

A History of the NYYC's Model Collection

From a speech by Gregg K. Dietrich

- [Introduction](#)
- [The Origins & History of the Model Collection at NYYC 1844-1905](#)
- [The Model Collection 1905-Present](#)



The Model Room at the NYYC. The size of the entire collection is 151 full-rigged models and approximately 1,200 builders and half models.

Introduction

I was honored when David Tunick, the chair of the Model Committee, asked me to speak about the collection. About three weeks ago I asked the librarian at NYYC to pull some information together for me on the collection, so I could add some anecdotes and details to my talk. Well, what I found were more questions and interesting facts about the model collection than I ever imagined. These included details about the various models, the development of the model committee, and famous personages in the club's history. I also discovered information about people and models, which had been forgotten long ago.

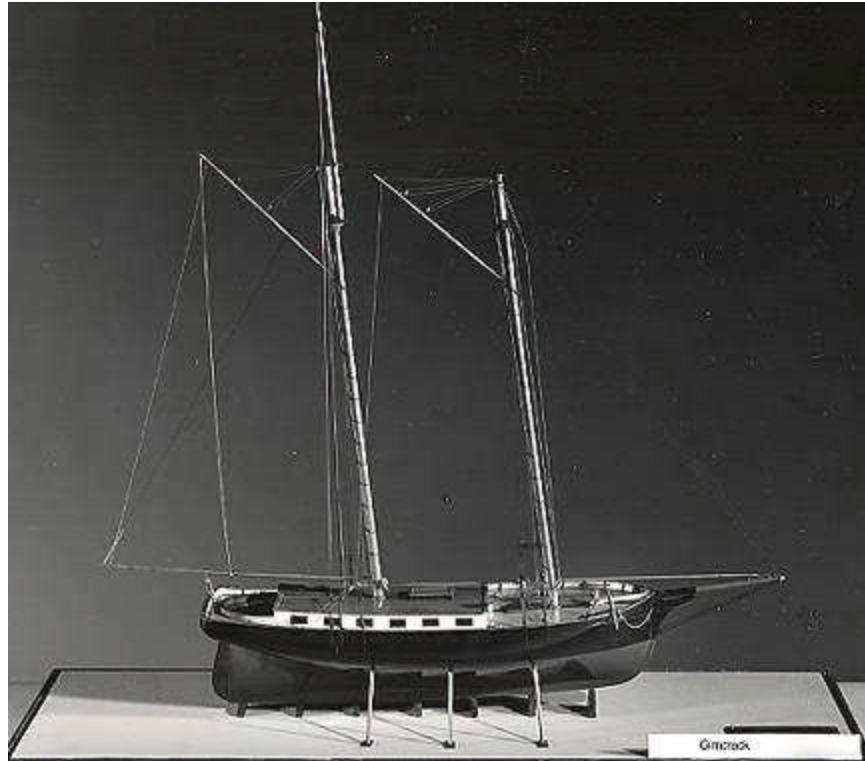
More so than any other portion of the NYYC collection, represents the history of the NYYC. Further, it is a complete study of yachting in America from its origin, represented in a three-dimensional format. Models, unlike other mediums, are accessible to every viewer, models invite the viewer to study the piece and unlock the imagination.

The size of the collection, which numbers 151 full rigged models and approximately 1200 builders and half models, overwhelms even the

most frequent visitor to the 44th street clubhouse. The models, with the exception of half a dozen of the full models are all built up solid hulls using the "lift" method of construction. The models are made from a variety of different woods with pine, basswood and linden being the most common. The models range in scale from 3/16" to 1" to the foot. Models are only as good as the sum of their parts, and as we look at the details and the care taken to create the scale pieces try to see how they are models unto themselves. The issue of model scale appears in a number of the model committee reports and several changes to the scale of the models were made during the history of the club as we will see.

