

The Past 20 Years

By Ev Seidenberg

SBCC Historian

being an account of the

*Origins and Traditions
of the
South Bay Cruising Club*

OFFICERS AND GOVERNORS THROUGH THE YEARS

Stuart Baldwin
Rex Beach
Fred Becker
John Beinert
Pete Bloodgood
Richard Blue
Macklin Boettger
Dick Boyd
Bill Bracco
Bill Bradt
Bill Brayshaw
Dick Brown

William Cain
Bill Carl
Bill Cook

Julien Davies
Ray Davis
Lansing Dupree

Fred Eggerstedt

Art Flynn

Frank Grimes

Marston Hamlin
Ted Hangarter
William Hansen
Jack Held
Herb Horn

Paul Ketcham
Harry Klesick
Ken Kondor

Ralph Logan

David MacDonell
Munn Meyers
Francis Miles
Ray Miligi
Bill Milligan

Dick Nehring

Louis Orr

Win Palmer
Bob Pasch
Bob Paterson
Alex Pearson

Bill Peck
Bill Plauth
Ed Poor
Henry Post

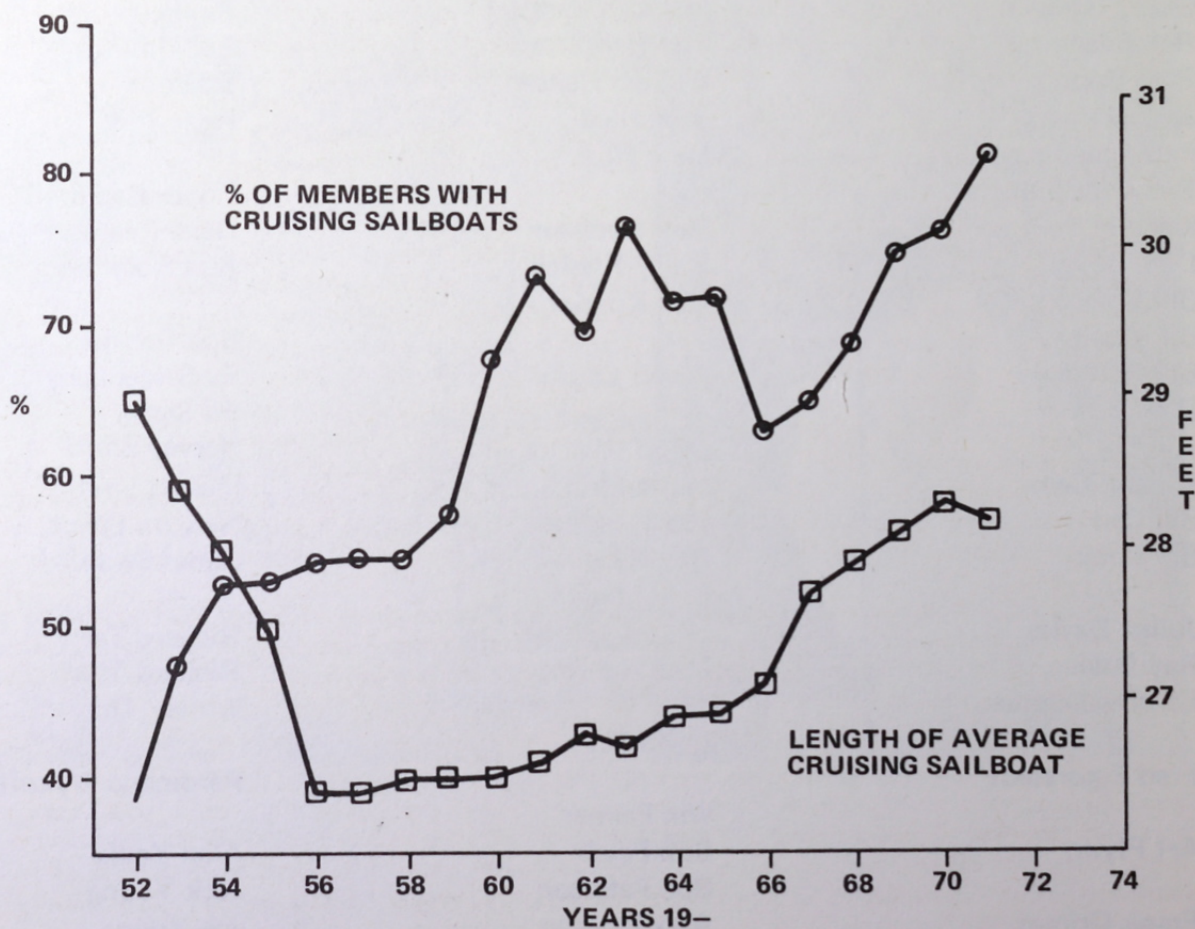
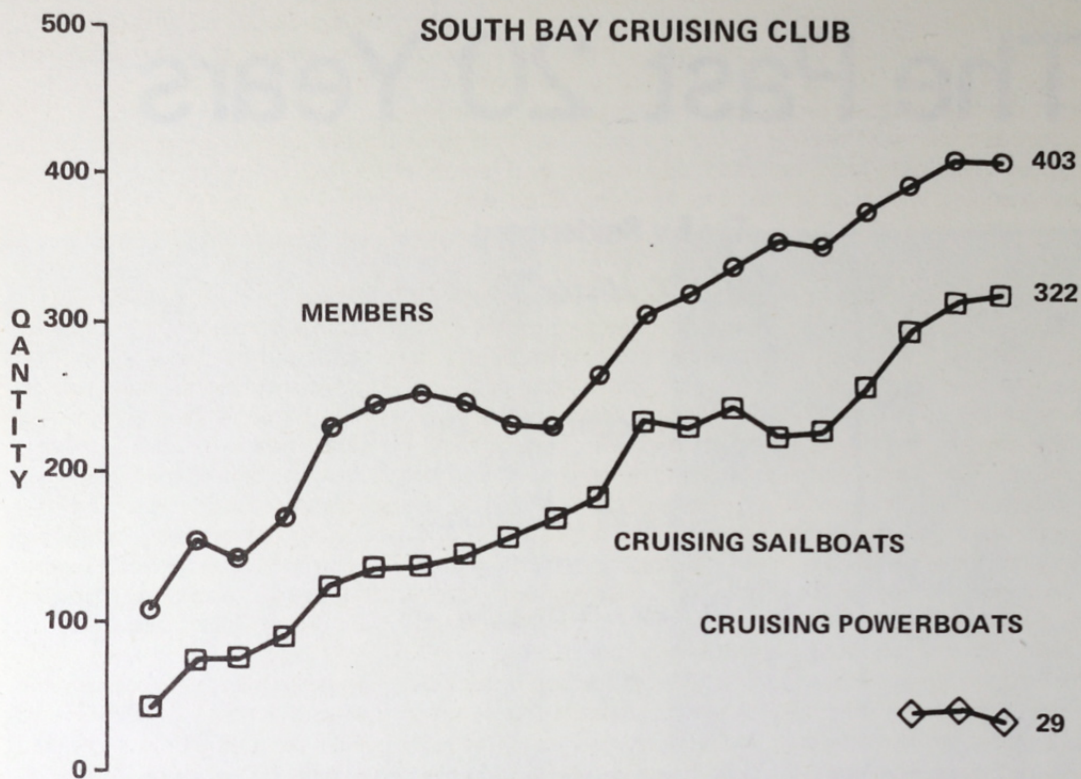
Roger Ramsdell
Gene Reardon
Bud Rosenberg

