

The Agamenticus Yacht Club **of York Harbor, Maine**



Celebrating the First 75 Years
1938 to 2013

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of York Harbor, Maine

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Foreword

The Agamenticus Yacht Club was the third club to be established in York, Maine, within a 40-year period. The other two are no longer in existence. In the fall of 2009, when I was elected Commodore of the AYC, I took the opportunity to sit down and methodically read through the 70 years of meeting notes and correspondence of AYC from the start of the Club in 1937. Through the records and minutes, I found a rich history of a club that not only managed to survive some difficult times but also to prosper with a very loyal membership, and "angles" from the summer community. It was also a little yacht club with "spunk"; it filed a lawsuit against the United States of America in 1962 over paying taxes.

I knew that there was a more comprehensive story to be told, but many of the early officers and members of the Club had already "crossed the bar." Beyond the usual names and dates of the Club's history there were many personal stories that could be best told by the people who could reflect back on what the Club had meant to them in their youth. We needed to gather the context and backstories that told how we got here, today, in 2013—our 75th season.

Over the last five years, Joey Donnelly and I have been collecting the AYC history and, if we are honest, it has been far more difficult than we thought it would be when we started. As with any such project each person has a piece of the puzzle but no one has the complete picture. Everyone who worked with us was very enthusiastic and supportive but often they found it a challenge to actually put "pen to paper" and write the stories down. In the end we collected more information, documents, and photos than we could fit into a book and those that are not included here will be organized for future efforts.

For the early history of the Club we relied on the detailed trustee meeting notes and correspondences. In the later history, where the Commodores are still living we turned to them for their firsthand memories and accounts. One discovery led to another and three major themes have emerged:

The Club has consistently changed and reinvented itself when faced with new challenges—"We cannot direct the wind but we can adjust the sails."

Members and former members are fiercely loyal to the Club and have helped both financially and with their time in leadership and hands-on teaching. We are fortunate to be able to count four and five generations of families that have been part of the Club from its early days in 1937.

There is a deep respect for the weather, seas and tides, the condition of our boats, and the safety of our sailors. Over our 75-year history we have experienced extreme weather and life-saving sea rescues.

We believe that through our endeavors we have told the story of a great community of people that came of age within the backdrop of a small Maine yacht club. In times of economic and political turmoil the Agamenticus Yacht Club and York Harbor have represented a safe harbor in which to enjoy the simple pleasures of life and growing up. We are confident this story will continue for many years to come.

Commodore Douglas Tuttle (2010–2013) & Commodore Joey Donnelly (1980–1989)

August 2013



Chapter 1

Early Yachting in York Harbor



Figure 1.1: Early yachting in York, Maine, circa 1890's - Cape Neddick Harbor.

The Agamenticus Yacht Club was formed in 1937 but the story has its beginnings in the late 1880s. At that time the sailing fleet in York included commercial cargo schooners and fishing boats. But even then York Harbor was becoming a prominent summer colony on the coast of Maine. It was the summer destination for many businessmen and their families looking to escape the heat of Boston, New York, Philadelphia, and Washington, DC. Small leisure sailing boats started to appear in the harbor and, capitalizing on the influx of summer tourists, Captain Leander Donnell ran the 30ft sailing yacht *Organug*, in which he could carry 25 passengers for an afternoon of sailing or fishing (Figure 1.2). The shift from commercial to recreational sailing and fishing had begun.

Along with smaller sailing and motorized boats the summer colony of York Harbor attracted some of the largest yachts of the day: JP Morgan's 235ft *Corsair* moored in the harbor near the Marshall House (Figure: 1-3); later, in the 1920s and '30s other large yachts owned by Russell Alger, Jr. (Winchester, 225ft), Harry Harkness (Wakiva II, 239ft), and Randal Morgan (Waturus, 210ft) (Figure 1.4) were seen moored in the outer harbor.

There are some distinct physical characteristics of the harbor that restricted the use of small sailing craft for pleasure. Even to the most experienced sailor the channel from York Harbor to the open ocean is very challenging because of the force of the York River current that flows in and out every six hours. In the late 1880s there were no small engines for sailing craft and so a launch or other motorized boat had to pull a sailboat in and out of the harbor. For this reason the area known as Bay Haven (Cape Neddick), which as easier to navigate, became popular.

Nevertheless, when the York Country Club for golf and tennis was established, and the York Harbor Reading Room (1898) was founded as a men's club, it was only natural that a yacht club should also be formed and in *The Old York Transcript*, July 13th, 1899, there was mention of the first yacht club in the area:

York Harbor Yacht Club – York Harbor, Maine

One of the pleasantest organizations at York Harbor, and one especially enjoyed by the young men of the summer coterie is the York Harbor Yacht Club.

The Club was organized in August 1898, and has its quarters in a cool, airy building owned by Mr. H.W. Mason, not far from the Sea Urchin and pleasantly near the Short Sands (Harbor Beach).

About 25 members are enrolled with the following officers: Austin Riggs, Commodore; Casper Niles, Rear Commodore; Thomas P. Lindsay, Secretary and Treasurer; House Committee: P. Bonsal, Phillip Cheney, and John Niles. Their flag is a white burgee with red bars and two red stars. The social sessions of the club are most enjoyable occasions, and there is also talk of several regattas to be arranged later in the season.

Very little is known about the York Harbor Yacht Club and most likely it was short-lived. Eleven years later, in the July 26, 1910 *Telegraph*, came the report of the formation of the Bay Haven Yacht Club (Figure: 1-7).

Bay Haven Yacht Club – York, Maine

Yacht Club for York Beach – Owners of Fleet of Boats in Bay Haven Organize. York Beach, July 26th. Through the untiring efforts of Lewis W. Crockett of Manchester (NH), who has always taken great pride in showing summer visitors the little fleet of boats anchored in Bay Haven a yacht club has been formed under the name of the Bay Haven Yacht Club of York Beach.

A meeting of the boat owners was held Saturday evening in Mr. Crockett's cozy little cottage, where plans were discussed and officers elected. C.E. Nason of Illinois was unanimously elected commodore, and Alfred DeMoulpied of Manchester, vice commodore. Steps will be taken soon to make Bay Haven one of the safest harbors on the beach coast.

In the course of time, a large clubhouse will be built, and sports such as racing, rowing and sailing will be carried out. The residents are heartily in favor of Mr. Crockett's plan and are assisting as much as possible. Another meeting will be held the later part of the week, at which further plans will be discussed and other officers elected.

The Bay Haven Yacht Club was located in Cape Neddick across the bay from the Passaconaway Inn. As with the York Harbor Yacht Club, it was short-lived, operating until about 1925—just 15 years.



Figure 1.2

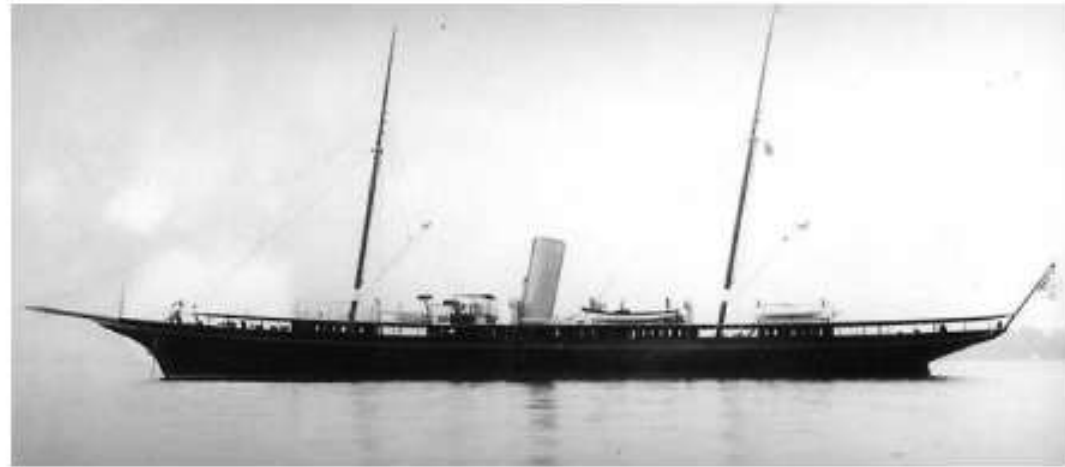


Figure 1.3

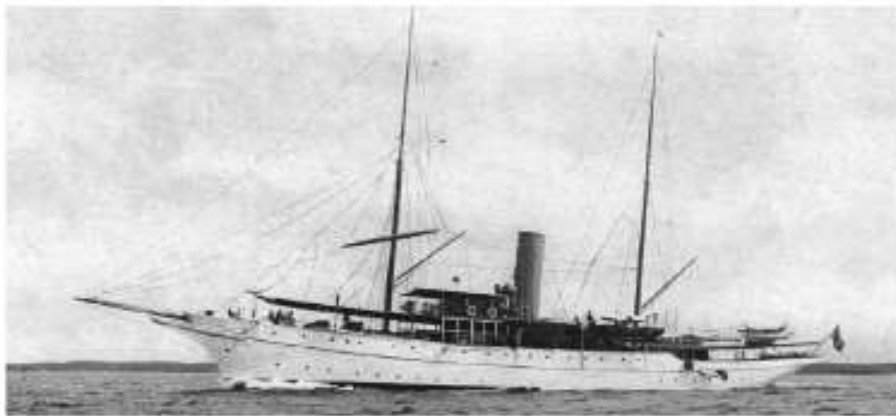


Figure 1.4



Figure 1.5



Figure 1.6



Figure 1.7



Figure 1.8

Figure 1.2: Captain Leander Donnell's yacht, the 30 foot 'Organug', capable of carrying 25 passengers for accommodation of pleasure parties. Their dock was the wharf beside AYC's current clubhouse location. Figure 1.3: JP Morgan's yacht 'Corsair' visited York Harbor in 1890 and moored off of the Marshall House. Figure: 1.4: Randal Morgan's Yacht 'Waturus' moored in the outer harbor of York. Figure 1.5: The burgee of the short lived York Harbor Yacht Club. Figure 1.6: The burgee of the Bay Haven Yacht Club of Cape Neddick. Figure 1.7: July 4, 1916 gathering in front on the Bay Haven Yacht Club in Cape Neddick. The Passaconaway Inn can be seen across the bay just to the right of the large tree. Figure 1.7: The Bay Haven Yacht Club building today - all is quiet.

Early Sailing and Racing in York Harbor

One of the early class boats in York Harbor was the York Harbor One-Class, in use in the harbor until the early 1940s. It was most likely an adapted B.B. Crowninshield design and is thought to have been about 24ft overall, and 15ft on the waterline (Figures 1-8 and 1-9).



Figure 1.8 and 1.9: Two early views of a York Harbor Class Sloop.

In 1908 B.B. Crowninshield had been commissioned to draw up a design for a class of knockabouts to be known as the Manchester 17 1/2. The class would become one of the most popular and long-lived of the Knockabouts. About 200 of the type were built in Maine, where the name was altered to reflect yacht club affiliation. Today the most familiar is the Dark Harbor 17, named after the summer colony at Islesboro, Maine, that at one time had the largest number of the boats. Crowninshield also designed a 15ft version of the Dark Harbor Class boat for Vincent Astor who used it as a sailing tender to his steam yacht, Noma. The York Harbor Class was most likely an adaptation of this 15-footer, and built by Lawlor in Boston.

Some early attempts were made to organize races with the York Harbor One-Class boats—a few of which were owned by the Morgan and Steedman families (Figures 1.10 and 1.11)—and the Legare Cup was the earliest trophy for the York Harbor Yachts (Figure 1-13); it was won in 1925 by Henry Chalfant, Jr. and his boat Red Wing. Alexander Legare, USNR, (Figure 1-12) was a summer resident who lived in Washington, DC, and later became a charter member of the Club.

In addition to the York Harbor Class there were other large sailing yachts in the area including Valiant, a 63ft sloop owned by Captain Richard Warren, USNR, with Gerard (Rardy) Amazeen as first mate (Figures 1-14 and 1-15). Rardy Amazeen would go on to play a key role in the AYC's history.

In August 1937 yachtsmen throughout the US were toasting the recent win of the J-class yacht Ranger at the America's Cup in Newport, Rhode Island (Figure 1-16).

In America's Cup history, the 1930s could be called "the Vanderbilt era" as Harold S. Vanderbilt was skipper in 1930, 1934, and 1937. He was also the

principal backer of the magnificent J's, Enterprise, Rainbow, and Ranger. Ranger—entirely financed by Vanderbilt—was the first Cup defender in 50 years not to have been designed and built at the Herreshoff Manufacturing Company in Bristol, Rhode Island, but was instead designed by Burgess and Stephens. She totally dominated both the trials and the Cup races of 1937. In comparison to both her predecessors and her contemporaries she was longer, more powerful, had a bigger rig, was better sailed, and was more refined in nearly every respect. Vanderbilt had an easy time with Ranger, beating Sopwith's Endeavour II in four straight races. The first America's Cup design to be tank-tested, Ranger was a triumph of American engineering.

The victory had far-flung effects and was celebrated up and down the East Coast. In York, Maine, on September 8, 1937—barely a month after the final America's Cup race—a small group of men came together to discuss the formation of a new yacht club. And so began the story of the Agamenticus Yacht Club.