The Origins & History of the Model Collection at NYYC 1844-1905

John Cox Stevens and a group of gentlemen who were interested in yachting founded the NYYC in 1844 on the schooner *Gimcrack*. There are two models of *Gimcrack* in the club's collection. Model #451 is the half model of *Gimcrack* built by Gustav Grahm in the accessioning program of 1904-5 and displayed on the wall of club flagships. Unfortunately, we do not have a photo of that half model. Thus we will start our slides with a full rigged presentation model of *Gimcrack* in the dining room. Boucher Mfg. Co. built this model in the 1930s. *Gimcrack* was a simple, older schooner with very full lines as this model clearly shows. Although, she is not the oldest yacht in the club's records, *Gimcrack* is a good model to use as a starting point.

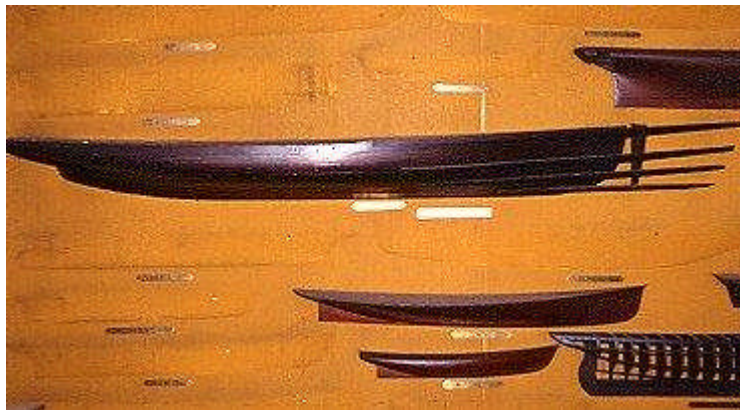


Gimcrack belonged to John Cox Stevens,
first commodore of the NYYC.

In a meeting held in March of 1845 a set of rules governing the club were set down. This included rule #18 that stated "The model of each yacht shall be deposited with the recording secretary before she can enter for the regatta. The model shall be the property of the club." The purpose of this rule was not to form a collection but to have a systematic and accessible way of looking at the different yachts that were going to compete in club regattas. In essence they were using the models to develop a handicap system. The first committee who had to deal with the models included Edwin A. Stevens, George L. Schuyler and J. H. Graham. They were to "...measure the models of the yachts entering for the Regatta." In addition, "resolved, that all models be sent immediately to #35 Barcalay St. to be measured by the committee appointed for the purpose." In effect, this was the formation of what we now know as the Measurement Committee. Examples of these early models include model #4 *Brenda* a schooner built for David Sears, Jr. in 1845. The model was built by the designer Louis Winde in 1845 to 1/2" scale. Another example is model #7 of the schooner yacht *Cygnets* of 1844. The yacht was designed by George Steers after which he carved this model in 1/2" scale for the NYYC. It was unusual during this period for a builder's "style" model to

be carved after the fact. This is an example of the confusion between builder's models and presentation models. Builder's models are those on which the lines of the yacht are based. A presentation model is built after the completion of the yacht for recording or historic purposes. The later are also known as "historic" models.

The Model Committee was officially formed in 1846 at the annual meeting at Astor House. It consisted of two members, Edwin A. Stevens and A. Foster. The purpose of the model committee was to take the lines off of member yachts while they were out of the water and record them in the form of a half model. The burden of the expense was to be born by the owner of each yacht measured. This was a continuation of an attempt to develop a handicap system. The idea of using the model to establish a handicap rating system was found to be "unsatisfactory," and the models were returned to the club to be displayed. Thus the beginning of the model collection. It was not unusual during this period for a yacht to be altered in the search for more speed and better handling. Since most of the yachts were built from models, and there were no line drawings, the changes to the yacht were often worked out on the original model. The planned alterations were worked out in the form of "basket work." There are several half models hanging on the west wall of the model room showing changes in the design on the original model. In particular, model #16 of the schooner yacht *Breeze* designed and built by James Bayles of Port Jefferson for L.G. Coles shows how drastic these alterations could be. *Breeze* was originally built in 1848 as was the accompanying 1/2" scale model. In the club records, there is a note that the yacht and the model were altered in 1851.