Bob Schafer
Ev Seidenberg
Ed Smith
Hervey Smith
Merritt Smith
Newton Spiess
James Swan

Richard Tarr
Richard Thall
Whitey Thayer

Ferdinand Wykoff

Alex Yaxis
Jack Young
Joe Young



A look back at the history of our club, beginning with its founding, reveals that while it has grown in size and in scope of activities far beyond what most people envisioned, many of its concepts and traditions were established at the very start. Its purpose was stated in the first words of the first commodore at the first meeting and is exactly today what it was then.

Enough people on Great South Bay had come to feel that there should be an organization for the many sailors in that wide gulf between one-design yachtsmen propelled by wind and stinkpots propelled by gasoline and the South Bay Cruising Club was born for iron men in wooden ships propelled by alcohol.

1951

The founding meeting took place on a rainy Friday night, the eleventh of June, 1951, when Temporary Commodore Ted Zimmerman and seventeen others, many strangers to each other, met at the Babylon Yacht Club to organize a proposed cruising club, and were heartened by the exciting news that there were at least eight others who were interested in joining. At that meeting the tone was set for the nature of the club — to provide dual activities but for the single purpose of having "cruising auxiliary sailing vessels participate in events mutually beneficial to all concerned in the way of races and rendezvous." The first race — around West Island — was scheduled, a handicapping system adopted, the dues and voting structure established, the burgee design proposed by Hervey Garrett Smith accepted, and the first slate elected: Commodore — Bill Carl; Vice-Commodore — Reginald Beach; Rear-Commodore — Jamie Swan; Secretary — Herb Horn; Treasurer — Jack Held; Regatta Organizing Chairman — Hervey Smith, Publicity Co-Chairmen — Grover Silliman Jr., and Gene Connett. The other original members were Gorton Baldwin, Fred Becker, Bill Cain, John Speer, Fred Schnur, Rich Thall, Jack Travis, Frank Wigglesworth, and Jack Young.

By the second meeting, a Race Committee was formed under Jack Travis, articles for Yachting and the newspapers were under way, the first trophy established — appropriately enough Fred Schnur's Perseverance Trophy for last place in the West Island Race with his hilarious deed of gift, and the first Treasurer's Report read — balance: \$12.00. Further members joining were Pete Bloodgood, Dick Blue, Mack Boettger, Fred Braddon, Howard Ellis, Dr. Gus Hansen, Dr. David McDonell, John McInerney, Nat Norton, Henry Post, Doug Weston, and Ferd Wyckoff.

For the first race — on August 5th — the yachts were divided into two classes; one for catboats, the other for everything else; only those sails used for going to windward were permitted, and, while outboard-powered yachts were allowed in the club, they were not eligible for racing prizes. A further refinement was the Race Committee's decision that barging would not be allowed. The Committee Boat was J. Brion Foulke's the "Folks", the late owner being the donor of the trophy for our Night Race. Beginning with this race there was the choice of courses around the islands and it is interesting to note that the originator of this concept — Hervey Smith — became one of its chief beneficiaries four years later when he left the bulk of the fleet and took "Morning Star" the "wrong way round" to win the race, and further compounded this accomplishment by becoming a grandfather the same afternoon. Thirty-four yachts raced, and Fred Becker, sailing Jack Croft's "Naiad", won in the catboat division and was presented with the trophy by Gene Connett in ceremonies on the lawn at Snapper Inn.

There are some other features of our club which originated that first year — the participation in that area of interest so important to us — working to preserve the beauty and utility of our natural environment — by having members "watch-dog" the bridge programs; joining and sailing under the rules of NAYRU; the first invitation race — by the Sayville Yacht Club, the first race in the GSBYRA Race Week; the first race to Bellport over Labor Day weekend, which began the Smith's Point rendezvous but now alas without the driftwood beach fires across the dunes by the ocean, where untold amounts of steaks, corn, beer, gin, hot dogs, marshmallows and soda pop were consumed, and the children's delight in exploring the spooky abandoned Coast Guard building — the victims of encroaching "progress" in the form of bottling-up bridges, bumptious bureaucrats and officious officials.