Harry Jeanes Personal Memories

'Remembering the York Harbor Class'

As a young boy I remember sailing with Grandpa (Morgan) on his boat, Starfish, a York Harbor Class gaff-rigged sloop. Years before Starfish was always on board Waturus, his father's yacht. After they dropped anchor, Starfish would be lowered into the water and Grandpa would be sailing, which he loved.

When I was a young boy, I would wander down by Lord's Lobsters (Varrell's wharf, dating back to the 1700's) and ask the old fishermen for tales of Waturus. After Waturus was sold (she became part of the Canadian Navy in World War I), Starfish was on a mooring in York Harbor. The Steedman's had one named Duggins Dew, the Nichols was called Disgrace, and there may have been another. When we raced, races included other classes of boats including 110's, Joanna Neilson's Herreshoff, and Nat Wheeler's small sloop. Grandpa encouraged me to take the helm. I'm not certain it was always safe, but he would let us get into our predicaments and work our way out. Starfish had a main, jib, and spinnaker. The spinnaker was very large and sailing with it was sometimes scary. Lucy Mitchell (daughter of General Billy Mitchell) raced one of the 110's.

The sails were mended in one of the two York Harbor sail lofts. David Dorr ran one in the Octagon Building, next to the Sea Urchin. It originally had been the Mason Tea House. Mrs. Dorr did upholstery work there. There was another sail loft in one of the shanties by Lord's Lobsters.



Figure 1.10



Figure 1.11



Figure 1.12



Figure 1.13



Figure 1.14



Figure 1.15



Figure 1.16

Figure 1.10: A Sunday sail in a York Harbor Class boat - 'Starfish'. Starfish was owned by the Marshall Morgan family. (L to R): Harry Jeanes, Waddy Wheelwright, Nancy Greene, Marshall Morgan and Nancy Greene (daughter). Figure 1.11: Sailing in the York Harbor Class boat - 'Starfish' - late 1930's. (L to R): Marshall Morgan and Ed Greene. Figure 1.12: Lt. Commander Legare who provided the first racing trophy for sailing in York Harbor in 1925. Figure 1.13: The Legare Cup - 1925, and then later used by the Club as a trophy for the 110 and 210's. Figure 1.14: Captain Warren and friend sailing aboard 'Valiant' in 1931. Figure 1.15: (L to R) Captain Warren and first mate Rardy Amazeen aboard 'Valiant' in 1931. Rardy would go on to play a key role in the history of the Club. Figure 1.16: The America's Cup winner in 1937 - 'Ranger'.

Chapter 2

Agamenticus Yacht Club
1937-1954



Figure 2.1: AYC Opening Day and raising of the flags - July 4, 1938. (L to R) Tony Jackson, John W. Adie, Commodore Morgan La Montagne, Valentine Hollingsworth.

In September 1937 Morgan E. LaMontagne, Laurence F. Brown, C. Richard Steedman, Anthony Jackson, and John W. Adie met at the wharf of Anthony Jackson to discuss the possibility of organizing a yacht club at York Harbor. According to Club minutes the first meeting took place aboard Mr. Brown's fishing launch, *Three Sisters*, and matters were discussed during an hour's cruise off York Harbor. It was unanimously decided that, since Mount Agamenticus, long identified with York, had been a landmark for generations of mariners, the name of the club should be the "Agamenticus Yacht Club of York Harbor, Maine." It was further suggested that the artist, Clarence Busch, should be asked to design a burgee for the Club.

On returning to York Harbor, *Three Sisters* put in at the Marshall House Hotel Wharf in order to consider its suitability as the home of the new club. In a 1987 interview Richard Steedman revealed that the formation of the Club had been the brainchild of John Adie. John—a native of Cape Cod—married Helen Bayley King, from York Harbor, and was disappointed at the lack of a yacht club. He had pushed to get one organized. Steedman went on to say that because of the tidal current and the challenges of getting in and out of the harbor, it was thought best to form a club that could first acquire a motorized

launch to tow boats in and out of the harbor, and only then to identify a class boat to be raced. Thus, almost as soon as the AYC was formed it acquired its first launch: 'Agamenticus' from Kennebunkport. The founders then set their sights on identifying a common class of sail boats that could be raced (Figures: 2.11 and 2.12).

A small boathouse was built on the Marshall House dock for storing the club's gear. It cost \$100 and screws were used instead of nails so that if the Marshall House ever decided to terminate the lease the members could easily disassemble the boathouse and move it to another location. The Club did, indeed, move, but not until 1993! In true Maine Yankee fashion the boathouse was sold, disassembled, and moved. Today it serves as a garden shed in Richard Steedman's son's backyard in York Harbor.

By the summer of 1938 the yacht club had gone from one man's idea to an active reality (Figure: 2.1). There were 116 members of different levels (See Appendix A for the complete list) and they represented a "Who's Who" of the York Harbor summer colony at that time. Many of the original family member names are still on the membership register today. The first season officers were Morgan LaMontagne, Commodore; Charles L. Harding, Vice Commodore; Valentine Hollingsworth, Rear Commodore; John Adie, Secretary; Richard Steedman, Treasurer; Anthony Jackson, Fleet Captain; and Dr. Richard O'Neil, Fleet Surgeon.

A 1937 magazine article announced the formation of the Club, and noted that "York Harbor is subject to swift tidal currents and the stranger is not always happy in his anchorage." The author went on to say that thanks to a group of enthusiastic club members and the Harbor Master, six moorings would be provided for visiting yachtsman. "This innovation might well be established by other clubs."

Arrangements were made in the Marshall House to have a sitting room for visiting yachtsmen (Figure: 2.7) and to allow visiting yachtsmen to take their meals in the hotel. A steward was appointed and, in the Club's notes for 1948, the Trustees outlined his duties: Raise and lower the flag, fire the cannon—except on Sunday—wear the uniform, polish the brass, keep magazines and newspapers neatly stacked, and provide assistance to fishermen or others in cases of breakdown. The final note to the steward reminded him that "The appearance of yourself, the floats and launch are the first impressions which meet a visitor or member, and the success of the Club largely rests on your efficiency."

Clarence Busch designed a handsome new burgee (Figure: 2.3) based on the house flag of the schooner *Belle*, which sailed out of York Harbor for many years. In cooperation with the Town of York, there were seven guest moorings and 322 yachts visited during the 1938 season. Races were held every Sunday afternoon between July 4th and Labor Day. Those racing the first year were John Adie/Richard Steedman, McKim Dangerfield, John Hutchins, Marshall Morgan, Joanna Nielson, R. F. O'Neil, Jr., Nathaniel Wheeler, and "miscellaneous small craft." At least two boats were York Harbor One-Designs owned by Adie/Steedman and Morgan.



Figure 2-2

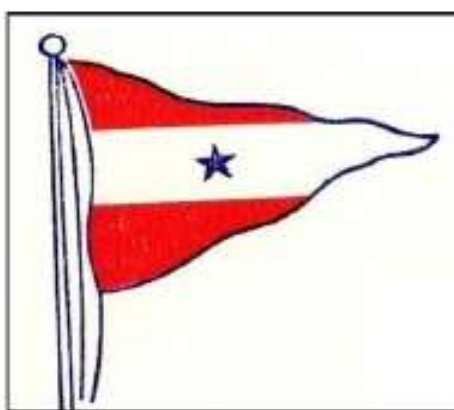


Figure 2-3



Figure 2-4



Figure 2-5



Figure 2-6



Figure 2-7

Figure 2-2: The original AYC Clubhouse on the Marshall House docks after 1938. Figure 2-3: An early drawing of the AYC burgee. Figure 2-4: Commodore Morgan La Montagne, AYC's first Commodore. Figure 2-5: Joe Fontaine and Marie Harding at AYC Dock in 1949. Figure 2-6: Dick Fremont-Smith at the helm of the Club's first motor launch - the "Agamenticus" in 1951. Figure 2-7: The AYC Room in the Marshall House about 1939. This was the sitting room for visiting yachtsman to York Harbor. The Club would provide guest moorings and the Marshall House would provide meals and a room. Figure 2-8: A bird's eye view of the Club's dock and float as seen from the Marshall House room about 1947. Note the launch at the front dock below the flagpole. Figure 2-9: A post card view of the AYC clubhouse and dock probably in the early 1940's. In the distance (middle, back) is the dock that would become AYC's home in 1993.



Figure 2-8



Figure 2-9

On Labor Day afternoon, 1938, there was a meeting to discuss the establishment of a new one-design class. Former Commodore of the Cruising Club of America, Alexander Moffat addressed the group. However, efforts to establish a one-design class that winter were not successful although several new vessels did join the fleet. Early in 1940 Joe Gerrity Jr. and Mark Hollingsworth along with Treasurer Richard Steedman were charged with "stimulating interest" in a new 110 class that would race that summer. Thus, in the spring the club purchased one 110. It proved extremely "popular with all our members" and was joined by other 110s owned by Mark Hollingsworth, Marshall Morgan, and Gilbert and Frannie Stone. In September there was a special race for 110s only and the Legare Cup, originally given as a cup for the York Harbor One Design Class was presented to the winner, Mark Hollingsworth. That same year a new "boat" house and float were established.

The 1941 season saw continued success in the development of the 110 fleet and that year's minutes expressed the hope that the class would continue to grow. But events on the world stage caught up with AYC and for the next four years (1942-1945) the club did not operate. Instead, during that time, the York Harbor Village Corporation requested that the club use its launch to provide a regular ferry service from the Harbor to the Country Club whose facilities and equipment were offered to and accepted by the US Coast Guard on duty at York, and the York Harbor Flotilla of the US Coast Guard Auxiliary for the duration of the war.

In 1946 peace returned and the Club was up and running again. There was an active race season between July and September 7. J. Gilbert H. Stone, Jr. and Frank Mauran II won the Legare cup in Stone's 110 and Nancy Greene, the younger, won the newly established "Lipstick Regatta." Once again, at the end of the season, discussion turned to the best choice of a one-design class and a group of club members met at the Adies' house to discuss the possibility of obtaining a new 210 Class boat (Figure 2.12) to replace the 110s. Members made commitments for eight boats at that meeting.

In 1947 Storer Decator became the second Commodore of the Club (Figure 2.13). Other officers included Charles L. Harding, Jr., Vice Commodore; Morgan La Montagne, Rear Commodore; Rev. Dudley Stark, Chaplain; John Stone, Fleet Captain; Maurice Fremont-Smith, Fleet Surgeon; John Adie, Secretary; Richard Steedman, Treasurer; and Frank Mauran II, Assistant Treasurer.

Commodore Decator had the challenge of rebuilding the Club membership after the War years and for the first time since the Club had been formed there was a common One-Class design—the 210—which provided the impetus for a very active and competitive racing program. Two guest moorings were offered annually and Commodore Decator also sponsored many social events after the races at Horizons, his cottage on Gerrish Island, Kittery. According to Frannie Stone Warrick, Mr. and Mrs. Morgan hosted a luncheon at the Eastern Yacht Club in Marblehead for all the new 210 owners.

The summer of 1947 saw the arrival of 11 new 210's in York Harbor:

- #107, Moreene, Marshall S. Morgan and Edward M. Greene
- #108, Like Mad II, Frances W. Stone
- #109, Shadow, Moses Williams and Fergus Reid
- #110, Cygnet, Mark Hollingsworth
- #111, Reckless Rebel, Margery Daniel Merick
- #112, Inchcliffe Castle, John W. Adie, C. Richard Steedman
- #113, Dickie, Harold C. Richard
- #114, Phoebe B. Beebe, Gale McLean
- #120, Scuttlebutt, Charles L. Harding Jr.
- #121, Tarratine, Nathaniel Wheeler
- #123, Imp, Storer G. Decator

With the new boats the Club held many new races and awarded many more cups, including the Florence H. Smith Trophy for the July Sunday Series; the Firemen's Trophy for the July Lipstick Regatta; the Vice Commodore Harding Cup for the July & August Saturday Series; the Fergus Reid Cup for the August Sunday Series; and the Secretary's Cup for the Sunday Lipstick Series. In addition there were races for the Commodore's Cup, the Horizon's Cup, and the Legare Cup. Fergus Reid transferred his one-half ownership of Shadow to Moses Williams and purchased #111 from Margery Merick; he renamed it the Lemon Peel. Rardy Amazeen of New Castle contracted to store the 210s for the winter (Figure 2.14).

Tal Adamson recalls inviting Hollywood Starlet, Margurite Chapman, whose family rented the Marshall House cottage now owned by the Childs family, to crew with him in the Reid's 210, Lemon Peel. Evidently Mr. Reid was quite entranced with his glamorous new crew member.

In a 1963 profile article in the Portsmouth Herald by Helen St. John, Rardy Amazeen was described as an expert seaman who plied the tricky waters around Portsmouth, Kittery, and York. Early in his career he was the captain of Valiant, a 63ft sloop owned by Henry R. Warren. Valiant had a great deal of brass that had to be polished whenever Warren was due to come aboard. Warren left strict instructions that after he and his sons were through with Valiant, she was to be taken out and sunk. She now lies at the bottom of the ocean off Boon Island—most of her brass and gear are at Mystic Seaport Museum, Mystic, Connecticut. The Herald article went on to say that Amazeen enjoyed sharing his knowledge of seamanship, especially with youngsters, and that hundreds of children, as well as older water lovers had benefited from of his instruction. Many ex-pupils received unexpected "refresher courses" because of his continued interest in them. A cautious teacher, his best-remembered piece of advice was: "If you don't remember anything else I've taught you, remember this: never leave the dock without two in the boat."