Changes to yachts were often worked out on their models

1851 was a standout year both for the NYYC and American yachting. The schooner *America* handily won what has now become known as

the America's Cup. There is probably no yacht which has been modeled more and continues to be a popular subject and source of controversy. The NYYC owns several models of the *America*, however there are two that are significantly important. The first is George Steers builder's model of the schooner (model #19) built in 1/2" scale. The model was probably painted later, per a prescription set down by the Model Committee in 1905 to distinguish wooden hull vessels from composite and steel hulled vessels. This builder's model clearly shows the sleek lines and graceful form that made the *America* so fast.

Model #417 of the America is the full rigged presentation model, which was built by Gustav Graham for the New York State Commission to the Paris Exposition of 1900. In 1905, when the Model Committee re-organized the collection, this was the second full model officially entered in the club's collection. This model, although nicely done, is relatively simple. It was valued at \$500 in 1905.

In the annual meeting of 1857 there were many revisions to the club rules (which later became the club's Constitution). An important one concerned the conditions of acceptability in the fleet and which allowed participation in the annual cruise requiring "a true model of the yacht so entered to be deposited with the Secretary,..." The reference to a "true model" is really saying the model must be a scale model. At this time there is no reference to a specific scale for the models, and the scale was left either to the designer or the model builder. Looking back through the club records, the most common scale was 1/2" to the foot, although 3/4" and 1/4" were also popular scales. 1/2" scale was popular for yacht designers and builders because the model was easy to handle and scale up on the lofting floor. At the same meeting in 1857 the NYYC accepted the America's Cup as temporary trustee for international competition, the first defense of which would happen in 1870.

In 1865 an article in the *New York Herald* complimented the club house at the Elysian Fields where "... , a most impressive collection of marine pictures, models, and numerous nautical objects had been assembled."



Sadie was sailed by J. B. Herreshoff --
Nathanael Herreshoff's elder brother, who later went blind.
Sadie is the first yacht designed and built by
the Herreshoff family mentioned in the records.

It was at this time several important naval architects made their first contributions to American yacht design. *Sadie* of 1866 is the first yacht designed and built by the Herreshoff family that appears in the NYYC records. Model #77 is the builder's model of *Sadie*, carved, designed and sailed by J. B. Herreshoff, the elder brother of N.G. Herreshoff. J. B. Herreshoff was elected to membership in 1868 and sailed *Sadie* successfully for a number of years. *Sadie* is modeled in 1/2" scale and dates from 1866, the same year as the yacht. Later, J. B. Herreshoff, whose glaucoma prevented him from carving models and designing yachts could nonetheless "..., could make shrewd estimations of the speed and cost of racing yachts by merely passing his hands over the wooden models which his designer brother presented to him." The first builder's model carved by N. G. Herreshoff appears in the club records as model #310 of *Navaho*. Model #336, *Defender* is the second model listed as carved by N. G. Herreshoff and was the second of his successful America's Cup defenders. The model of *Defender* is carved in 3/8" scale and was built for W. K. Vanderbilt in 1895, the model dates from the same year. After the turn of the century Sidney Herreshoff carved most of the models and then later, the models are attributed as Herreshoff Mfg. Co. In all there are over 50 builders models by various members of the Herreshoff family in the club's collection with approximately 80 yachts listed in the club's records. All of the models by Herreshoff are half models as these were the primary design tool for a builder at this time.



Model of *Defender*, a Nathanael Herreshoff
design that defended the America's Cup in 1895.

A. Cary Smith made his first mark in the NYYC records with the yacht *Vindex* of 1871 for Robt. Center (model #116). In the archives at the club we find the yacht, which is modeled in 1/2" scale and is carved by Mr. Smith dates from the same year as the design. She is purportedly the first American yacht designed on paper without the use of a model. Whether the plans, or the model came first is not clear but the fact that A. Cary Smith is the listed model builder shows he was still checking his work with a model. There are a number of other yachts designed later by A. Cary Smith, which do not list him as the model builder. In particular model #165 *Intrepid* (a schooner) was built by C&R Poillon in 3/8" scale. As A. Cary Smith perfected the execution of plans on paper he left the carving of the models to the builders who used them to check his plans, a reversal of the traditional use. A. Cary Smith became the club's measurer in 1877.