By the end of the season the constitution was drawn up under the guidance of Fred Schnur; Doc Hansen was appointed Fleet Surgeon; Hervey Smith, Fleet Captain and member of Jack Young's Regatta Committee with Gorton Baldwin and Jack Travis; Jamie Swan Social Committee Chairman with Mack Boettger and Jack Croft; and Henry Post Cruising Chairman.

1952

The 1952 season began auspiciously with the election at the January Annual Meeting of: Jamie Swan, Commodore; Hervey Smith, Vice-Commodore; Dick Blue, Rear-Commodore; Jack Young, Secretary; Jack Held, Treasurer; and Bill Carl, Herb Horn, Fred Braddon, Ferd Wyckoff, Fred Becker, Henry Post, Ted Zimmerman and Mack Boettger as governors; and the setting up of first annual greenwater cruise — venturing to Snapper Inn and then all the way to Shinnecock Bay. The bluewater cruises were to come later but the die was indelibly cast for our members, no matter over how much

blue water they cruised, to find again those comforting shallow depths of green water. Two of the four boats and three of the crews are still in the club from the first cruise, made by the Posts on "Macy II", the Bud Wills' on "Que Pasa", the Merritt Smiths' and the Seidenbergs' on "Katinka", and the Ellis'. The going-aground average was an even .500.

Dick Thall, sailing "Trade Winds" was the first - but not the last - of our members to encounter a powerboat tradition on the bay - that of checking heads and engines while underway - and had 18" of coaming removed by a clamboat making seven knots. This stood as the club record until twelve years later when Ed Macy, now sailing "Reverie", was hit under sail in broad daylight by a Fire Island Ferry.

In 1952 came the first Babylon Invitation Race over the July 4th weekend, the first Wet Pants Invitation Race, which is now the Smith Trophy Race, named for Hervey Smith's father, the establishment of the Cruising Award, and the adoption of the by-laws written under the chairmanship of Fred Becker. The year was also distinguished by the first singing of the Chantey by its principal composer, Chanteyman Pete Bloodgood, at the Spring Meeting, with added verses by Jack Held; and closed out with what became the dual pattern of joyful harmony concerning parties and interminable wrangling over the handicapping system.

1953

1953 began two-year terms, with Commodore Swan introducing the rest of the re-elected officers at the Annual Dinner, to which Bill Cain, of "Chiquita" and later fame racing the "West Indian" in the Gulf of Mexico, had been added; and presenting Jack Young, of "Reverie", with the first Cruising Trophy. Doc Hamlin of "Spicy Isles" was later given a special award for his meritorious cruise.

Both the racing and cruising activities were stepped up. In addition to the Regatta Committee, a Handicap Committee, a crew of measurers, and a Gripe Committee was formed; the first offshore Race was sailed; and the handicapping method continued to be the major subject of discussion at meetings, with the Off-Soundings Rule introduced, which was to be the basis of handicapping for quite a few years. The Annual Cruise was extended to Montauk and Shelter Island and a dozen boats made it all the way, with the intrepid Bob Lawrences' taking a sleighride home down Long Island Sound in front of a whistling nor'easter.

In April, 1953, the club's first involvement in public affairs in the Great South Bay Area paid off, with the turning down by the Army Engineers of the county plan for a fixed bridge at Smith's Point. In May the boat list hit a new high of 79 (Fred Eggerstedt's "Sumaka") and the Treasurer's Report showed a balance of over \$100.00 for the first time, but after paying for the yearbook this was down to \$9.00 again by August.

1954

Some new blood appeared in the organization in 1954 with Dr. David MacDonnell, Jr. of boat #1, the "Mary Clyde" as Fleet Captain; Tom Hanaway, Entertainment Chairman, and Merritt Smith, Cruise Chairman, under Commodore Jack Young. Ted Zimmerman well expressed the sentiments of the membership and valiantly rammed the roadbridge at full speed during the mast-unstepping operations at the Shinnecock Canal that year, coming out slightly the better. The mast of the "Teezim", a cat-boat in the finest tradition, suffered no damage but shook the bridge and left a dent that is still there today.

1955

In 1955 Bob Tarr joined in as Fleet Captain, Ronald Blass as yearbook Editor, and Charlie Collis as Entertainment Chairman, who liked the job so much that he came back again in 1965. On that year's cruise another important member, the Fleet Psychiatrist, Doc Hunt, decided to join when sailing along minding his own business down east, he was enveloped by a raucous conglomeration of sailing craft under the green and white burgee and carried along to the next rendezvous. Ev Seidenberg entertained the fleet by losing a midnight fight with Teddy, falling off the "Katinka" and disappearing in the darkness with the outgoing tide through Sebonac Cut. By now this type of activity was commonplace in the club anyway, so John Beinert performed a fire-dance in his bare feet on the beach fire. Fleet Surgeon, Gus Hansen, rendered first aid, and the performance was celebrated until daybreak, with Pat Becker and Nancy Swan outlasting everyone else. Merritt Smith's debut with new sails for the now-gaff-rigged "Katinka" was a revelation, starting last from Sebonac and sailing through the fleet to be first into Three-mile.

In 1955 the Bay Shore Yacht Club invited us to race, joining Babylon, Wet Pants and Sayville, who had in previous years extended their hospitality to us. High finishers in that season's racing were as usual "Lorelei", "Reverie", "Maumac", Julien Davies' "Extra Dry", "Macy II", John Beinert's "Lady Lou IV" and Paul Ketcham's "Betty". Earlier years' consistent winners Elmer Howell's "Cataumet" and Dr. MacDonnell's "Mary Clyde" had become victims of the handicapper, and Gorty Baldwin's

"Chantey" and Ferd Wyckoff's "Falcon" had taken a rest from racing. Gorty's performance had been superb - in the first race around West Island in 1951 thirty-six boats raced with "Chantey" romping home a half hour ahead of the second boat, and two years later doing about the same in the Offshore Race.