By the late 1940's AYC had become a strictly one-design club and boats were matched as closely as possible. Thus, when spinnakers were first used in the July series of 1948, the ensuing controversy was inevitable. The following year the club charged the Regatta Committee, chaired by Charles L. Harding, Jr., to determine whether or not spinnakers would be allowed. The Regatta Committee was to confer with all 210 owners regarding the matter. Also introduced in 1948 was a Junior Series that "must have a person of 18 years or less at the helm at all times."



Figure 2.10



Figure 2.11



Figure 2.12



Figure 2.13



Figure 2.14



Figure 2.15

Figure 2.10: (L to R) Four of the founding fathers of the Club in 1950. C. Richard Steedman, John W. Adie, Morgan E. LaMontagne, Dr. Richard F. O'Neil. Figure 2.11: 210's sailing out. Figure 2.12: Sail plan for the International 210 which would become the basis of the Club's racing fleet for over 30 years. Figure 2.13: Commodore Storer Decator at the AYC docks. Figure 2.14: Rardy Amazine at his boat yard in New Castle, NH with a few of the Club's 210's covered for the winter. Figure 2.15: Fergus Reid at the helm of his 210 - 'Lemon Peel'.

Throughout that year and the next the racing season was vigorous with 210 races each Saturday and Sunday. But early in the 1950s some members began to think that there was just a bit too much racing and that racing on Saturday and Sunday was too "vigorous"; it was suggested that one race a weekend should be adequate (Figure 2.16). Saturdays won out for racing while Sundays were reserved for picnics.

In 1952, former Jr. Member, Richard Fremont-Smith became the Club Attendant, his appointment coinciding with York's Bicentennial year. As part of the town's celebration a Navy submarine and destroyer were anchored off York Harbor inside the Bell Buoy for a few days. The Club launch took visitors out to visit the Navy vessels and there was also a spectacular boat parade on a beautiful starlit night.

For the 1953 season Rardy Amazeen and Jerry Hayes became joint Club Attendants. Marshall Morgan ran the Junior Races "most successfully" and Junior racers included Ally Fuller, Joey Donnelly, Jimmie Gibson, Carol Greene, Marie Harding, Ellie Morgan, and Chris Steedman.

The busy racing schedule continued with Seniors racing on Saturdays and Juniors on Fridays. Shadow, 210 #109 was sold by Moses Williams to Hervey Kent, renamed The Wandering Soprano, and was sailed by teenager Gloria Kent. In 1954 Hurricane Carol came through but no boats were damaged, although a visiting boat damaged "some floats." Nat Wheeler contacted Wilson and Silsby to obtain a quote for "synthetic Genoa jibs" for the 210 fleet and in November 1954 210 owners received letters informing them that the class would now be flying Orlon jibs, at a cost of \$159 each—the development was approved at the 1954 Annual Meeting. Finally, at the 1954 Annual Meeting discussion of a new launch became more serious.



Carol Jeanes Hollingsworth
Personal Memories

"Sailing with Grandpa"

Marshall Morgan, a Charter Member of AYC, was a wonderful man and grandfather.

He loved sailing in Starfish (a York Harbor Class Sloop) and his real love was teaching the joy of sailing to young children – his own and others.

I never understood the mystery of the wind. However he took me along in Starfish and (later) Moreene. I loved him and the ocean. I listened well, pumped well, and was good ballast. After me he had many intelligent sailors.

Many years later, before a Sunday 210 race, Cygnet was short a crew. Dr. Lord and Mark Hollingsworth were missing Steve Brooks. They appealed to Mr. Morgan at the AYC Dock. He offered me – saying, "Take Carol, she can pump fast, stop a spinnaker, follow orders, and stay out of the way." Not much else. Cygnet won the race.

Years later, the wind was still a mystery, but I still had a place in Cygnet. Doing not much else. Being Ballast and enjoying the Yacht Club Picnics.

Yacht Club Picnics came a long way from the elegant canoeing picnics of my grandparents which consisted of canoeing to "The Birches" to flotillas of boats filled with parents and children venturing to the Isles of Shoals, Goat Island (in Great Bay), and other remote places.



Charley Steedman
Personal Memories

Right after World War II, the club had a limited number of boats. The fastest boats were three International 110s, one of which belonged to the club. The other two were owned by members. Because of the speed differential between the 110s and the rest of the fleet, races were handicap affairs. Rather than sailing out to York Ledge or Murray's Rock, the course was twice around what was called the inner triangle. The black can (now green can #3) and red nun #4, indicating the approach to the harbor, were used for the start and finish. At that time the bell buoy was located a few hundred yards south of where it is today. This was one mark and the other was red nun #2, just off Eastern Point. The slower boats started first. In this group were the Racy Gracie and the Duggan's Dew. The former was a Herreshoff 15, raced by Johanna Neilson, and the latter the last remaining York Harbor Class owned and sailed by Jack Adie and Dick Steedman. Duggan's Dew was named after a Scotch whisky that was favored by the characters in the Tugboat Annie stories in The Saturday Evening Post. The slower boats did get a head start but they were invariably overtaken by the sleeker 110s. There is no doubt that this lack of competition prompted the club members to band together and buy a whole fleet of faster and even sleeker 210s for the 1947 season. With the arrival of the new boats, towed to York Harbor from Marblehead by local fishing boats with Adie, Steedman and other members aboard, the era of highly competitive, long races began – every Saturday and Sunday from the fourth of July to Labor Day.

AGAMENTICUS YACHT CLUB

International 210 Class Racing Schedule and Rules

1948

COMMODORE'S CUP — Saturday, July 3—2:45 P. M.
JULY SUNDAY SERIES — July 4, 11, 18, Aug. 1—2:30 P. M.
JULY LIPSTICK REGATTA — Tuesdays, July 13, 20, 27—2:30 P. M.
JULY JUNIOR SERIES — Thursdays, July 22, 29—2:30 P. M.
HORIZONS OCEAN RACE — Sunday, July 25—10:00 A. M.
HARDING CUP SERIES — Saturdays, July 16, 17, 24, Aug. 16—2:45 P. M.
AUGUST SUNDAY SERIES — Aug. 8, 22, 29, Sept. 5—2:30 P. M.
AUGUST LIPSTICK REGATTA — Tuesdays, Aug. 10, 17, 24—2:30 P. M.
AUGUST JUNIOR SERIES — Thursdays, Aug. 12, 19—2:30 P. M.
CLUB PICNIC — Sunday, Aug. 15—12:00 noon.
LEGARE CUP — Monday, Sept. 6—2:45 P. M.

Figure 2.16:

The 210 racing schedule for the 1948 season. Some members thought that it was too aggressive and it should be scaled back.



Figure 2.17



Figure 2.18



Figure 2.19



Figure 2.20



Figure 2.21



Figure 2.22



Figure 2.23



Figure 2.24



Figure 2.25

Figure 2.17: (L to R) Commodore Storer Decatur, Charles Harding Jr., Moses Williams at the 1950 Decatur's Horizon Cup Reception . Figure 2.18: Aggressive sailing in the Lipstick Regatta Race in 210's - late 1940's. Figure 2.19: Carol Hollingsworth at the 1949 Horizon's Club Reception. Figure 2.20: 'Cygnet' - 210 No: 110. Figure 2.21: Mark Hollingsworth and Bobbie Appleton eating steamers - 1950 Horizon's Cup Picnic. Figure 2.22: 210 No: 112 'Inchcliffe Castle' with Richard Steedman and Nat Wheeler in 1954. Note the small kicker motor attached to the side of the 210. Figure 2.23: AYC Clambake in 1950. Figure 2.24: Horizon's Cup Reception in 1951. Figure 2.25: Postcard view of AYC dock in mid 1950's. The new launch - 'Husky' is now in service.



Figure 2.26



Figure 2.27



Figure 2.28



Figure 2.29



Figure 2.30



Figure 2.31



Figure 2.32



Figure 2.33

Figure 2.26: The original AYC launch - 'Agamenticus' in 1951 with Nat Wheeler (dark sweater). Figure 2.27: 'Like Mad' - 210 No: 108 in 1954. Figure 2.28: Mark Hollingsworth striking a poise on the AYC dock in 1954. Figure 2.29: 210 No: 109 Shadow (Moses Williams) vs. No: 120 Scuttlebutt (Charles L Harding Jr) in 1952. Figure 2.30: Charles L. Harding Scuttlebutt No: 120 in 1952. Figure 2.31: 210 No: 123 - 'Imp' in 1950. Figure 2.32: Fergus Reid at the helm of Lemon Peel, 210 in 1947. Figure 2.33: Bill Ethridge in 1951.

Chapter 3

The Middle Years - Part I 1955-1963



Figures 3-1 and 3-2: Commodore Charles Harding and Commodore Nat Wheeler

Charles L. Harding Jr. became the Commodore for the 1955 season, with Nat Wheeler as Vice Commodore. Other officers included: James Gibson, Rear Commodore; Harold Richard, Treasurer; Henry Fuller, Secretary; Alexander Warwick, Fleet Captain; and Reverend Dudley Stark, Chaplain. Husky, a "rugged 26ft surplus World War II fiberglass launch powered with a Chris Craft Model K" engine became the new launch in 1955; the old launch, Agamenticus, was sold for \$625; Messrs Harding and Steedman were thanked for the diligent work they did in researching and obtaining the new launch. Interest in the Junior races remained high; owners of 210s were encouraged to ask their crew members to join the club; and Rardy Amazeen's salary was \$12 per day.

With the ongoing interest in the Junior Racing Program, the club agreed that "cotton sails only be used in the junior races, in order to maintain uniformity of sails and maintain competitive." Fleet Captain Alexander "Pud" Warrick agreed to help with a Junior Yacht Club for the 1957 season and Marie Harding, Martha Fuller, James Gibson, and Chris Steedman were appointed to work with him.

In 1956 the Club was offered, and accepted, the Valiant Cup. It was Captain Richard Warren's hope that the cup race should be from York Harbor to Boon Island and back, but the members felt that that would be "impractical." Instead, they said "that such a cup would be acceptable for an all-day ocean race to be determined by the Regatta Committee according to weather conditions." (Figure 3.7). The first Valiant Cup race was held on Labor Day 1957, with Captain Richard Warren serving as a crew member onboard Scuttlebutt. Despite his disappointment on not going to Boon Captain Warren was said to have been very pleased with the race.

The Club saw some changes in 1958. Charles L. Harding Jr. retired as Commodore and was replaced by Nathaniel Wheeler, with Storer G. Decator remaining as Commodore Emeritus and Charles L. Harding, Jr. becoming Honorary Commodore, and in fleets it was decided to purchase a new class of small sailboats called Puffins (Figure 3.8); the Club would have five boats for the 1959 season with another two owned by the Lustys at York Harbor Marine Service. Throughout the season the 210 fleet enjoyed competitive racing including the Stone's Cup race from York Harbor to New Castle, which was followed by a luncheon hosted by Mr. and Mrs. Alexander Warrick and Mr. and Mrs. Edmund Tarbell. Edmund Tarbell won the race in Dickie, followed by Nathaniel Wheeler in Tarratine, and Charles Harding in Scuttlebutt.

Throughout the year Paul Amazeen captained Husky with assistance from his father, Rardy, on weekends. Cash at the club in the fall of 1958 was a little tight so owners of 210s were asked to contribute \$60 each. A total of \$320 was received and the club ended the year in the black.

At the September Annual Meeting the club recorded with "great sorrow" the deaths of Morgan LaMontagne, first Commodore, and Harold Richard, Charter Member, and with "extreme sorrow" the death of "Flag Member and long- time supporter" Mrs. John Roberts. For the many years that Harold Richard was treasurer, his secretary, Miss Margaret Brennan had handled the Yacht Club checkbook. Out of gratitude for her service, the club sent her a note of appreciation and a small present. In her response she stated "I was pleasantly surprised to receive the beautiful silver cigarette box from the Agamenticus Yacht Club. Thank you so much and I appreciate the sentiments expressed thereon. Few People have enjoyed the privilege of working for so many years under such a wonderful man as Mr. Richard, as I did, and I assure you it was a pleasure to handle the finances of the Agamenticus Yacht Club."