In 1872 the NYYC moved to its first Manhattan residence at 27th street and Madison Avenue, described as being "...very comfortable, containing about 120 models and many marine pictures." All of the models listed were half models. In 1876 the first official full model and the oldest presentation model, that of *Mohawk* was acquired. The story of *Mohawk* is well known, a tragedy at the time, as she capsized at anchor when a sudden squall came upon her with all sails set and her hatches open. Half a dozen people lost their lives, including the owner Wm. T. Garner, purportedly while trying to save his wife who had been trapped by shifting furniture. How and why this was the first full rigged model acquired by the club is a unknown. The model of *Mohawk* is relatively simple by most presentation model standards; the builder remains anonymous, though possibly built by Stephens Dockyard of London or Gustav Gram. She is built in 3/8" scale.



The tragic *Mohawk*. This was the first full-rigged model acquired by the club

In 1882 as the collection grew, the Model Committee set down the first standard of scales for models based on the waterline length of the yacht. There were two scales; 1/2":1' for all yachts up to 80' load waterline length and 3/8":1' for all yachts over 80' load waterline length. This was later changed in 1904. In 1884 NYYC moved to its second Manhattan residence at 67 Madison Avenue. This space, with three floors, which could better serve the growing membership. One of the considerations was the growing model collection as can be seen from the two photos from either end of the Model Room. These are the first photos that show full models on display as part of the club's collection.

Gustav Gram is a prolific and important model builder for the NYYC, although virtually forgotten over the years. Mr. Gram made his first contribution to the club's collection in 1886 with model #113 of the steamer *Nooya* modeled in 3/8" scale. Mr. Gram was the first artisan who was commissioned to build numerous models for the club's collection in specific scales, thus replacing the traditional method of acquiring the models from the designer or builder. Mr. Gram was also the first American model builder to create a significant number of full rigged presentation models for the club.

The first catalog of models was published by NYYC in September of 1887 with 235 Builder's and 1/2 models. The catalog listed the details of design and rig of the yacht, the builder and the owner but little or no information on the models themselves such as scale and model builder. The last two pages have a listing of Miscellaneous Models. The first model on the list is *Sappho*. She is listed as a full rigged model,

and was presented to the club by Wm. P. Douglas in 1885. The model was built in 3/8" scale by the Model Dockyard in London and rigged by Gustav Grahm. The second model listed is that of *Mohawk* and the next three full models represent yachts that are no longer in the collection. The balance of the models listed in this miscellaneous group are the collection of primitive models donated to the club by Commodore Perry which he brought back from his journey to the Orient. These models are now on loan to the Mystic Seaport Museum. One interesting note from this catalog regards the model of a lugger. This model had lead added to the keel by the superintendent of the club who sailed it in Central and Prospect Park Boat Ponds with "satisfactory" results. Yachting does come in all sizes.

In January of 1901 the club moved to its new, and present location at 44th Street. The land donated by J. Pierpont Morgan, and the building designed by Whitney Warren of Warren and Wetmore is best known for the dramatic model room where most of the collection is housed today. In addition to the land, J. Pierpont Morgan also donated a pair of full rigged presentation models of the *Corsair* (II) and USS *Gloucester*, as well as an Admiralty Board model originally listed as the *Sovereign of the Seas* but later listed in the club records as an "old ship". In 1901 the Model Committee published a second catalog of models in which were listed 367 Builder's & 1/2 models, and 14 full models. These were not all full rigged models, and in addition to the models listed in the Catalog of 1887 models of *Yampa*, *Sachem*, *Enchantress*, *Defender*, *Vigilant* (hull only), *Corsair II*, *Virginia* and *Kanawha* were added to the club's collection. Neither the Admiralty Board model nor the USS *Gloucester* are listed in the catalog of 1901, and probably had not arrived in time to be included.