1956

In 1956 Lanse Dupree of "Lively Lady" gave Jack Held a rest as Treasurer, Dick Thall and Doc Hamlin joined the board, and Ed Dannemiller became Entertainment Chairman, under Commodore Henry A. V. Post who decided that this exalted position required such a fine yacht as the "Golden Eagle". No new racing events were added, and the top performers were pretty much the same as last year with "Golden Eagle", "Lively Lady", Bill Bradt's "Nancee", Ray Davis' "Halcyon" also showing up well, Ev Seidenberg took both Class C and fleet overall honors in the West Island Race but averaged this out nicely by becoming the first to take both ends of the race with a last place and the Schnur Perseverance Trophy a few years later. The cruise was one of the finest, with beautiful weather for lazing around Gardiner's Bay and Shelter Island, a dinner rendezvous at Ram's Head Inn and a run to Mystic by a few of the boats that was so enjoyable that it was added as a regular feature of next year's cruise. The dining was spectacular all along the way, guided by "Shopping for the Cruise", by Mary Margaret MacBecker, and "The Handling of Masts, Gin Poles and Wives" by Block and Fall Becker, cruise director. The illegal clams, scallops, and oysters at Sebonac were succulent, and Beinert came into his finest role as "Lobster John" of the Three-mile bumboat. George Merry's brother-in-law provided an unforgettable evening with the ukelele on the pebbles of Long Beach Point with his "Ballad of Pistol Pete and Yukon Lil".

1957

Fred Eggerstedt, Handicap Chairman Ray Davis and Entertainment Chairman Bill Brayshaw of "Sea Witch" joined the board in 1957, and the Bayberry Y.C. set up an invitation race for cruising boats. "Sumaka II", Joe Young's "Hippo", Newt Spiess' "Diana", "Spindrifft" and "Sea Witch" became regular hardware collectors. On the Annual Cruise's first formal call at Mystic, Julien Davies, in order to show the locals how it's done, came up and through the drawbridges with spinnaker flying. Former Commodore Jamie Swan was so impressed following in the "Cygnet" that he rounded up on the nearest shoal by the assembled fleet, whose amusement diminished somewhat when they had to go to work to get him off.



This cruise began the era of the "Good Shepherd" - Bill Peck - who assisted that fleet and numerous others through all the tribulations of water leaking in, gas leaking out, keel boats anchoring on shoals - one member's trying to anchor in Plum Gut in the fog - and more than one getting hung up sailing their prams to the Fall Cruise at midnight.

Bill made another contribution, however, in causing the reversal of a previous tradition of the club. On the first year's cruise one (ex-) member's children had tracked tar, kicked sand, and commented on the other skippers' piloting to the extent that all children were henceforth ruled off the cruise - until the girls of "Wahoo II" and subsequently the juniors of Harry Klesick's "Windsong", John Beinert's "Lady Lou V", Jamie Swan's "Cygnets", Bob Paterson's "Brandy", Stuart Baldwin's "Amberjack", and Bob Pasch's "Sparkling Waters", to name a few, proved themselves so delightful, or at least tolerable, that children were then not only permitted but urged to be part of the cruise - an entirely natural place for them.

1958

With a roar of acclaim Merritt Smith was elected Commodore at the Annual Meeting in 1958, along with new additions to the Board of Julien Davies, Frank Miles, Recording Secretary Stuart Baldwin, and Entertainment Chairman Stu Paterson. "Lobster John's" career of service to the fleet was further advanced by his being named as Fleet Captain as well as Cruising Chairman. Under Handicap Chairman Ray Davis a change in the handicapping system was instituted with the fleet handicaps being determined on a combination of the NAYRU Rule and performances over the past two years.

For the second year the Annual Cruise plan was two-part-nearby and long-distance cruising divisions. After making rendezvous in eastern Long Island waters together, the former was restricted to the Peconic-Gardiner's area and the latter - "Katinka" at Block Island for four days - holed up in various places by the fog. Bob Carl's "Sea Wind" joined "Wahoo II" as a Good Shepherd, as well as being the fleet clamboat. Glorious weather prevailed for the latter part of the cruise, and parts of the fleet visited such spots as Cuttyhunk and Mystic, where Secretary Bob Paterson, not to be outdone by Jamie Swan's previous year's exploit, came smartly through the drawbridges, prepared to dip colors in respect to the assembled fleet at Mystic Seaport, and feeling homesick for a good South Bay shoal, found a better one than Jamie's.

1959

The only changes in administration in 1959 were Dick Blue Jr. as Treasurer, and the establishment of a new committee - Measurement - which was headed by Ed Poor. Fleet Captain Beinert, now known as "Honest John", organized an even more extensive cruise, in three sections, but Bob Paterson shot an albatross and the rains descended, the fog rolled in, and the first run of Sebonac shellfish was way below par, but the groundings were no more numerous than usual, except for "Marion K II's" double-header at the Ponquogue Bridge, and Honest John kept the fleet supplied with lobsters at Three-mile in spite of the fog.

This was the last year of always finding the traditional Cruising Club boats being the consistent winners in the racing fleet - "Lorelei", "Maumac", "Golden Eagle" in A, "Lady Lou V", "Sparkling Waters", "Trade Winds" in B. "Whimsey", "Harpoon", "Sea Witch" and "Errant" in C. Ray Miligi's new "Oriana" started showing up as a winner, and by the next year figured in just about every race, and Bud Hangarter's "Jeanne" and Fred Eggerstedt's "Sumaka III" performed well.