In 1959 seven 210s and five Puffins raced actively; Edmund Tarbell represented the club aboard 'Kestrel', his Fisher Island sloop at races in Marblehead and in Cohasset; and the club held a very successful picnic on the Isles of Shoals. Henry Cadwalader became Chairman of the Puffin Committee. But money remained tight and at the end of the season 210 owners were asked to contribute \$50 and Puffin owners \$20. Fees for keeping a skiff at the club dock were raised from \$5 to \$10 for the season and \$15 for those skiffs with outboards. Over the ensuing winter the Puffin fleet grew and by 1960 11 were sailing under the Agamenticus burgee. Tom Fawcett (Figure 3.9) ran the launch and was paid \$7 per day. His work schedule was seven days a week from 10am to 6pm. The club agreed that the following year he should have one day off a week. There was another successful race to New Castle with a club picnic at the Tarbells and the Eastern Yacht Club scheduled a race to Pepperrell Cove—a clam bake was to be hosted by AYC at Fort McLary for the visiting racers at a cost of \$4 per head, but unfortunately it had to be cancelled because of weather. The club expressed extreme sorrow at the death of John Adie, long-time treasurer and one of the Club's founders and greatest promoters; Mrs. Adie presented the club with a new Adie Trophy in his memory.



Figure 3.3



Figure 3.4



Figure 3.5

CAPTAIN RICHARD F. WARREN, USNII-RET.
Box ~~100~~ 125
YORK HARBOR, MAINE

4 September, 1956.

Agamenticus Yacht Club,
York Harbor, Maine.

Gentlemen:

Unless you consider it unwise and unsafe for the 210 Class to go that far to sea, I will be happy to present a map, to be known as the "VALIANT's CUP", for a race starting at the York Harbor entrance buoys, around Boon Island, and finishing at the starting line. Depending on the decision of the Race Committee, it might be for a series of races or for one race.

This would be a permanent trophy, owned by the Agamenticus Yacht Club, with the winner's name engraved on it annually and held by the winner until the next annual race or until its return is requested by the Race Committee or the Agamenticus Yacht Club.

I submit that it might be known as the Boon Island Race(s) for the VALIANT's CUP.

Sincerely yours,
Richard F. Warren

Figure 3.7



Figure 3.8



Figure 3.9



Figure 3.10



Figure 3.11

Figure 3.3: A very early view of Husky as a Navy launch when the Club purchased her in 1955. Figure 3.4: The wooden stern board for Husky. Figure 3.5: The builder's plate for Husky - note that the boat was never officially commissioned with a hull number or date. Figure 3.7: Original letter from Captain Richard Warren offering 'Valiant Cup' trophy to the Club in 1956. Figure 3.8: Sail plan of the Puffin Class sailboats used for Junior Sailing. Figure 3.9: Tom Fawcett who ran Husky - 1962. Figure 3.10: 'Skuttlebutt' - 210 No: 120 owned by Charles Harding, Jr. - 1964. Figure 3.11: Kiwi II at a 1962 picnic on the shores of the York River.

On a Friday afternoon in July 1960, Clifton Brockstoe happened to be sitting on his porch on Eastern Point looking through his binoculars. He was watching a Puffin sailing and suddenly saw it flip over in a strong puff of wind. He raced down to the club and, with Richard Steedman, went out in Husky to rescue the three young sailors and the boat. Evidently the crew had cleated the main sheet, and after the vessel capsized had started swimming towards shore. Commodore Wheeler immediately called a meeting of Puffin owners and yacht club officers to discuss safety precautions and guidelines to include responsibilities of boat owners and responsibilities of the Club. Among the agreed items was that the main sheet should never be cleated in a small boat, that at least two boats must sail together when sailing outside the harbor, and that if a boat capsizes the crew must stay with the boat.

By 1961 the Junior-member involvement at the Club had grown: 81 Junior Racers and friends participated in the Puffin Races and the fleet now consisted of 12 boats. Puffin Races were held up-river off the Cadwaladers' dock as well as outside by Red Nun #4 and Green Can #3. More than 50 people participated in the annual Club picnic at the Isles of Shoals and a fishing boat provided transportation for club members and guests who didn't have their own boats. Chris Steedman sailed to the Isles in Inchcliffe Castle. Nomad, the 210 previously owned by Dan Tarbell was purchased by John Lord, who was welcomed into the 210 racing fleet. At the end of the season, Louie Mauran suggested that the club "initiate a program of organized activities at the dock for children in the 6-10-year age group under the supervision of the dock attendant and/or an assistant." Activities would include instruction in, "rowing, canoeing, and small boat handling." The following year would see the first "official" Junior Sailing Program. Henry Cadwalader was named Fleet Captain and Louie Mauran was responsible for overall supervision, with Carol Donnelly and Nick Strater becoming AYC's first sailing instructors (Figure 3.12). Tom Fawcett returned, with the understanding that he would have two days off a week, and the club hired an alternate for his off days. Ambassador and Mrs. Jefferson Patterson offered the club the use of the swimming pool at River House three days a week for swimming lessons—it was an arrangement that would continue for several years to come.

Commodore Wheeler reported in March 1962 the owners of the Puffins as follows:

#1	Richard Tufts	Marshall House
#2	Henry Fuller	York, ME
#3	YH Marine Service	York, ME
#4	Henry Cadwalader	Plymouth Meeting, PA
#5	Clifton Brockstoe	Hartford, CT
#6	James Erwin	York, ME
#7	David Strater	York, ME
#8	Joe W. Gerrity, Jr.	York Harbor, ME
#9	James McM. Gibson	Washington, DC
#10	Richard Earle	Ogunquit, ME
#11	Charles L. Harding, Jr.	NY, NY
#13	Alexander Warrick	NY, NY

Total receipts for 1962 were \$3,257 and expenses incurred were \$2,549 generating a nice operating surplus for the year. In the fall of that year, the 210 fleet received a boost when three families decided to purchase new boats. Chris Steedman traded the original Adie/Steedman Inchcliffe Castle #112 for Inchcliffe Castle II 328, the Morgan/Greene Moreene #107 was traded for the new Greene/Donnelly Moreene II #336, and John Brockstoe purchased Trepassy #324. All three boats were built at Graves Yacht Yard in Marblehead in the winter/spring of 1962-63 and joined the 1963 fleet.

In August 1960, David Strater had reported to Commodore Wheeler that he had received a call from the Bureau of Internal Revenue with a request to look at the Club's financial books. In 1961 the IRS made an assessment against AYC for three years of not paying certain taxes against income. On August 19, 1962, the secretary mentioned that a lawsuit was pending in the US District Court by the Club against the United States of America for taxes paid under protest and filed by the late Henry M. Fuller. On December 27, 1962 the Club, through their attorneys Sewall, Strater, Erwin, and Winston, submitted a notice to dismiss their suit against the United States with prejudice.

In the spring of 1963 the Club held the first of many winter meetings at the Dedham Country and Polo Club. These dinners were to become a fine tradition that allowed the trustees and members to have a pleasant social evening while discussing the proposed summer activities. The year 1963 saw successful 210 races, an increase in the Junior waterfront sailing programs and the continuation of the swimming classes at River House. Puffin races were held upriver at the Cadwaladers for the younger racers and outside for the older children. At the end of the season, Richard Steedman, "noted to the meeting that Commodore Wheeler had declined re-election, and that his decision had been regretfully, but inevitably accepted." Alexander B. Warrick was elected Commodore, with Edmund Tarbell continuing as Vice Commodore.



Figure 3.12: The Club's first Junior Sailors in 1962. Top row: Mark Hollingsworth. Row 2: Carol Donnelly, Hi Fuller, Nick Strater. Row 3: Billy Lord, Clarissa Cadwalader, Patty Earle, Sam Bush. Row 4: Julie Mitchell, Lou Baker. Row 5: Lucy Viele, Marion Mariner, Sherry Brooks.



Figure 3.12



Figure 3.13



Figure 3.14



Figure 3.15



Figure 3.16



Figure 3.17



Figure 3.18



Figure 3.19

Figure 3.12: Commodore Pud Warwick sailing 'Like Mad III' - 210 No: 240 in 1957. Figure 3.13: 'Nomad' - 210 No: 262 - 1962. Figure 3.14: 'Inchcliffe Castle' - 210 No: 112 owned by Dick Steedman in 1962. Figure 3.15: 'Like Mad III' - 210 No: 240 in 1957. Figure 3.16: Furniture Disposal Part 1: (L to R): Joey Donnelly, Rardy Amazeen, Ed Harding, Dave Oliphant. Figure 3.17: Furniture disposal Part 2: Burial at sea. Figure 3.18: 'Friday' on the York River with the Hollingsworth and Mauran Families - 1962. Figure 3.19: 'Tarratine' 210 No: 121 and 'Inchcliffe Castle' - 210 No: 112 in 1962.



Loulie Mauran
Personal Memories

In the late 1950's, our friends Pudge (Fleet Surgeon) and Kathy Lord, Mark and Carol Hollingsworth, Alice and Henry Brooks and Hunt Mauran were bemoaning the lack of a program like "Miss Manchester's Classes" they had enjoyed as children. I was from away having grown up sailing in Rhode Island and said, "instead of memories, let's start a sailing program". At that time there were races but no classes.

At first we hired local boys and then Hunt Mauran would post a notice at Brown University near where he and the Lords lived. We asked Club members to put instructors up and I remember asking Henry Clark if they would house an instructor and provide breakfast, dinner and a bed. Henry's answer was "No! We don't dine we eat." The classes in Puffins were at the Lusty's dock (now York Harbor Marina) and the races were up at the Cadwalader's dock. Sailors learned early how to deal with the tides.

AYC sponsored swimming classes up river at Mrs. Breckenridge's round pool, courtesy of her Daughter Mrs. Patterson. The younger children knew the center of the dark pool contained sea monsters.

At the end of the season a group of us would go to York Beach and buy little pieces of drift wood, each with a lobster pot, seagull, shell or whatever. The instructors would then write out a comment for each participant and they received one as an award.

The sailing class went for a picnic at lovely old Fort Wetherall in RI. A movie was being shot there but the only issue was that it was a nude movie. Sailing instruction expanded quickly to other areas.

Finally, I remember the time at The Birches up the river when Marion Mauran put a flaming marshmallow on her forehead "because I thought it would look pretty." Thank goodness for an ice bucket.



Henry Harding
Personal Memories

"Of Picnics and Puffins"

Long before the Shoals Marine Lab was established, AYC members took their boats to Appledore Island for Sunday picnics on the rocks overlooking the harbor. On one sunny day I remember my father's slow approach towards the Appledore rocks where we would anchor and row a short distance to the shore with our picnic baskets and libations. The approach was precarious. We wanted to be close to shore yet far enough away so that the scope of our anchor rode would not allow our boat to hit bottom. In the rush to set anchor, I recall

someone saying "throw the anchor over," which was promptly done. Regrettably, our boson had neglected to tie the rope to the anchor!

Adults and kids would row ashore and set up base camp for the afternoon's pleasures. Wicker picnic baskets—the size of small trunks—were lugged over the seaweed and rocks and somehow all cargo was brought ashore. After hamburgers, sandwiches, potato chips, and deviled eggs, kids would run through the poison ivy towards the look-out tower, which still had rickety stairs to the top. In later years, when the stairs were removed or dilapidated, teenage brothers and sisters would lift their younger family members to the next floor. It was remarkable that nobody ever fell down through the stair wells. Dodging angry dive-bombing seagulls that were nesting in the poison ivy, we would return to our picnic site to partake in the required ocean plunge, which reportedly washed the poison ivy oil from our skins. Kids didn't mind the freezing water temperatures and I recall growing old enough to snorkel and aqualung in the harbor and seeing all the WWII "treasures" off the old Coast Guard ramp.

My first sailboat was a 14ft Puffin, named Skittlebitt, a slight twist on the name of our family's International 210 called Scuttlebutt. Dave Lusty, owner of York Harbor Marine Service, introduced the Puffin design locally and to other harbors and lakes. I have a Puffin brochure that shows three Puffins sailing out of York Harbor with the Marshall House garages still in the background, before the Stage Neck Inn was built. Pictured in the foreground is John Bockstoe in boat No. 5. Was the Puffin John's earliest training for his arctic adventures? Also visible are Skittlebitt's unique blue sails. Skip Tonge crewed for me and we often pushed the performance limits of the Puffin class and enjoyed seeing how far we could heel the boat, often by sitting to leeward. One time, this turned into an unexpected capsize drill in the middle of the harbor. Puffins were large bathtubs with a 6ft beam and 14ft length. The shape was roomy enough for lots of kids, but nearly impossible to retrieve when the boat turned turtle. We were rescued in the nick of time before the boat, with its mast and sails pointing straight at the bottom, was dragged out to sea.

In the 1960s one of our favorite activities was water skiing on the York River—recent speed and conservation restrictions have eliminated this activity. The Steedman's inboard Kiwi was the perfect ski boat. Chris Steedman would launch us from the Patterson's dock, just down river from the Route 1 bridge. We would ski around the turns in the river to Sewell's bridge, where, at high tide, there was a large turning radius for the ride back up river. It was rare that another boat would be seen on the river. We would swing from one side to the other, jumping the wake. No doubt we were inspired by my brother, Ed Harding, who water-skied from Appledore Island, back to York Harbor behind our father's (Charles L. Harding Jr.) cabin cruiser Hotshot in 1953.

When I wasn't racing Skittlebitt I crewed for my father on Scuttlebutt. During the summers of 1968 and 1969, my father gave me the helm. Chris Steedman was the current champion in Inchcliffe Castle, which he also assumed from his father. Chris taught me how to sail my Puffin when I was a young boy and he became one to catch in the 210s. During one race, Husky's Launch Master, Rardy Amazeen, gave me a stern lecture after I sailed Scuttlebutt over the breaking waves of York Ledge! Husky was the turning mark, so he couldn't miss my route. I explained that I was never in danger and was only following right behind my instructor, Chris Steedman!