The model of *Corsair II* was donated by J. Pierpont Morgan

The Admiralty Board model, the "old ship" is the oldest model in the club's collection dating from between 1675-80. Under the rule of

Charles II a plan was implemented to replace a then-decaying navy. This became known as the 'The Thirty Ships of 1677' and consisted of one 1st rate ship, nine 2nd rate ships and twenty 3rd rate ships. Based on the measurements of the model taken by Simon Stephens of the National Maritime Museum at Greenwich, UK, the model falls within the dimensions of the 2nd rate ships. Although we have not been able to identify her as a specific ship, her dimensions and details most closely resemble the *Mordaunt*. One theory offered by Mr. Stephens is this model possibly could have been used for proposed design modifications. Another theory is this model was commissioned by a private individual for their personal use. She is a 90 gun warship, and although she is in excellent condition for her age, the model has been re-rigged inaccurately and has had some decorative fittings added such as the lanterns on the stern. There is one very unique feature to this model, which is the fashion the planking is attached to the frames. The boxwood veneer has been fastened with small brass nails, which is uncommon for models of this period. J. Pierpont Morgan probably acquired this model while conducting business in England. Commodore Morgan was a great collector of art and his tastes in models was no less. There were at least four other Admiralty Board models which were passed down to his grandson Junius Morgan, Jr. and which are now in the possession of the Kriegstein family; one of the most important private collections of Admiralty Board models in the world. This model was first hung over the fireplace in a "votive" style before being placed in its current location on the Quarter deck.

The models of the *Corsair* (#416) and USS *Gloucester* (#445) are the first steam-yacht models officially entered in the club's collection. These models are typical examples of the confusion I mentioned earlier. Although these models are known as "builder's" models, they are in fact presentation models. Mostly, they were presentation pieces for the owners or companies, which commissioned the ships. Although some of these models were built in model shops within the shipyards most were sub-contracted to model building companies. These early presentation models were primarily built in the UK where, since the 17th century, they had been building detailed models for the Royal dockyards. As the art developed, the level and quality of the detail improved until the mid 19th and early 20th centuries were the models became art.

The model of *Corsair* was built by John Henderson of D&W Henderson for J. Pierpont Morgan in 1900. This model represents the pinnacle of British/Scottish presentation model building. In particular the details on the bridge, the binnacle, telegraph and map cases as well as the

emphasis on the ships boats are well done. The deck is of veneer that has been scored, the deck lines drawn in India ink and varnished. The companion model of the USS *Gloucester* shows the *Corsair* as she was rigged when J. Pierpont Morgan loaned her for service to the U S Navy. The quality of the detail is the same level, although the vessel is stripped down as a warship. One interesting difference between the two models is in the deck. The USS *Gloucester* the deck has been painted a cream color before the planking lines were drawn in.

Finally in 1904 the Model Committee instituted a new set of scales for models entering the collection. They were as follows: 1/8" scale for yachts over 300' LWL; 3/16" scale for yacht over 200' LWL; 1/4" scale for yachts over 100' LWL; and 3/8" scale for yachts under 100' LWL. The half models were to show the starboard side and were to be painted to correspond to the colors of the yacht. Models, which were already in the club's collection, were grandfathered. This is how the rule remains today with the exception of One Design yachts which are to be modeled in 3/4" scale. The idea was to make the models of sailing yachts all one scale.

The Model Collection 1905-Present

In January 1905 the Model Committee instituted a number of major changes with regard to the handling of the model collection. The first and one of the most significant was the start of a log of all the models in the club's collection. The log lists various details for the particular yacht and corresponding model. These details include the yacht's name/model scale/type of yacht/description of model/model builder/source/date/...etc. The models which were already in the possession of the club were recorded chronologically, with few exceptions, by the date of the yacht. Model #1 being the half model of *Hornet* which is not the oldest model in the club's collection but was the oldest ship being a Maryland Pilot boat from 1819 and converted into a yacht in 1847. There were some 44 full models, 216 builders models and 494 half model in the club's collection at the time. This log has since become known as the "Doomsday Book", the origin of the name being unknown. Presumably, in the event of a total loss of the model collection, it could be reproduced from the information in this book. It is very interesting to note the column for "value" which lists a value of \$25 for most of the builders and half models at the time.