1960

1960 brought quite a turnover in administration, with Bob Paterson heading it up; John Beinert Vice-Commodore; Ed Poor, Rear-Commodore; and new members Bob Pasch, Corresponding Secretary; Joe Young, Recording Secretary; Harry Klesick, Cruising Chairman; Everett Seidenberg, Entertainment Chairman; and Governors Ray Miligi, Bill Brayshaw, Dick Boyd, Newt Spiess, and Bill Plauth. As a variation in our racing schedule the Long Island Yacht Club invited us to be their guests for the Ladies' Race, and the Annual Cruise was both well-attended and successful. The New York Sunday Times published Charlie Palmer's wonderful photo essay on the cruise, and Harry and Ruth Jonas' cocktail party for the fleet at Canoe Place Inn was one of the great ones of that or any other year.

1961

In 1961 Dr. Gus Hansen joined Jamie Swan and the Stinkpotters, and Dr. Bud Hangarter took over as Fleet Surgeon as well as champion of Class C. Thirty-five boats made the Annual Cruise the largest one by far. In spite of a memorable nor'easter going into Cormorant Point and heavy fog with no wind from Dering to Mystic, the weather was good and the cruise a happy one, with twenty-three children, three dogs, and two cats on twenty-one boats descending on Mystic Seaport to make the scheduled

rendezvous one of the trip's highlights. The trend towards more new boats continued, with a diminishment in the active X Class fleet, Jeff Parker's "Vivace" only occasionally being joined in competition by one or two other X Class boats from then on, and Al Heckel's Triton "Falcon" and the H-28s - Alex Yaxis' "Vi" and Bill Bayshaw's "Starbright" - starting to pick up trophies.

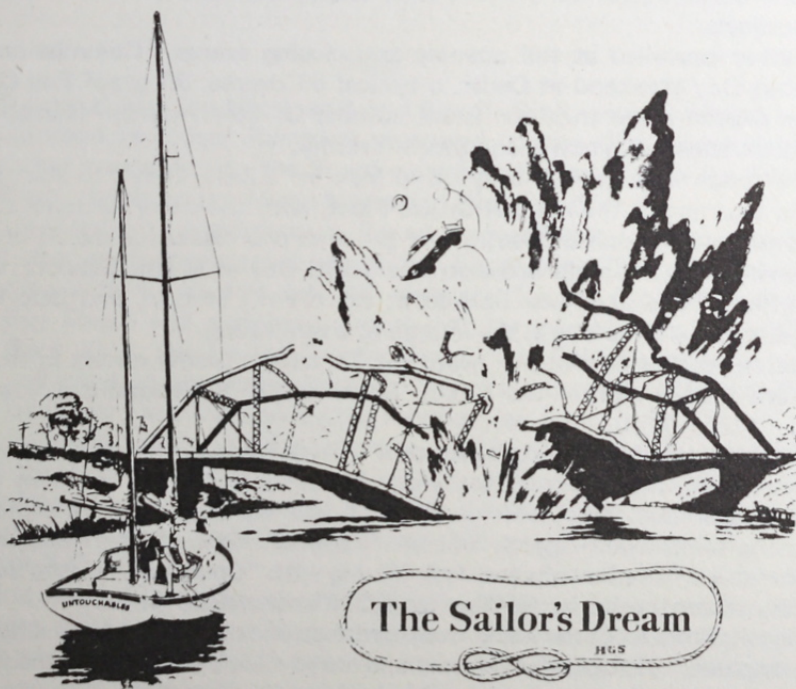
Two events that year signaled the beginning of great changes in our handicapping system and resulted in the system we have today. First was the selection of Winslow Palmer as Handicap Chairman, who undertook a great deal of research into boat performance vs. handicaps and changed the handicap determination to a ratio of 70% performance and 30% rule, in this case the Off-Soundings Rule which had been used most of the time over the years. The second significant event was the Skippers' Meeting of February 17th at which the idea of a separate class for those wishing to race under a measurement handicap alone was put forth. One year and quite a few Skippers', Handicap, and Governors' meetings later this became a reality with the creation of a very active Class S, based on the Storm Trysail Rule.

1962

1962 brought "Lobster John" Beinert to the helm, along with several new faces - Recording Secretary Roger Ramsdell, whose beautifully detailed cruising logs and photographic records eminently qualified him for the position: Entertainment Chairman Bob Eberle and Cruising Chairman Bill Peck, both long-experienced in the job, and Governors Paul Ketcham, Frank Grimes, and Alex Pearson. The Cruise was not quite the largest but the children's count was with twenty-six plus three dogs and three parakeets, and the fleet was a typical Cruising Club one-double-enders, catboats, big ones, little ones, the indomitable "Sundowner", the sumptuous "Gardaloo" and the Good Shepherd.

The Ocean Race was reinstated and Class S came into being, with mostly new fibreglass boats at the top - "Falcon", Hugo Hilgendorf's "Princess", Joel Chinman's "Pipe Dream", and the Swiftsures - Paul Schwindt's "Aries" and Bob Tarr's "Tartar". Likewise, some new boats showed up well in the performance classes - Art Flynn's "Serena", another H-28 - Frank Berger's "Sandblower", a Polaris - Frank Lyons' "Pride", and Bill Cook's "Merry Ann", along with the older ones - "Reverie" and "Sea Witch", "Morning Star", Bill Bradt's "Nancee", Boyd Max's "Lively Lady", "Sparkling Waters", "Brandy", Ed Poor's "Hispaniola" and Tom Hanaway's "Sea Rover".

Along with the formation of a new class, the fleet expanded in general sharply in 1962, beginning a trend that added almost a hundred boats in three years and is still going on today, and giving the Measurement Committee more work than it ever had.