Marion Mariner
Personal Memories

The first instructor I remember is Hi Fuller, who picked me up by my pig tails! After Hi and Nicky Strater, I have some wonderful memories of sailing with Stan "Is everybody happy?" Davis -- he's the one who brought Nicole Cadwalader red roses on her birthday, a madly exciting event to witness for an 11 year old!

The picnics were so much fun -- Smutty Nose where we signed the guest book in Miss Celia Thaxter's empty cottage and circumnavigated the island on foot dodging angry gulls, the Tarbell's in New Castle -- does anyone else remember the time Chris Steedman put on Mrs. Tarbell's Jesus Shoes and walked out and almost across the cove, after which the older boys went water skiing, jumping into the water on one ski from the dock?

The Hollingsworth's always had their sandwiches in a long tin box, which I thought was so elegant, I am sure all the grown ups were drinking like fish, while we sipped our ginger ales.

The races were really fun especially when I finally got to crew on a 210, which I loved. Mr. Harding didn't yell at you too much, so it was OK. They all always liked to beat Chris if they could - he was practically professional.

One instructor Rusty MacPhearson put me in a hammer lock when I was 12 and my arm has never been the same since. (I am sure I deserved it). I learned a lot from crewing for Henry Harding for a couple of years, he was patient and extremely knowledgeable, an unbeatable combination to a younger kid. He taught me to set a spinnaker using dental floss for the sheet and guy in very light air. Skip Tonge really knew how to make a boat go fast by moving the tiller as little as possible. The one race I crewed for Emily Fuller I spent straddling the centerboard, which was also a good racing technique to learn but very tiring and wet. Once by mistake I emptied the contents of a bilge pump all over Jamie Tonge, who didn't bat an eye - what a good guy! But I was so mortified I never got in the boat with him again.

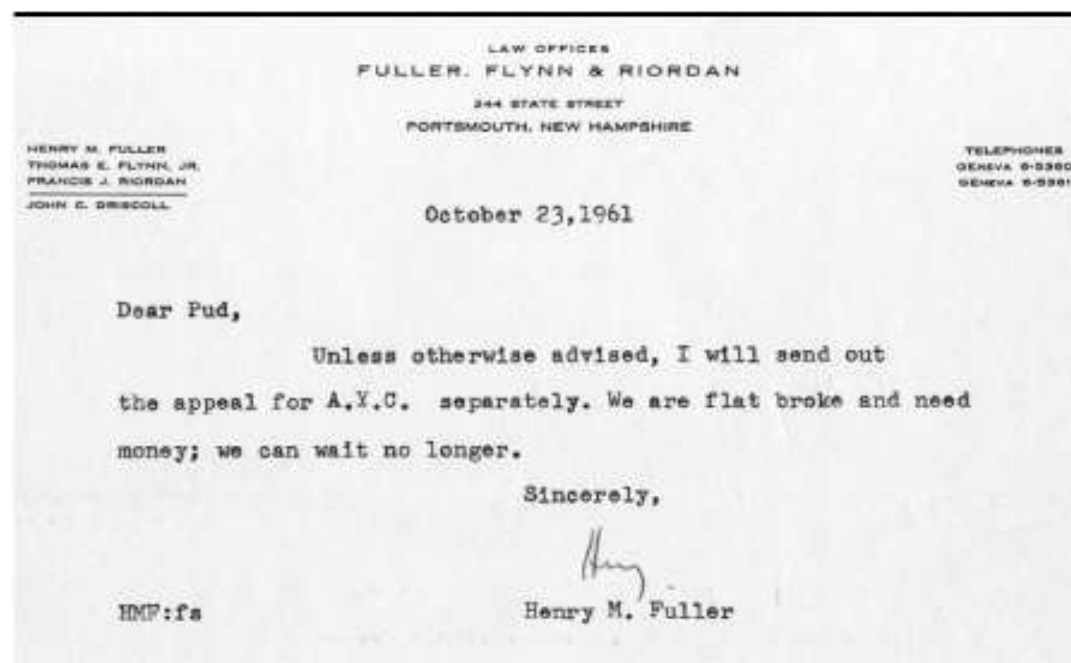


Figure 3.19: The now famous "we are flat broke" letter from 1961. In the early 1960's the Club operated on a shoe-string budget making up any shortfall at the end of the year by 'passing the hat'.



Georgia Bennett
Personal Memories

"The Puffins Fly-In!"

In 1959 a number of parents at the AYC expressed an interest in a fleet of sailboats for the younger set. The 210s, though beloved by all, were a stretch for the younger parents to afford and were a lot of boat for young sailors. After much investigation and lots of trips to other yacht clubs for advice, it was settled that the O'Day Puffins would be a good fit. They came with two

sails and the possibility of spinnakers in the future.

I can remember the Harding's boat as it had blue sails! Cadwaladers, Maurans, Hollingsworths, Straters, Gerritys, Earles, Bockstoces, and others purchased the 14 foot fiberglass boats with centerboards.

Races were held in the York River, off Henry Cadwalader's wharf, accompanied by the Husky and other smaller side craft. The tide and the mudflats combined for adventurous times! Gradually the Puffins made it out to sea, usually towed by Husky in a long line with lots of fun between the boats. Racing off the mouth of the harbor was cause for much hilarity, especially when the jellyfish were swarming. Some of our best sailors even managed to tip over at times but they shall remain anonymous.

In 1983, some brave souls organized a Puffin reunion and several Puffins showed up for the day of racing in the river. These solid little boats proved to still be fun and a challenge against our famous tides and shifting winds. A great time was had by all. Now we can only look back fondly at the old pictures and smile as we remember how the fun never stopped.

Chapter 4

The Middle Years - Part II

1964-1979



Figure 4.1 and 4.2: Commodore Alexander 'Pud' Warwick and Commodore Earl Barondes

At the opening of the 1964 season Alexander Warrick was Commodore with Edmund Tarbell, Vice Commodore. The Junior Programs continued to grow with 21 in the swimming program and 42 in the Junior Sailing classes. Stan Davis became the head sailing instructor and Husky had a new water-cooled engine. At the end of the season it was voted, "in recognition of his loyal service to the Yacht Club for many years, to give Tom Fawcett a bonus of one week's salary." The Club agreed to hold the Sears Cup Races in 1965 and use the Puffins, which would have "spinnakers of a uniform size," and to have three different "cruise" days: to Dover Point, New Castle, and Gosport Harbor.

Since the original agreement with the Marshall House in 1937 AYC had been paying an annual \$1 lease fee and it was with great formality that, in 1965 Richard Tufts, President of Pinehurst-Marshall House, Inc., personally acknowledged receipt of the fee and mentioned how much he enjoyed being in York Harbor and socializing with his York Harbor friends.

In 1966 the Coast Guard suggested that the Club needed to make some changes in Husky's fuel ventilation system. The USCG License was restricted to no more than six people on the launch and there was some discussion as to whether or not another type of license should be obtained. Then, after deciding that the expense to re-license could not be warranted, a subcommittee was set up to investigate the possibility of obtaining a second boat to help with the Junior Races. Again it was decided that the club had insufficient funds and, instead, an arrangement was to be made with the York Harbor Marine Service to use one of their boats. Far from ideal, it seemed the only viable solution to the Club's problem until Chris Steedman offered to sell them his almost new 13ft Boston Whaler for \$500.

Henry Cadwalader had a sweet little rowing boat and one day in August 1966 he proposed that he and John Brockstoe should try rowing out to Boon Island and back (Figure 4.3). Henry had rowed for Penn and John had rowed for Yale. He had calculated the tides well and concluded that they could leave his dock on a full ebb and return with a flood.

When the day came the weather was perfect and they made it out and back in about 5 1/2 hours, by alternating rowing, with the other one keeping an eye on their course, 1/2 hour on and 1/2 hour off. The story goes that while they were underway, at almost every mile they encountered one of their friend's boats, who just "happened" to be out that way. John later learned that his mother thought it was a crazy idea and had alerted all her pals to put to sea and keep an eye on them!

The year 1967 saw a revived interest in the 210 fleet and yet still there were discussions regarding an alternate fleet: the Rhodes 19 keelboat, the Rhodes 19 centerboard, and the Lightning were all possibilities; all were fiberglass and would require less maintenance than the 210s. There was even a Lightning already in the harbor and members were encouraged to try it out.

That same year Louise (Loulie) S. Mauran was elected the first woman trustee of AYC and continued as the only woman trustee until 1980 when Ala Reid, and then others, joined her.

In 1968 Earl Barondes took the helm as the Club's new Commodore with Mark Hollingsworth as the Vice Commodore. Earl purchased Wandering Soprano and renamed it Ceffl DwR. He did well with her, winning the July Series, and coming second to Chris Steedman in August. Chris won the Season's Championship followed by Earl and former Commodore Wheeler. The Steedmans, Greenes, Warricks, and Lords agreed to allow the club to use their 210s to strengthen the Junior Sailing program.

Three club outings were planned that year but the cruise to Little Harbor and the Decators had to be canceled in the face of thick Maine fog and thunderstorms. But the August outing to the Isles of Shoals took place on a perfect day and again was well attended. Treasurer Bob Fuller was authorized



Figure 4.3: (L to R) Henry Cadwalader and John Bockstoe in 1966 after their famous row around Boon Island.

to spend "up to \$50" to purchase a new cannon to replace the one that was stolen, and was further authorized to talk with World Flags Manufacturing Company of Hong Kong to discuss the production of some new burgees.

Rusty MacPhearson returned as Sailing Instructor, assisted by Skippy Tonge, and Tracey Hollingsworth was hired to help with the younger children. The annual Spring Meeting and Dinner at the Dedham Club was held at a cost of \$7.50 per person. These dinners, which previously had been restricted to board members and those who lived between Providence and Maine, were now open to all members. Commodore Barondes reported on a new fiberglass 210 that he had seen and mentioned that the prototype was too heavy in both ends and improvements would be made. He suggested that the Club might wish to look at the Soling Class, one of which was at Dion's Yacht Yard in Kittery.

For 1969 210 owners were allowed to install, at their own expense, mainsheet travelers, but their use would not be permissible in AYC races. All scheduled 210 races saw a fleet of between six and seven boats. The following year Commodore Barondes and Vice Commodore Edmund Tarbell attended the National Meeting of the 210 Association and reported that the Association wished to make the 210s more competitive with some of the new class boats. Recommendations included newer and lighter fittings and the use of "Cunningham" downhauls. A Cunningham has a cringle in the mainsail above the tack to which a line can be attached in order to apply additional luff tension while underway—a quick-release mechanism allows the tension to be slackened for a downwind leg and re-applied when on the wind. The Club decided that they did not wish to venture into "excessive modernization," and while lighter fittings would be allowed, travelers would still not be permitted in races. If a Club Member purchased a boat with a Cunningham rig they would be allowed to use it, but existing boats could not be modified. The 210 fleet remained static at six or seven with some owners finding it hard to get crew. A list of potential crew members was distributed to boat owners and they were also asked to consider members of the Junior Sailing program.

Inflation hit the Club in 1971 and Family and Racing dues were increased from \$60 to \$75. Inactive and Flag Memberships increased from \$5 to \$10. The estimate for rebuilding the clubhouse (approved in September 1970) was \$5,000. Pinehurst sold The Marshall House in December 1970 to Diamond Head Corporation, which agreed to split the cost of the new clubhouse with AYC. The offer was generous but the sale to Diamond Head Corporation was a concern to the Club, which was still leasing the property for \$1 per year.

Fred Gladstone returned to run the Junior Sailing Program with Tim Black and Clarissa Cadwalader as his assistants. Tim had reached the semi-finals in the 1970 Maine Prince of Wales Regatta and the Club was excited to have him work with members of the race program. Sally Erwin continued running the swimming program at Mr. and Mrs. John Lord's pool on Western Point and later at Mr. and Mrs. Rhodes' house, Thunder Hill. Rardy Amazeen continued operating Husky and Mr. and Mrs. Cumings gave the club the Puffin Early Bird, bringing the total number of Puffins used in the Junior Program to seven. There were two club outings in 1971, one to the Decators' Horizons on Gerrish Island and one to the Isles of Shoals; six 210s raced on a regular basis;

Tim Black and Chris Steedman competed in the Prince of Wales Cup, beating Prouts Neck but losing to Portland Yacht Club; and Sandy Warrick was a member of the MIT Sailing Team that won the 1971 Prince of Wales Cup.

Following the sale of the Marshall House, a group of York Harbor residents, all of whom were York Harbor Reading Room and AYC members, founded the Stage Neck Corporation. The leadership of AYC stressed that the Club be included in deliberations about the development of the Stage Neck waterfront. Indeed, when two individuals proposed constructing a marina they were told that any such plans needed to consider facilities for the Yacht Club. AYC sent a letter to former Commodore Alexander Warrick "as president of Stage Neck informing him of our desire to be included in any overall plans for the development of the property, with the idea to have more float space available, a larger club house, possibly electricity and water available, but no fuel facilities." The Club discussed removing the existing floats, and with the approval of Stage Neck, repairing the brow, and by early 1972 the York Marine Services had agreed to build two new floats for \$550 each and to replace the brow for \$450. Because of concerns about the safety of the old Marshall House wharf it was also voted to move the old Club house from the wharf to the land. The Trustees hoped to make arrangements with the Stage Neck Corporation to build a more adequate Club House, but in late April, Charles Harding, Jr. reported that the Stage Neck Directors had no definite plans for the Yacht Club area.