It had been decided at the Model Committee meeting of 1904, with the adoption of a new standard of scales that a large portion of the club's collection should be "reduced" to the proper scale. Thus during the

course of 1905, 112 new models were added to the club's collection into the appropriate scales.

In addition to reducing a number of the half models to the new club scale; a collection of 23 U S Navy vessels in the form of half models were commissioned to be hung in the panels under the balcony. These models show the development of the U S Navy from the time of the USS *Constitution*, built in 1799, through the Great White Fleet and the vessels from just after the turn of the century. Most of these models were commissioned in 1906 from Boucher Mfg. Co.

It was at this time Gustav Gram and H. E. Boucher Mfg. Co. were commissioned to build numerous models for the NYYC, both half models and full rigged presentation models. Mr. Gram, although having built the presentation model of the *America*, had been primarily building half models until this time. The culmination of his work was model #542 a presentation model of the schooner *Atlantic* of which he built two. In this model we can see the development of Mr. Gram's building style from the model of the *America* which was built five years earlier. The model is much more sophisticated, there is much more detail and there is an obvious influence from the models that were coming from the UK, in particular the model of *Corsair II*. Granted the *America* was a simpler rig and layout, also, Mr. Gram no doubt had access to the actual yacht *Atlantic* which inspired this masterpiece. In all he built 116 half and full rigged presentation models for NYYC between 1886 and 1907. Sadly, though my research is incomplete, I believe Mr. Gram passed away while building model #599 of the yacht *Constitution*. This is the last model of his listed in the club's collection and she remains un-rigged.



Model of *Atlantic*. The three-masted schooner still holds the transatlantic racing record set in 1905 of 12 days, four hours, one minute, 19 seconds. The course was from Sandy Hook, off New York, to the Lizard off Cornwall, England.

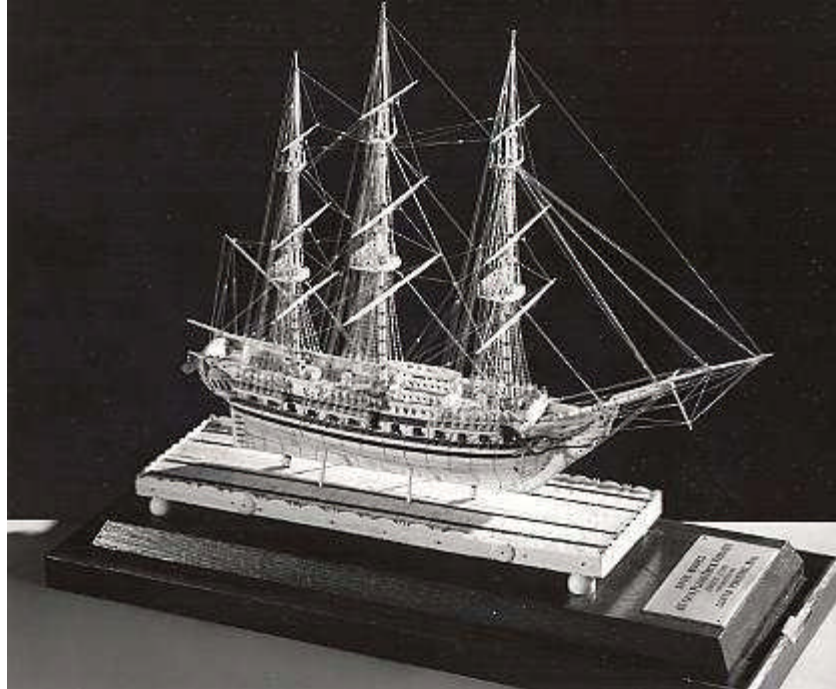
H. E. Boucher & Co. was one of the primary model builders for the NYYC. Boucher Mfg. Co. originally started as a naval architecture firm in NYC and by the turn of the century developed into one of the premier model building companies in the world. They employed over 100 people at the peak of their business and were only to be rivaled by Bassett-Lowke of the United Kingdom in size, quality and quantity of production. Aside from building scale presentation ship models, they also produced model trains, carriages, live steam engines and some very fine kits. In addition to the NYYC they built models for many other institutions and yacht clubs including the Smithsonian Institute.