The Sailor's Dream

HUGS

1963

1963 saw little change in the management of the Club, with the only new Board member Alex Yaxis, and Bob Schafer taking over to continue the fine traditions of the Entertainment Committee. The Season was notable not for anything unusual but for the degree of participation in the Club's activities, starting with forty-five boats for Commissioning Day Ceremonies — one of the largest fleets in years, a new high of thirty-eight boats on the Cruise — without the parakeets, but the cats were back with the dogs again, and the same record number on the Commodore's Cup Race to Bellport Labor Day Weekend, and fifty-two boats at the Fall Cruise, which should have been called the Winter Cruise.

The Ladies' Race was marred by two fifths tossed from the "Lively Lady" missing the mark on the Committee Boat and going in the drink. Led by frogman Boyd Max, half the Regatta Committee spent the afternoon in the water while the other half ran the race. One fifth was recovered and the other is still out there, position obtainable from the committee. New boats, both conventionally-built sloops and H-28s and fibreglass boats, and the old traditional ones divided honors about evenly in the performance classes, and fibreglass was the order of the day in Class S.

1964

Former members Fred Becker and Fred Eggerstedt rejoined the Board of Governors in 1964, Art Flynn became Fleet Captain and Cruising Chairman, Bill Bradt Measurement Chairman, Stewart Greene Yearbook Chairman, and H. Berkeley "Beaver" Knox Entertainment Chairman, the other positions being filled by veterans from the year before, and this same group carried through into this year with the exception of Charlie Collis, returning for a second tour after a ten-year rest as Entertainment Chairman, and Whitey Thayer as Cruising Chairman. New Commodore Ev Seidenberg began the year with a call for continued broad-based participation in the various phases of the Club's operation and the response was inspiring.

The cruising program, developed by Art Flynn and then Whitey Thayer, became more imaginative and comprehensive than ever, and the handicapping system for A, B, and C Classes, put into effect in 1964 following a winter of exhausting compilation of data and comparisons of the validity of various actual and theoretical handicapping rules by Chairman Palmer, Jack Saxe, and other members of the Committee, was one of the outstanding works in its field.

1965

The 1965 cruising season opened the first day of the year with Fred Becker's annual hangover cruise for hardy Babylonians on the "Widgeon", and the early season was distinguished by the appearances of Everett Morris, to help our skippers in preparing for the first Block Island Week and Feeder Race, Alf Loomis, who regaled us with his narration accompanying "Tall Ships, Twelves, and Other Racers", and our own John Beinert with his brilliant legal dissertation at the March meeting on Seduction at Sea and related subjects.

Beautiful weather prevailed at the opening and closing events - Commissioning Day at Babylon Y.C. and Columbus Day Weekend at Cedar, a typical 56 degree, 86 proof Fall Cruise with 61 boats - but bad weather marred more than the usual number of other events - Narrasketuck Invitation, as usual it seems, Block Island, Bayberry, and Smith Trophy.

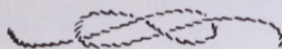
Dense fog and rough seas allowed only Boyd Max in "Lively Lady" to start the July 9th race to Block Island, one segment of the Annual Cruise Fleet, with the other entrants strung out in the bay and inlet, but conditions improved steadily over the next two weeks for the 36 boats cruising, some as far as Provincetown. A memorable occasion was SBCC Day at Mystic Seaport, where Hervey Smith presented a painting, the Burgee was hoisted at the NYYC Station, and Doc Hamlin dramatically arrived at the ensuing cocktail party in the middle of a rain squall.

Ed Macy received a special cruising award for his trip to Maine waters in the "Reverie" and the Blue Water Award was presented to Stuart Baldwin for his round-trip voyage to Bermuda in "Gardaloo".

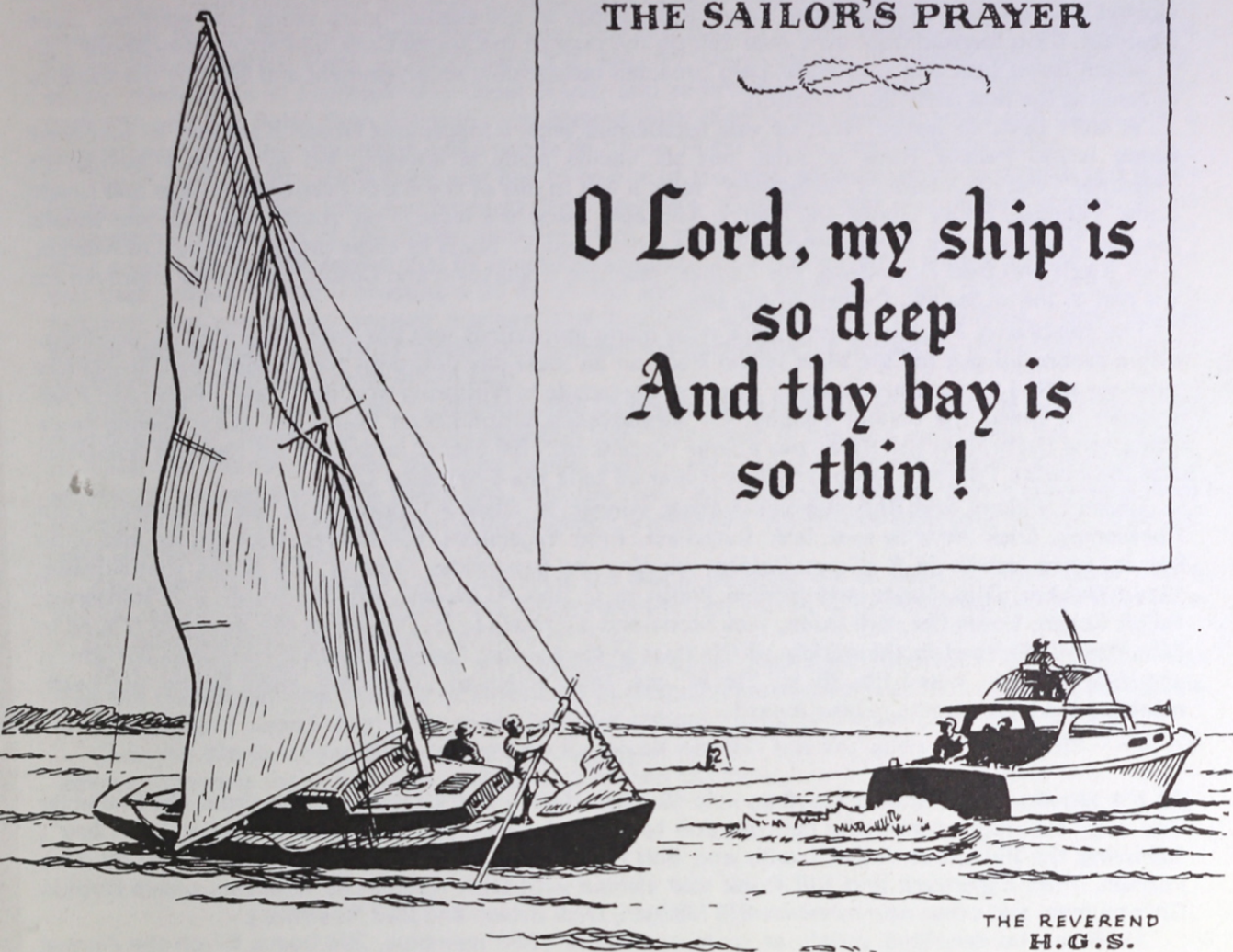
In racing, the prizes were well distributed over a large number of boats, with Capts. Cook, Ellner, Goldsmith, Heckel, Max, Rettaliata, Rosensweig, Paterson, Schwindt and Van Denburg among the leaders in a fleet characterized by at least 20 boats winning two or more prizes, out of 46 prizewinners, among them 5 gaff-riggers, 3 of them catboats. Grace Beinert was undefeated in winning the GSBYRA Women's Championship and Jack Young with "Courtesan" was active in eastern L.I. and Chesapeake waters, taking a prize in the Ram Is. Y.C. Fishers Island Race.