At the AYC spring meeting in 1972 Commodore Barondes reported that Tim Black would be back as the head sailing instructor and be paid a wage of \$900 for the season. His assistant, Ricky Tonge, would be paid \$350 and Paul Lusty, when needed, would make \$20 per week. Tabor Academy sold their Puffin Fleet and acquired 420s but the Club decided not to buy the Puffins but, instead, to see what type of small boats would appeal to most members of the Maine Yacht Racing Association. Again Rhodes 19s were discussed and the Club was offered a purchase price of \$2,500, a discount of 20%.

By the end of the year Commodore Barondes was noting the success of the Club's season: the Junior Sailing program was vibrant and expanding; the 210 fleet was up to 10 and had enjoyed a more vigorous racing season, as well as outings to Gerrish Island and the Isles of Shoals. Club Member Chris Steedman had sailed Dawn Piper, his 42ft Alden Caravelle, to Copenhagen, and John Bockstoe "in his scientific investigations in the Canadian Northwest Passage flew the flag of the Yacht Club from the vessel on which he was based." John Lord was thanked for donating his 210, Nomad to the Club. The Commodore entered the Mallory Cup Race and came in last; Franny Lord raced in the Charles Francis Adams Cup and Sandy Warrick entered various Star Class races. More than 40 children participated in the Junior Program using eight Puffins and various 210s and the Juniors took part in the Sears Cup, Maine Midgets, and the Prince of Wales Sail Off with interclub matches between AYC, Kennebunkport, and Biddeford Pool. AYC won the Adie Trophy in the race against Biddeford Pool and the Trustees voted to award Tim and Ricky a bonus of \$50 each.



Figure 4.4: 'Dickie' with a stiff breeze in 1973.

But, as ever, there was the matter of AYC's relationship with Stage Neck. Tentative plans included putting in a concrete abutment with a brow leading down to the floats and provisions for the installation of additional floats. The trustees would propose a long-term lease with Stage Neck and a few members wondered if the Club should not own the dock as the same people who were involved with the Yacht Club were also involved with Stage Neck. Others wondered if Stage Neck Pool and the Yacht Club should merge and own those two properties. Those in charge felt that York Harbor had a nice tradition of \$1.00 annual leases and that it should continue. The Club received a proposal from Paul Badger to "wreck" out the existing dock and pilings, install a concrete abutment with a 10ft pier for \$4,500, and put in some additional pilings for \$1,250. The Army Corps said that no new approvals were needed as there had been a dock on the site before 1899. The Club voted to authorize Richard Steedman—also a Director of Stage Neck—to discuss a long-term lease with Charles Harding, Jr. and to request that water and electricity be brought to the site.

By April 1973 the spring dinner at the Dedham Country and Polo club cost had risen to \$8.75 per head. Bob Fuller reported that he had been organizing the dinner at the Dedham Club for 10-plus years and thought that now that the Stage Neck Inn was in existence, the festivity should take place there. A three-year lease for the dock was negotiated with Stage Neck. The Junior Swimming Program was held at the Stage Neck Pool for the second year and membership in the pool was now available to members of AYC, the York Country Club, the York Harbor Reading Room, and the Piscataqua Garden Club.

Tim Black (Figure 4.12) returned to run the sailing program assisted by Ted Hayes and Louise Mauran. The Club agreed to host the Adams Cup Trials (North American Women's Sailing Championship) in early August, using the

210s, and AYC reached the Maine Finals in the Adams cup only to lose first place after an unfortunate protest. The racing season was hampered by light winds, but in most races eight of the 10 possible 210s competed. The Juniors raced against Biddeford and Kennebunk, and Dublin was added to the mix. The 210 Nomad was available to charter for the season at a cost of \$500.

It was then that Rardy Amazeen announced he was gradually closing down his boat yard so would be unable to continue storing and working on the 210s. The Club built a 210 trailer to help members transport their boats to winter storage. Member Otto Jaeger announced that his company was able to reproduce the cloth used in the red, white, and blue striped material of the old AYC neckties and contributed six dozen (Figure 4.10) ties to the club at no expense. The Club would sell them for \$6.00 each. The Club sent a thank you note to Otto Jaeger enclosing one of the new blazer patches that Bob Fuller had obtained. Admiral Stevenson was able to have AYC cap buttons produced in Scotland, and so a gentleman member of AYC could be very well outfitted.

That same year Charles Harding, Jr. announced that he had plans for a new 20ft by 20ft Club House with a porch, electricity, hot water, and a sink. Maine law required a holding tank for waste water and the estimated cost of the building was \$7,000 with an additional \$3,000 for utilities. In June 1973 the trustees signed a new 20-year lease with Stage Neck for \$1 per year but with the provision that if the lease were not renewed, Stage Neck could buy back the building at the depreciated replacement cost. The building was constructed during the winter of 1973–74 with a final building cost of \$5,600, with utilities costing a further \$3,400. Frank Witham was the contractor, Art Best the plumber, and Pete Paterson the electrician. Several members agreed to underwrite the costs.

In the spring of 1974 Commodore Barondes wrote the membership that the total cost for the new facility was approximately \$10,000. More than one-half had already been contributed by members giving from \$500 to \$2,500 each but now he requested that all members pay an assessment of \$45, which would cover the total costs.

In 1974 the sailing instructors again were Tim Black, Ted Hayes, and Louise Mauran. The Club agreed to host the Maine Midgets in August using four to six boats with Katie Reid and Brooke Southall participating from AYC. Again the Club hosted the Prince of Wales Cup and agreed to host the Adams Cup in 1975. Commodore Barondes was elected President of the Maine Yacht Racing Association. The 210 fleet raced vigorously and the season's events included the Morgan LaMontagne Race to Portsmouth with an outing to the Decators, the Valiant Cup Race, and a Crew's Race. Ron Ledge joined the 210 fleet and won both the August Series and the Commodore's (Season Championship) Cup.

While the cost of the Spring Dinner in 1975 went down to \$7.50 membership fees went up: Family and Racing from \$75 to \$100; Active from \$45 to \$60; Single from \$30 to \$45; Juniors from \$18 to \$25; and both Inactive and Flag from \$10 to \$15. Similar increases were included in the Junior Sailing Program with the cost for the Season increasing from \$60 to \$90. Tim Black again was head sailing coach assisted by Dudley Baker, Royce Barondes, and Eric Lusty.

AYC hosted both the Maine Southern Region Midgets and the Adams Cup. In the Maine Midgets, Katie Reid and Brooke Southall won a third in the Sears Cup, and Royce Barondes and Eric Lusty came in fourth place. Annie Steedman, with crew Marion Mauran, Franie Lord, and Sherry Brooks, represented AYC in the Adams Cup Finals in Marblehead. Dr. Richard Dow purchased Like Mad from the Warricks, and a full racing 210 season included July and August Series, the LaMontagne Race to Portsmouth, Valiant Cup Race, and Crew's Race.

In 1976 AYC again enjoyed good sailing despite some nasty weather. Sailing Masters were Tim Black, Dudley Baker, Royce Barondes, Eric Lusty, and Kathy Johnston. Ellen and Stu Dawson were welcomed to the 210 fleet with Banner. The Lipstick Regatta was held for the first time in several years and was won by Eliza Mauran. The Junior Sailing Program continued to be active with a highlight of an overnight at the Isles of Shoals: Husky, three 210s, and Terra provided the transportation. AYC sponsored the Sears Cup, Southern Region. Kathy Johnston, Eric Lusty, and Royce Barondes finished third out of six boats racing. In the Maine Midgets, John Wiswell and Johnny Lusty finished second. A Senior interclub race with Arundel Yacht Club was won by AYC; AYC Juniors won the Adie Cup from Biddeford, but in an Adult Challenge with Biddeford Pool, Biddeford won 2/1. The Prince of Wales Cup was won by Kathy Johnston, Dudley Baker, and Royce Barondes. At the end of the season Tim Black said that he would not be returning. His recommendation for succession included a list of young sailors who had come through the AYC Program: Royce Barondes, Eric Lusty, Kathy Johnston, and Katie Reid.

The Club continued to be active in Maine Yacht Racing Association activities in 1977 hosting the Prince of Wales races, which were conducted in America's Cup "Match Racing" fashion. The Corinthian Yacht Club of Marblehead won the race. Hod and Carol Milliken joined the 210 fleet bringing the number up to 11 boats, and the Pollacks entered races with Brandy, a 210 from Portsmouth. After a successful Horizon's Cup race there was a Club picnic on the Tarbell's lawn in New Castle. Edmund Tarbell won a Commodore's "Goof" award for participating in the Lipstick Regatta, which was won by Annie Steedman. Dudley Baker returned as overall Sailing Master with Royce Barondes supervising sailing instruction. They were assisted by Kathy Johnston, Katie Reid, and Eric Lusty.

At the end of the season the Trustees agreed to purchase a new flag pole; to determine if and how many of the sailing instructors should obtain Coast Guard licenses; and whether or not there should again be Junior 210 races. Full season Sailing Program fees were increased from \$90 to \$135, Family and Racing Dues went from \$100 to \$120, and Active went from \$60 to \$72. Loulie Mauran and Mark Hollingsworth (both with five children) suggested that there should be a "substantial decrease for those parents having multiple children in the program and providing boats"—no decision was made.

By 1978 the Junior Program had grown so much that a group consisting of Sailing Master Dudley Baker, instructors Royce Barondes, Kathy Johnston, and Katie Reid, and parents Gloria Clark, Margot Finley, Joan Jarvis, and Ala Reid hosted a meeting for all interested parents at the Clark's house. Dudley Baker explained that in the past the Puffins had been sailed by members of the

families who owned them, but now many were sailed by children of non-owners. It was suggested that some of the families with members in the sailing class could rent or purchase boats from those whose children had moved on. The cost of a used Puffin was estimated to be \$500. Commodore Barondes suggested that York Harbor Marine Service should check all the boats for safety. Dudley suggested that it was important to teach the children responsibility for boats and equipment.

The year 1979 was tough for adult racing at the Club. For a variety of reasons the 210 racing fleet had dwindled. Edmund Tarbell was racing his Kestral rather than his 210, Dr. Dow was "particularly busy," Royce Barondes was away at college, and Hod Milliken was unable to race. Commodore Barondes introduced Malcolm Douglas, a new club member with a great deal of sailing experience, to discuss other types of boats that the Club might consider. One thought was that a boat that was less expensive both to purchase and to maintain might encourage more members to buy boats and participate in the races. Malcolm suggested that the Laser was a popular small boat and could be sailed as far as the Bell Buoy. Mark Hollingsworth believed that the Puffins were on their way out, but Ala Reid stressed that small children could not sail Lasers, and Commodore Barondes suggested that the Puffins could still be used for teaching for several more years. The Club decided to ask the Newicks, who had a Laser, if they would bring it to the Club in September and allow members to try it. The trials were on a beautiful fall Saturday, and many members took part. The highlight was when an elegantly dressed Henry Brooks—in white shirt, crisp khaki pants, and a red Shetland sweater—flipped the Laser and righted it again without getting wet.

The Junior Program was still growing— with 45 children involved—and the new Senior Sailing Instructor, Chip Orcutt, was assisted by Eliza Johnston, Sam Reid, and Henry Clark III. Bob Fuller reported that Husky needed some mechanical work and it was agreed to spend \$1,000–\$1,500 on her and also to do some repairs to the Whaler. As always at the Annual Meetings the Award Ceremony was festive and many people were thanked. Special thanks were given to Treasurer Bob Fuller for helping the club so consistently and in so many ways.



Figure 4.5: Junior sailors by the Husky - 1976.



Figure 4.6



Figure 4.7



Figure 4.8



Figure 4.9



Figure 4.10



Figure 4.11



Figure 4.12



Figure 4.13



Figure 4.14

Figure 4.6: Chris Steedman - 1971. Figure 4.7: 1973 Junior Sailors. Front (L to R): Kathy Johnston, Katie Reid. Back (L to R): Royce Barondes, Sam Reid, Brooke Southall, Shappy Donnelly. Figure 4.8: Junior sailors taking instruction from Tim Black. Figure 4.9: Junior sailors before departing to a racing competition. Figure 4.10: Catching a large cod fish off the Husky while conducting a race. Figure 4.11: The custom necktie for the properly dressed AYC Club member. Figure 4.12: Junior sailors on the Husky. Note the Puffin sailing in the background. Figure 4.13: Sailing instructor Tim Black with Shappy Donnelly and Sam Reid. Figure 4.14: 1978 on 210 'Trepassey'. (L to R) Sam Reid, Katie Reid, Kathy Johnston.



Ala Reid Personal Memories

"AYC Parenthood"

My first memory of AYC is from the late 1960s when Loulie Mauran persuaded me that my daughter, Kate, should join the sailing program. A couple of years later Sam was a Beginner and from then on both our children spent hours on the water every day.