The first presentation model built by Boucher for the NYYC was model #541 of George Lauder's schooner *Endymion* that is currently on display at Harbour Court. This model was delivered in 1905, as was a companion model that was built for the IHYC in Greenwich, CT where Mr. Lauder was commodore. The model of *Gimcrack*, which we saw at the beginning of this discussion is indicative of the minimum standard produced by Boucher. One would wonder, with over 90 Boucher models in the club's collection, which ones to discuss as a part of the body of work. Luckily, there are four models built by Boucher, which are masterpieces of modeling. They are the two cut-a-way models, one of *Vanadis* and the other of *Iolanda* both built in 1910 and the two dioramas of *Elena* and *Westward* built in 1914-15.

Diorama, a term used to describe models set in a "scene" or action setting is one of the most difficult types of models to build because, in order for them to be successful they must be convincing. The dioramas of *Elena* and *Westward* are displayed on either side of the entryway of the Model Room as you walk in. Focusing on model #669 of *Westward*, we see the large schooner under full sail, heeled over in a moderate breeze. This model, which would be scrutinized over the years by a knowledgeable NYYC membership, could have no missing rigging, and every line would have to be led correctly. This diorama has every detail, as well as sails which are very dramatic and convincing through the use of drafting linen (a material which is no longer produced or available). Drafting linen was used by engineers, architects and naval architects because of its rigidity and durability while drawings were reworked. In the case of these model sails they have held their shape and provide a convincing effect of sails.

The cut-a-way model of *Iolanda* is the most dramatic model in the collection of NYYC. The era of the steam yachts symbolized power, wealth and the strength of the American economy. The model of the steam yacht *Iolanda* represents all of this. A cut-a-way model is one which has had a portion or section of the hull sliced away to reveal some of the interior details. This model shows more than the usual model of this type. As we look at the model, moving from bow to stern we see such details as the chain locker, pantry, skylight, etc.

Accessioning slowed down during World War I & II as fewer yachts were built and the club's activities slowed down. One important acquisition was made between the wars, the donation of a Napoleonic Prisoner of War model which was given to the club by Lloyd Pheonix in 1925. Models such as this piece, were made by prisoners (predominantly French but also Dutch, Spanish and Americans) in English prisons during the Napoleonic wars. The models were made from the cow and lamb bones found in the stews and soups served to the prisoners. The prisoners worked in guilds with one making the hull, another making the cannons, another the spars, etc. The rigging was made from horsehair and linen thread they took from their cloths. Additional materials were acquired by trading with the guards or other prisoners. These other material included baleen, ebony, brass and gold. The models were then sold either to the guards or in open markets that prisoners of higher rank had access to. The model in the NYYC collection is in excellent condition, and although re-rigged the rigging is accurate and true to the original. The carving on the figurehead and the other details are well done. She is mounted on a bone base with baleen inlays and displayed in a modern case.



The Napoleonic Prisoner of War "bone" model.

Bassett-Lowke of Northampton; UK built two models of *Endeavour* for the NYYC. Bassett-Lowke, a name revered in model building circles, started in the model business in 1898. At first, a mail order supplier for model engineering parts and later, after the turn of the century as a maker of custom models, model parts and kits of scale models. As Bassett-Lowke grew and their shops enlarged they started building custom presentation models for private clients and shipyards that found it no longer economical to have an in-house model shop. Their only competitor at the time they started in the custom model business was the Model Dockyard in London the makers of the model *Sappho* mentioned earlier. John Brown's shipyard commissioned them to build the Presentation Model of the RMS *Queen Mary* (now on display at the Seaman's Church Institute in New York City) and Camper & Nicholson commissioned them to build models of the *Endeavour* and *Endeavour II* for T. O. M. Sopwith that are in the club's collection. The hulls of these were actually built by Camper & Nicholson and then sent to Bassett-Lowke to be rigged and detailed prior to delivery at the NYYC. These models were exhibited in the UK Pavilion at the Paris International Exhibition in 1937. The model of *Endeavour* shows the large powerful rig that makes the J-boats so impressive. She has full deck and rig detail including the famous "Park Avenue" boom. The name Bassett-Lowke is still in existence today although it has been bought and sold several times. The great era of Bassett-Lowke closed in 1965 when they closed the shop in Northampton for the last time.