The Fall Cocktail Party at Cedar Lane Boatyard was another fine job by Charlie Collis and crew - with numerous trophies, visiting commodores, and Boyd Max's valiant but unsuccessful challenge of Hervey Smith's spectacular somersault and swim, in Great River on Labor Day weekend, for the SBCC Swimming Championship.

THE SAILOR'S PRAYER



O Lord, my ship is
so deep
And thy bay is
so thin!



THE REVEREND
H.G.S.

1966

At the January 1966 Annual Meeting Doc Hamil and Merritt Smith were awarded Life Memberships and newly-elected Commodore Roger Ramsdell presented to the Club the anonymously-donated BroadSides Trophy. Other newcomers to the Board were Vice-Commodore Alex Pearson, Fleet Capt. Whitey Thayer, Bill Bradt, Ralph Logan, Munn Myers and Dick Nehring.

The racing season opened with Narrasketuck, jinxed by weather again, this time the aftermath of Hurricane Alma, and after another miserable day at Bay Shore June 25th, the rest of the season was much improved, starting with a very hot July 4th weekend for the Babylon Invitation, the Ladies Race, fireworks at Bay Shore and sleeping on deck for the overnights. The West Island Race weekend, GSBYRA Race Week, the Foulke Trophy Night Race, BYC Commodore's Cup, LIYC and BYC Fall Series all had good to gorgeous weather. Only the Commodore's Race Sept. 3rd with a 50-knot easterly was unpleasant and by Monday the weather was sunny again.

Twenty-one out of the 50 yachts winning trophies in 1966 won 3 or more, which indicates both the development of the racing program and the number of boats taking part. Heckel, Simonson, Hangarter, Brown, Seidenspinner, Cook and Stone were the leaders in the measurement group, and Becker, Collis, Dwyer, Goldsmith, Nehring, Brayshaw, Hanaway, Kondor, Lorence, Max, Beinert, Evans and Lorence in A-B-C.

The Cruising Guide was published for the first time in 1966, and also established was the Cruise Committee Boat system, for coordination on long distance cruises and sociability anytime. Forty-two Annual Cruise awards were presented and 34 Green Water awards for more local cruising and snoozing.

The season ended on perfection with a cool clear Friday to start the Fall Cruise, a warm Saturday and Sunday in the 70's, enjoyed by 42 boats cruising and several more day-sailing.

1967

Having won the Foulke Trophy and thus demonstrated his ability to stay up all night, Wes Stone was elected Chanteyman in 1967, the only other change in the elected board being new governor Gene Reardon. Club membership went over 350 by the time of the Spring Cocktail Party at Bay Shore Y.C. at which Boyd Max and Bud Rosenberg provided outstanding entertainment and \$57 for the treasury in running the first Salty Sam Auction.

A shift back to wetter weather was established with a fogged-out Ocean Race and an east-wind Block Island Feeder Race in June, but six yachts made it anyway, led by Hugo Hilgendorff's "Mistress". Harry Colleran's "Windsong" took a 4th in one of the Block Island Week races and Lively Lady, Panacea, Snow Goose and Merry Ann also made the week. Fog, rough seas, rain and squalls plagued the first week of the Annual Cruise which had 37 boats in three groups led by Jud Worden, Alex Yaxis and Bud Rosenberg, the furthest reaching Edgartown and Cotuit, but things improved for the rest of the cruise and the rest of the season.

The fog-bound Foulke Trophy Race with many groundings was the only remaining unhappiness, with a record 58 out for the West Island Race on an ideal day and even the Narrasketuck Invitation came up with a sunny southwesterly day. Art Bertapelle in Windsong won the Deale Trophy and Fred Bradden in Chico the Schnur Trophy, for perseverance, around West Island and the following day's champagne party in Great River was a large success with 54 yachts rafted up. Ed Neale in Godspeed won the Foulke Trophy and Commodore Ramsdell took the Sympatico Cup.