The yacht club was located below the Marshall House where the Stage Neck Colony dock is today. The dock was overseen by Mr. Amazeen, a wonderful man who knew everyone, enjoyed the children, soothed their parents, and had some inner genius for forecasting weather—or so I thought. I remember going down to the dock one day to look for Sam—I spent a lot of time looking for Sam and he was often found at AYC fishing with the headwaiter from the Marshall House. That particular morning was sunny and bright, but there was no sign of Sam. Mr. Amazeen announced that it was going to rain so he would go and get lunch, and added that Sam would come home when he was hungry—his standard pronouncement. I decided to stay for a bit. Mr. Amazeen walked away over the causeway and, as he did so, huge clouds piled up in the west. As the kids came down the river I watched from the dock, and ducked into the tiny club house when the rain came. The shower was brief and in half an hour the sun was back out. When I looked back over the causeway there was Mr. Amazeen walking back to the dock, dry as bone. It was years later that I learned he had a barometer in his glove compartment!

The clubhouse had no toilet. The children would scamper up to the Marshall House, where the owners were very generous with their facilities. When AYC decided to build a bigger clubhouse with a toilet, the old building was sold to the Steedmans. You can see it today at Charley and Julie Steedman's house serving admirably as a tool shed.

When Kate began at AYC, children learned to row and sail tiny sailing dinghies under the watchful eye of Sandy Warrick, their instructor. That first summer I remember Kate proudly landing on the AYC float without smashing the bow. Keeping track of several children all rowing in different directions was a challenge. One year, the instructor anchored Beginners and they rowed endlessly, making no headway at all. It's amazing any of them went back to class, but they did! Of course, when the anchors were pulled up, the tide might take over. I remember going down to the dock to pick up eight-year-old Sam and finding him missing. After a bit of a search, someone spotted him walking back along the Fisherman's Walk. Apparently he had gotten out into the current but was somehow able to get to shore, just before the Route 103 bridge.

In the early 1970s, AYC did not have many home-grown instructors. There were a series of students who came for a summer or two, usually staying with a club family. One year we had a boy named Fred who lived with us, and another year long-time instructor, Tim Black. Tim had spent his childhood summers racing in Biddeford Pool and over the four or five summers he was at AYC, the inter-club racing program grew. There was no organized MIRC Wednesday series as there is today, but instructors from the various programs organized a schedule among themselves, recruited parent drivers, and off we went to Kennebunk,

Freeport, and Biddeford Pool. At one time there was a cup for the AYC vs. Biddeford Pool race. I don't know if it still exists. Some sailors competed in the Maine Midgets, and according to Kate, were always thoroughly beaten. The Advanced Class was also the racing team with occasional recruits from the Intermediate Class. By this time Mr. Amazeen had retired and Bob Fuller, long-time AYC Treasurer, took on many dockmaster duties. He did everything from hiring instructors to putting out the trash and remembering to have the toilet's holding tank pumped! Bob was the glue that held AYC together. His contributions were enormous.

In the late 1970s and into the early '80s, Chip Orcutt was the sailing instructor, assisted by students who had come up in the program. Royce Barondes, Kathy Johnston Jahn, Kate Reid Koeze, Eliza Johnston Peter, Sam Reid, Eric Lusty, Ricky Tonge, and Dudley Baker all taught during those years. Dudley also rebuilt Nomad, the 210 owned by the club, but 210 racing was on the decline and a decision was made to revive adult participation by introducing Lasers.

The Laser program was an instant success. Sunny Side Up, Pirouette, Wood, and Goldenrod were just a few of the fleet that competed on Saturday afternoons. The Newicks had a couple of boats and generally sailed rings around the rest of us, but everyone had a good time. Teenagers and their parents jockeyed for position on start lines that were quite short—leaving no room for error—and howls of "buoy room" could be heard across the water. The younger sailors knew what they were doing and often knew the rules. The adults, many first-time racers, made it up as they went along; it was some of the funniest sailing you have ever seen. I offered to be on the Race Committee mostly because I wasn't too enthusiastic about beating up my body on a Laser. Chip Orcutt and I took out Husky each weekend and when we weren't laughing watching everyone learn to sail, we tried to start a few races and judge the finishes. Telling eminent AYC board members they were over the starting line early came with the territory!

I wasn't active at the Club during the late 1980s and was no longer on the board. I gave up Race Committee duties and watched from afar. But in the early 1990s, everything changed. AYC lost its long-term lease at Stage Neck and, suddenly, it was late summer and the club had no home. I got a call from John Finley asking me to come to a Saturday morning meeting at his house to talk about the club's future. Should it continue? Could we find a new dock and revitalize the program? What would it cost? How could we raise the money? It was a pretty grim morning. But by that time our first grandchild, Hugh Koeze, was a toddler and I couldn't imagine that he wouldn't have a sailing program. I agreed to help.

Amazingly there were several properties, with docks, for sale at that moment, but of course AYC couldn't afford any of them. And then a miracle happened. Fred and Hope Walsh were tenants in our cottage. When they asked to come over and talk I assumed they were moving on and I would need to find a new family for the next year. As it turned out I was half right. Fred & Hope were leaving the cottage and were thinking of buying Skinny Vinal's house, but they were hesitant to take on a huge dock. They knew of AYC's difficulties and wanted to explore some sort of arrangement that would allow the club to use the dock while they lived in the house. And so, with a lot of work, fundraising, multiple permits and many, many 8am Saturday meetings at Marshall and Joan Jarvis's Stage Neck condo, AYC reinvented itself as a non-profit corporation, built the present clubhouse and moved!

Today, the club is wholly recognizable as the descendant of the AYC of the late 1960s and a marvelously updated 21st-century version of the AYC I first knew. Happy 75th Birthday!



Kate Koeze
Personal Memories

'Lost and Found'

My first instructor at AYC was Rusty. I don't really remember his teaching me much but by the end of the first summer I could bail, row, and sail the Club's small sailing dinghies. I do remember going out in Nomad, the Club's 210, with Rusty and the rest of the Beginners. At some point he put all seven or eight of us up in the bow of the boat so he could concentrate on sailing back into the harbor. I remember Henry Cadwalader teasing me under there. Later when I was in a sailing class we took out two 210s, a boys' boat and a girls' boat. Louise Mauran was the instructor in the girls' boat. It was a hot day so we set up a stern line behind the boat and took turns getting in the water and being pulled along. It was amazing how fast it felt to be pulled through the water. Louise didn't have a bathing suit so she swam in her underwear until the boys' boat starting coming over and then she had to scramble up the high gunwales and get into the boat before they arrived.

Some of my most vivid memories are of the outings the Intermediate and Advanced Classes used to have every week. The basic schedule was 11:30am to 4pm and the children would go on a picnic and then go sailing. In one of my earliest outings the Intermediate Class had only gone as far as Godfrey's Cove, but during our picnic the fog had come in with a vengeance. I remember watching Ricky Tonge poke our way home very slowly in the Whaler and thinking how rocks in the fog all look alike and that I still had a can of pudding left in my lunchbox if we ended up not finding our way back to the Club.

As part of the renovation of removing the old AYC shack and replacing it with the building that now stands on the Stage Neck property, a section of the tidal pool was filled in and the parking lot was enlarged. The fill material consisted of lovely small white stones. There was a strict rule about not throwing these enticing stones into the harbor. Consequently, Brave Boat Harbor was one of our favorite spots because there, after eating our lunches on the bank of rocks, we were allowed to throw rocks in the water as much as we wanted. Years later when I became an instructor, I would always find good spots where the children could throw rocks into the water—they'd be happy for a long time.

There were fewer houses up the York River in the 1960s and '70s so we often went and found a wooded spot upriver for our outings. I remember having wonderful mud fights way up in the salt marsh. For a while we used the Whaler with the strongest engine (which was the Maurans') to pull us up and down the river on waterskis and later on a skim-board. One summer Kathy Johnston Jahn and I baked a birthday cake for Tim Black, the head instructor.

The plan was to surprise him with it on an outing. It was a beautiful cake. The frosting had the AYC burgee on it and we made little paper sailboats and glued them onto toothpicks for decoration. I don't remember how we sneaked it in to the Whaler to go up the river, but when it came time to light the candles, my brother, Sam Reid, added a small firecracker to the cake. As we were singing Happy Birthday and bringing it to Tim, a candle caused one of the paper sailboats to catch on fire which, in turn, lit the firecracker and the cake blew up in my face. By the time Tim saw the cake, it had a large black hole in the center of the AYC burgee and I had frosting on my eyelashes.

The Advanced Class used to go on an overnight trip every summer. For some reason, we didn't have tents so it was typically a cold, damp, and wonderful experience. One year we went to my aunt's property on Gerrish Island where I remember an epic game of flashlight tag. Several times we went to Smuttynose Island and did battle with the poison ivy and were woken by the seagulls at 4am. One morning, I awoke and looked at Brooke Southall who was in his sleeping bag near the fire. The foot of his bag was a charred mess—sparks from the fire had burnt it in the night. When I pointed it out to him he said he thought he remembered it getting awfully warm while he was sleeping. One year when I was an instructor we awoke on Smuttynose to thick fog. With no radios or GPS, we got out the chart, set a course to Stone's Rock and set off for the mainland with the Whaler and Husky towing Nomad. Chugging through the fog is an exercise in patience, but Eric Lusty held a pretty good course on Husky's compass and finally we saw a nun looming ahead in the fog. We were congratulating ourselves for being such excellent navigators when we arrived at the nun only to see that it was Murray's Rock, not Stone's Rock—we were severely off course.

Another year when I was an instructor, we took the class to Goat Island in Great Bay. It was raining so we made the students collect wood for a very long time since there wasn't much else to do. When it was all collected we lit it with some gasoline; it made a very satisfying fireball. Early the next morning we were woken up by U.S. Air Force jets taking off from Pease Air Force Base and flying low over our heads; the noise was incredible. As we packed up to go home, we couldn't get Husky running so we limped over to the marina in Great Bay at about 6am where the mechanic spoke the memorable line, "It got hot." The Advanced class was beginning to meltdown with the rain, lack of sleep, no breakfast, and now indefinite delay in Great Bay. I happened to have a bunch of one dollar bills so I gave everyone \$2 to get something at the snack bar and, conscious of all the people still sleeping on their boats, in the marina I said, "Be quiet, be polite, and don't get lost."

When I was a beginner, at the start of Fisherman's Walk across from the Edwards Harborside Inn, there was a house with a grove of lilacs growing alongside. The path to the old AYC clubhouse went past this house and through the grove. The first day I was allowed to walk to sailing class by myself I was a little worried about getting lost among the lilacs so I drew a map for myself. I didn't get lost that day but instead found AYC and all the years of fun, adventure, and friendship that followed.

Chapter 5

A New Decade, a New Fleet 1980-1989



Figure 5.1: Commodore Joey Donnelly

Early in 1980, longtime Commodore Earle Barondes announced that he had to resign his position because of his extensive international travel schedule. With his move to Ontario, Canada, coming to York Harbor on a regular basis just wasn't in the cards. Treasurer Robert G. Fuller immediately filled in as Acting Commodore. He called Joey Donnelly at his Boston office and asked if they could talk about Yacht Club business. He had previously asked Joey to be his Assistant Treasurer and they had a history of discussing AYC matters in his office. Now the conversation was somewhat different—Acting Commodore Fuller suggested Joey step up to the plate and succeed Earle Barondes as Commodore. Having learned to sail at AYC as a teenager, Joey's commitment

to the club was strong and the rest is history—in the spring of 1980 Joey Donnelly was elected Commodore Pro-Temp.

The summer season of 1979 is remembered as a sad one for the 210 fleet. In some races only two boats competed. From the beginning, most of the 210 fleet in York Harbor was maintained by Rardy Amazeen at his yard in New Castle. Unless an owner wanted otherwise, Rardy would tow the boats to York Harbor in the spring and back to New Castle in the fall. In the final years prior to his death the annual fee for maintenance was \$200 for boats stored outside and \$500 for boats stored inside. After his death, 210 owners were in for a major shock.—now it cost them well over \$1,000 each year to have less work done. More 210 owners began to acquire cruising boats, which they could maintain for the same or less than their 210s. If the summer of 1980 was to be a success, the Club needed to rev up its sailing fleet, but renewing interest in the 210 seemed unlikely.

The trials of Bunny Newick's Laser the previous fall had been a huge success and now Joey hoped they could establish a new fleet for AYC.

Annie Steedman (now Gray) agreed to help the members get a fleet discount. Joey called and visited a number of members and their families to ascertain the level of interest. The response was extremely positive. Initial orders were placed by Glenda Anderson, Henry Brooks, Henry Clark, Joey Donnelly, John Finley (two boats), Neil Freeman, Marshall Jarvis, James Johnston, Hunt Mauran, Tim Miller, Ala Reid, Tom Robinson, and Bill Weiting. In addition both Bunny and Tinker Newick already had Lasers, so the 1980 season opened with a vigorous fleet. Chip Orcutt was the Sailing Master assisted by

Katie Reid, Eliza Johnston, and Sam Reid. John Finley III had the idea of building a rack to make launching and hauling easier; two were set up next to the Club House.

