-frame boat. The next three are a few prominent designers and their boats on display that have been cold-molded.



Joel White

(1930-1997)

- Working out of his Brooklin Boat Yard just south of Acadia National Park for the last four decades, Mr. White created dinghies, sailboats, power boats and yachts with a unifying design theme -- simplicity.
- When he died in 1997, few designers had been so associated with the movement to combine traditional design with modern sailing technology. The editor in chief of WoodenBoat Magazine, Jon Wilson, said: "his was the world of traditional wooden boats and yachts. His boats were adorned with nothing unnecessary."
- The son of E.B. White, the famous New Yorker writer and author of books like Charlotte's Web, he is known for his W Class design W-76 (WILD HORSES). His best-known small boats were the Nutshell Pram and the Haven 12 ½.

- His book, Wood, Water & Light: Classic Wooden Boats is a staple for classics owners.
- As with so many other designers represented this afternoon (Nathanael Herreshoff, John Alden and Philip Rhodes), White graduated MIT with a degree in Naval Architecture.

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- *WILD HORSES* was built at Brooklin Boatyard in 1998 and launched shortly after his death. She has long, graceful and elegant overhangs, low freeboard and a subtle sheer that is higher at the bow than the stern.



WILD HORSES

Current Owner: Donald Tofias
Joel White 76' Sloop (1945)



James H. "Jim" Taylor
(1949 -)

- Based in Marblehead, MA, Taylor has extensive experience designing boats for racing and cruising.
- He got his start with Ted Hood's design office, and in addition to designing boats successful in Key West, the Southern Ocean Racing Circuit and the Admiral's Cup, he designed several fast-cruising boats for Sabre Yachts, including the Sabre 402 and Sabre 452.

- Taylor was part of the Bill Koch design team for AMERICA3 .
- He now concentrates on applying raceboat technology to cruising boats and daysailers.
- *BLACKFISH* is a custom-designed 49-foot cold-molded racer/cruiser built by Brooklin Boat Yard. Taylor is proud that she accomplishes what she was specified to do and be: drop-dead gorgeous above the waterline and a race boat below.
- Taylor is the Chair of the Classic Rating Formula Committee, the handicapping arm of the Classic Yacht Owners Association. He has been enormously helpful to the Opera House Cup Committee as a member of its Technical Advisory Committee.



BLACKFISH

Current Owner: Ron Zarrella
Jim Taylor 49' Sloop (2017)



Robert "Bob" Stephens
(1962 -)

- Bob Stephens is a Principal of Stephens Waring Yacht Design, Belfast, ME.
- Stephens Waring Yacht Design has evolved from the design wing of Brooklin Boat Yard to an independent and internationally known design house, with an emphasis on Spirit of Tradition yachts.
- Stephens got his start as a

carpentry foreman, before becoming the Chief Designer at Brooklin Boat yard.

- *CAVALINO*, a 43-foot racer/cruiser allows comfortable upholstered couches to be removed and stowed below, transforming her from a luxurious daysailer into a racing machine.



CAVALINO

Current Owner: Donald Tofias
W-37 (2011)



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