Chester Phipps was the season's biggest winner in Class A, along with Mo Goldsmith, Paul Rosensweig, Dick Nehring and Jack Rettaliata. Fred Eggerstedt, Bill Dwyer, Dick Brown and John Beinert were leaders in B (Grace Beinert winning the Broadside Trophy); Bill Bradt, Ken Kondor, Lloyd Dobkin, Dick Daytz and Mickey Walsh in C, and Al Heckel, Bill Simonson, Bud Hangarter, Ralph Logan, Louie Orr, Bill Cook, Wes Stone and Ed Neale in M. Outside of the bay, Jack Young in "Courtesan" finished in the middle of the fleet in the longest, foggiest Marblehead-Halifax in history, and Eric Forsyth sailed his 35 ft. "Iona" the 1400 miles to Lunenburg, Nova Scotia and back, receiving the Blue Water Cruising Award.

1968

At the January 1968 Annual Meeting, Life Member Hervey Garrett Smith was awarded the Character Cup for "the most noteworthy contribution to the enduring legend and fable of Great South Bay", following the illustrious Julien Davies and Bob Paterson, and a new administration headed by Alex Pearson, Fred Eggerstedt and Bill Cook was elected with Dick Nehring as Treasurer, Lloyd Dobkin Chanteyman, and other new members Bill Milligan, Dick Brown and Bud Rosenberg.

1968 can be described simply as more and better - 388 members, 295 boats, 57 on the Annual Cruise, in various splitting and reforming groups to Peconic, Connecticut, Rhode Island and Massachusetts waters, and 70 crossing the starting line in the West Island Race. Two normal happenings were a wild and wet June Narrasketuck race, with 10 of 18 starters withdrawing, and Grace Beinert winning the Broadside Trophy, in a field of 23. Another new high was the start of 43 in the Singlehanded Creepstakes. The regular listing of each year's trophy winners in the Yearbook now has relieved the necessity of extensive mention of racing performances, naturally with the exception of unusual situations, such as the near miss of a second-place in reaching the Creepstakes finish line by Herb Glover's Grayling, which also happened to be the committee boat, giving Herb another near miss in almost being awarded the Character Cup. Uncle John, surprising everyone by going up the mast instead of into the drink at the Clambake and with other impressive credentials over the years, took the honors this year.

Some new features in the schedule were the first Character Boat Race and Boat Beauty Contest, the first SBCC Race Week, at Great River, and changing the Commodore's Cup Race to an around-West Island course for more convenient cruising and boozing over Labor Day Weekend. Bob Paterson's Brandy, with a bearded crew and Gibson Girls, won the beauty contest and the race was won by another gaff-rigger, Pete de Saix's Patience. Other noteworthy performances: Jack Young's Courtesan in the Bermuda Race again, Don Streit's second cruise to the Bahamas, Ed Ricketts' stormy spring voyage from Florida in his new Red Fox, and Bill and Barbara Dwyer's great work in running the entertainment operation.

1969

Virtually the same officers and board of the Pearson administration were elected for 1969, the only new additions being Rear-Commodore Bill Bradt, Chanteyman Ken Kondor, and Louie Orr. Two policy changes came about — the first, to further unify the membership, allowed power yachts to fly

the SBCC burgee, and the second, to insure that our fundamental purpose of cruising under sail remains paramount, limited incoming members to cruising sailboat owners.

To open the season, the temporarily dislocated Whitey Thayer gave a fine example of cruising under sail by cruising over from New Jersey, for the first of many weekends, for the Early Bird Series-Spring Cocktail Party at Bay Shore T.C. May 17. Memorial Day Weekend, with a shakedown cruise, rendezvous at Hemlock and Great River, and commissioning at Babylon Y.C. with 30 boats dockside and the Salty Sam Auction, was blessed with clear warm weather and a full moon, and a further good omen for the season was a gentle day June 14 for the Narrasketuck Invitation.

The Annual Cruise, while fairly wet had to be one of the best, with 65 yachts in outside and inside fleets, further divided into Narragansett Bay, Martha's Vineyard, and Marblehead groups. Some noteworthy personages of the cruise were Joe Hack -- getting the sails up so fast in Shinnecock Inlet after a wave doused the engine that he never lost headway, Phil Wainwright -- single-handing to Marion and back. Joyce Thayer -- roasting a 20 lb. turkey and baking cake for a fleet buffet at Edgartown, followed that evening by ancient mariner Dick Luckner, adorned with an Albatross, "prophesying strange happenings", and 1970 Yearbook Chairman Art Bertapelle for producing the finest account of an Annual Cruise in the annals of the club.

The West Island Race, with 52 entrants, had favorable weather again, and 75 made the Great River rendezvous and Champagne Party. Considerable color was added to the race course and the rendezvous by Mickey Walsh's Ark, flying the Luau banner and a crew of ukelele players, wahines and all, singing around the course, across the finish line, into the river, and far into the night, thus ending right there the season's work for the Character Cup selection committee, which was fortunate enough to be the Race Committee that day.

The Luau itself at Land's End, following the SBCC Summer Series week at Great River, was a success, as also was the weekend of the Single-handed Creepstakes, with 34 sailing, and the Clambake -- 320 dinners and 50 sailing yachts at Babylon Y.C.

Jack Young sailed Courtesan in the Marblehead-Halifax Race again, and took 3rd in class in the Fall Off Soundings. The Blue Water Award for outstanding cruising achievement went to Chet Phipps who cruised and raced Peregrinator to Isla Mujeres, around the tip of Yucatan, and return.

Over the twenty years, the boats are no longer all wooden but the spirit -- enthusiasm -- and the essence -- cruising and the raft-ups -- of our club remain the same.