Bassett-Lowke and H. E. Boucher Mfg. Co. ran a parallel course during the period of 1905 through the 1940s. The demand for quality scale models, first as design tools then as a presentation pieces for owners of these tremendous yachts and ships, was enormous with each company employing over 100 workers at their peak. After World War II with the advancement of computers and the change over to peacetime economies there was less demand for recording these achievements. As these companies closed and the proprietors passed away much of the art and skill was relegated to history.

Model #789, built by Joseph Wheeler Appleton represents the culmination of J-class design with his model of *Ranger*, Commodore Harold Vanderbilt's unbeatable sloop. Mr. Appleton, who was not associated with any model-building firm, worked as an individual. In that capacity he could spend more time in building and detailing the models commissioned from him. Mr. Appleton built several (less than 10) half models for the NYYC collection as well as the full rigged presentation models of *Bolero* and *Ranger*. The model of *Ranger* is a masterpiece, no other models of any J-class yachts even come close in the quality of scale, detail and execution. The deck, which in previous yacht models was either scored or painted veneer with the deck planking inked in, is for the first time actually planked using a very fine-grained fruitwood.

After Mr. Boucher passed away his wife took over with the help of the accountant Mr. Lewis to continue the model building tradition, which had been laid down by her husband. The company evolved into Boucher-Lewis and built several of the twelve meter America's Cup models in the club's collection. Model #924 of *Weatherly* shows one of the Boucher-Lewis models. The quality and attention to detail remains the primary concern of the Boucher-Lewis. In all Boucher built over 90 half and full models for the NYYC. However the evolution of Boucher does not stop here. Vincent Castello, of Castello Ship Models, apprenticed with Boucher, and when Boucher-Lewis moved to the midwest Mr. Castello split off and started Castello Ship Models. Model #1083 of *Boomerang* shows Castello's clean and precise style. Mr. Castello developed several unique techniques. The most notable is the construction of spars from brass rod. This allows no flex in the mast when rigging the model and creates uniform tension. This represents almost 90 years of model making tradition through apprenticeship, models which are made the old fashioned way with attention to quality, materials and detail.



The *Stars & Stripes* catamaran (the 1988 defender) represents the state-of-the-art in modeling.

Ken Gardiner has risen over the last 10 years as one of the premier yacht model builders in the United States. He has built numerous models for a select group of clients including the NYYC. The last two models, which we are going to look at, are *New Zealand* and *Stars & Stripes* catamaran. Despite the controversy over this America's Cup, these two yachts represent the state of the art in yacht design and construction. The models also represent the cutting edge of model building technology. Mr. Gardiner breaks from many of the traditional model building methods. He uses resin and fiberglass to form his hulls in molds, only carving a model in the traditional method upon request. His fittings are mass-produced through the use of photo etching, he uses wire rather than linen and silk for rigging. These new techniques may be the wave of the future but the key is will they stand the test of time?

Conclusion

The Mission Statement of the Model Committee is clearly spelled out. First, the Model Committee's mission is to ensure that the model collection of the NYYC remains the foremost collection of yacht models in the world. Secondly, It is the responsibility of the Model Committee to obtain models it considers desirable additions to the collection. Lastly, the Model Committee shall exercise proper and all due care and control of the models belonging to the club, including exhibition, maintenance, preservation and detailed record keeping. The management of a model collection this size is a full time job. We are lucky to have a chairman who has a good sense of organization and is able to set priorities. This is further enhanced by a committee and membership, which take pride in the collection, the club they belong and the sport they love so much.