The season began with great enthusiasm. Family membership cost \$120 and, thanks to the burgeoning Laser fleet, there were many new members. The first Laser races were extremely tentative. The inaugural race was held at high tide in the basin between Western Point and Harris Island. Next, and also at high tide, the fleet ventured up river to the Cadwaladers' dock. Passing under the Route 103 bridge was an interesting challenge. Some people removed their masts and had Husky or the Whaler tow them through. Others decided to sail up, heeling over just enough to enable the mast to clear the bridge (Figure 5.15). A number of masts (the Commodore's included) bounced off the underside of the bridge from time to time. But soon the fleet members became brave enough to venture out to the ocean, racing off the York Harbor beach, and then farther out. The races were great fun and very exciting. Several owners had various family members taking part, so there was a constant swapping of skippers. Initially most boats were sailed with two people on board but as confidence grew more people began to sail singlehanded. One of the tricks members quickly learned was to step onto the daggerboard as the boat was capsizing in order to right it without getting soaked. Yacht Club rules required that all Laser sailors wore life jackets—they worked like today's down or fleece vests and kept the sailors warm as well as buoyant John Finley wore a wet suit that could keep him afloat and so was given a life jacket dispensation.



Figure 5.2: 1984 Awards - L to R: Chris Robinson, Henry Clark, Tom Robinson John Finley III, Perk Miller, Tinker Newick and Joey Donnelly.

In his time as Commodore, Earle Barondes had started a tradition of refreshments, including cocktails, at the AYC weekly awards ceremony. In 1980 Joan Jarvis quickly stepped up to continue this tradition, helped by Gloria Clark. Carole Robinson, mother of Chris and Tom, became the Club's "official" photographer. At awards ceremonies, sailors ranged in age from 12 to just shy of 50 and were joined by regulars including Henry and Gloria Clark, Barbara and George Pollack, Henry and Alice Brooks, Bob and Connie Fuller, Fergie and Adrie Reid, Richard Steedman, and Ed and Nancy Greene—it was a wonderful coming together of multi generations.

With the passing of the 210s, it was decided that the Valiant Cup and Horizon Cup races should become handicap races. Edmund Tarbell did some research and came up with appropriate handicaps for the boats. In keeping with tradition, the Valiant Cup was sailed towards or around Boon Island. The Horizon Cup finished near the old Decatur property, but the sailors and various other spectator craft continued on up the Piscataqua to New Castle, where a picnic was held at the beautiful Tarbell house. In his magnificent Fisher's Island Sloop, Kestrel, Edmund consistently won the handicap races.

Former Commodore Nathaniel Wheeler had died in 1979 and his family donated all the trophies he had won through the years to AYC—they were designated for Laser Trophies.

And so the Club seemed quite revitalized. To further the celebratory spirit an annual dinner at the Reading Room was introduced to raise money for the club and to allow members to enjoy the wonderful photographs taken during the summer. In addition arrangements were made with the Reading Room for Yacht Club Members to have dinner there on Friday nights. These evenings proved very successful and frequently three generations of a family would be seen enjoying dinner there together.

At the annual meeting in 1980, several younger trustees were added to the board, including James Johnston, John Finley, Tim Miller, and Ala Reid. They joined trustees Joey Donnelly, Bob Fuller, Mark Hollingsworth (Sr.), Loulie Mauran, George Pollack, Richard Steedman, and Edmund Tarbell. The success of the Laser fleet was such that in 1981 a new rack was built and members began to look beyond York for competition. Interclub regattas were initiated with Kittery, and AYC began to host larger Laser regattas.

For the Junior Sailing Program and Races, Puffins continued to be used as they had since 1958. Dave Lusty heard of a camp that was giving up their fleet of four Puffins so AYC acquired them and boatbuilder Paul Rollins agreed to help refurbish them. Originally many of the Puffins had been privately owned but by 1980 the Maurans' was the only one not owned by the Club. The fleet included 6 Puffins and spinnakers were purchased to enhance the students' experience. In 1982, Chip Orcutt suggested that all members of the advanced sailing class should have a Laser available.

In the spring of 1980 long-term Treasurer Bob Fuller announced his wish to retire after the 1981 sailing season. John Finley III enthusiastically stepped up to the plate. The presence of the Laser sailors was now very evident on the

on the board with Joey Donnelly, Commodore; John Finley, Treasurer; Tim Miller, Fleet Captain; Roger Southall, Fleet Surgeon; and Ala Reid, Laser Chairperson. In 1982 the members voted to elect Messers Fuller and Steedman Honorary Trustees—a title they both certainly had earned and enjoyed. In his letter of acceptance Bob Fuller wrote, "As you know, the time comes to move over to make room for the younger active members to participate in the management of the club's affairs, and I see a bright future of fun and activities for the club." Richard Steedman wrote, "It seems a long time since 1938 when the club was only a gleam in the eye of Jack Adie, but I feel in the period since then it has furnished an enormous amount of pleasure and benefit to the residents of York Harbor. I only hope that it may flourish for another forty-five years." Richard Steedman continued as Chairman of the AYC nominating committee for many years to come and there probably has never been a member of AYC who has matched the long-term dedication of Bob Fuller.

Husky and Nomad remained important parts of the club and their ongoing maintenance was taken seriously. Several members joined Bob Fuller in keeping Husky "Bristol," while Nomad was maintained in a more "serviceable" manner. Great Bay Marine installed a new engine in Husky during the winter of 1981-82; Tom Fawcett continued keeping Nomad in shape. By 1982 a family membership had risen to \$150.

The Club continued as it had since 1938, operating at its leased facility at Stage Neck. However, with the change in condominium home-ownership and organization leadership, discussions with the Home-Owners Association were ongoing and not always easy. As early as 1982 AYC was considering alternative locations, but none was either suitable or available. Throughout the '80s dealing with the Homeowner's Association was to be a major part of the trustees' activities.

By 1982 there were 36 students enrolled in the Sailing Program and members competed in Kittery, Manchester, Marblehead, North Haven, and Portland. In 1982 Tom Ryan joined the board and in 1983 Bunny Newick joined the board and George Pollack became Vice Commodore. In 1982 the first "Day at the Races" event, held at the Reading Room, was organized by Margot Finley; it was an immediate success.

The season of 1983 was very successful. Highlights included the Puffin 25th reunion, organized by Georgia Cadwalader—many former Puffin sailors arrived for a wonderful weekend including a marvelous dinner at the Reading Room and an auction, which netted the club \$2,600. AYC hosted the Maine Midgets Regatta in 1983. But at the end of season Chip Orcutt, who had run the sailing program for five years, announced he would not be returning. That year he had been assisted by Eliza Johnston, Woody Brooks, and Perk Miller and the board expressed appreciation to them all.



Figure 5.3



Figure 5.4



Figure 5.5



Figure 5.6



Figure 5.7



Figure 5.8



Figure 5.9



Figure 5.10

Figure 5.3: Husky heading out - 1983. Figure 5.4: The 'New' Clubhouse located by the Stage Neck Condos. Figure 5.5: Junior Sailors rigging a Puffin. Figure 5.6: Hauling a Laser up the boat ramp. Figure 5.7: John Finley III's old Model A Ford. Figure 5.8: (L to R): Sam Reid, Eliza Johnston, Chip Orcutt, Mark Badger. Figure 5.9: Catharine Newick racing the Laser. Figure 5.10: One of the many picnics up the York River.

In 1984 longtime AYC member and racer Tinker Newick became the Sailing Director. Helping her were Henry Clark, Dave Gibbons, Perk Miller, and Chris Robinson. Again the Club held the Maine Midgets and also hosted the O'Day, Leiter, and Smythe Trophies Race. Brooks Brown and Joan Jarvis joined the board of trustees. Between Carole and Tom Robinson, AYC activities were well publicized and a marvelous scrap book was displayed at all club functions. In 1985 the O'Day, Leiter, and Smythe Trophies Races were hosted once again, as well as the Maine Midgets. Danny Kleberg placed third in the Smythe, and Charlotte Finley, with Mike Guy as her crew, won the Midgets, and went on to win fourth place in the State Championships. The Club continued hosting these regattas from 1986 to 1988.

Between 1986 and 1988 the sailing program was admirably run by young people, all of whom had learned to sail at the Club. In 1986 and '87 the four were Henry and Allen Clark, Chris and Tom Robinson, in 1988 they were Allen Clark, Chris and Tom Robinson, and Charlotte Finley. The trustees and members were pleased with and proud of the program these fine young people provided. AYC's 50th season (Fig: 5.11) was in 1988 and the Trustees asked Richard Steedman to provide reminiscences of AYC to the membership. His remarks, as usual, were clever, witty, and thoroughly enjoyed by all.

Jessie Sheppard became the director of the Sailing Program in 1989 with Allen Clark, J.P. Billideau, and Chris and Tom Robinson assisting. Our sailors went to other regattas but AYC was no longer the host club for Maine Regattas, as it had been for the previous several years. MYRA (Maine Yacht Racing Association) decided the regattas should be rotated among various clubs. AYC's relationship with the York Harbor Reading Room continued to develop and Margot Finley organized a barbecue and square dance at the Reading Room. Alternatives to the Puffin Class were constantly being explored.

Throughout the 1980s AYC continued to elect new members to the Board of Trustees: Tom Robinson in 1985, Barbara Pollack in 1986, John Guy and Ginger Richard in 1987, Charles E. Orcutt in 1987, Paul Bilodeau, Tricia Fox, and Sam Reid in 1988. Then, at the end of the 1989 season John Finley III succeeded Joey Donnelly as Commodore and another era for the Club began.



Figure 5-11: The Club's 50th season celebrated in 1983.



William R. Baker, Jr. Personal Memories

Recollections of an AYC Crewman, 1962–72

In the summer of 1962 I was ten years old when the entire Baker clan of six piled into my father's car, a Buick the size of an aircraft carrier. It was August and we were headed from Rochester, NY to York Harbor, ME, for our annual visit with my grandparents and other family and friends. My father was a big man and he needed a big car. As the oldest child, I rated the front seat, between my parents. I remember listening to a New York Yankees game on the radio and being schooled in names such as Mantle and Maris, Berra and Ford as we kerplunked toward New England along the cement slabs of the New York State Thruway. The best part of the journey, after ten hot and exhausting hours on the road, was cruising by the beach hill, seeing the ocean for the first time, smelling the salt air, and knowing that Eastern Point and my grandparents were just minutes away. York Harbor was the most special place on earth.

The big news that summer was that all the kids would be taking sailing lessons at the Agamenticus Yacht Club. I can't say that becoming a sailor had been much on my mind, but the fact that the lessons would permit more time on the golf course for my father and more time on the beach for my mother and three-year-old sister meant that the three Baker boys would become sailors. In 1962, our instructors were Nick Strater and Carol Donnelly. I don't remember too much about Nick, but I think he taught me how to row a dinghy—something I found I liked to do. I vividly remember Carol teaching my classmates and me how to tie a square knot and a figure eight. It was on a rainy day in a snug and dry boat shed in a grove of white pines behind the York Harbor Marine Service then simply known as "Lusty's." Carol was patient and really nice. She still is.

Evidently, the sailing program was a success and credit for the idea and its early organization and staffing are owed, I later learned, to Loulie Mauran. In the summers that followed, I, like so many others who spent only a couple of weeks in York Harbor, became a crew member, as opposed to a skipper. That was okay with me as my skippers—Georgia Cadwalader and Emmy Fuller come immediately to mind—were always good. Emmy's older brother, known as Hi, was an instructor. Hi was very cool. I remember one morning in the early '60s when Hi and I were sailing up the channel in a Puffin and the tiller broke in two near the rudder. Curtains for us, I thought. Not so—Hi sat on the transom and steered us in with one hand on the rudder. Breaking a basic rule of boating, Hi never wore shoes. He never wore shoes anywhere; his feet were so tough he could walk the length of the rock-strewn driveway of the old AYC when it was located below the Marshall House without even breaking stride.



Figure 5-12



Figure 5-13



Figure 5-14



Figure 5-15



Figure 5-16



Figure 5-17



Figure 5-18



Figure 5-19

Figure 5-12: 1987 Admiral's Cruise in the Husky. (L to R): Charles Harding Jr., Ed Marshall, Bob Fuller, Fergus Reid, Ed Greene. Figure 5.13: Admiral's Cruise. (L to R): Ed Marshall and Ed Greene. Figure 5.14: Bob Fuller with a very large stripper. Figure 5.15: How to get your Laser under the RT. 103 Bridge - 1980. Figure 5.16: (L to R): Woody Brooks, Perk Miller and Chip Orcutt - 1983. Figure 5.17: Rigging a Puffin in York Harbor. Figure 5.18: Racing Lasers out of the Harbor. Figure 5.19: Edmund Tarbell aboard Kestrel in 1986.

To this day, I think of Hi whenever I'm ooching and ouching my way across our driveway in bare feet.

Tom Fawcett and then Rardy Amazeen drove Husky during those years. Mr. Amazeen was very shipshape, always dressed in khaki, and he had a curious laugh—the exact cackle of which my brother Dudley soon mastered. Tom was more approachable. One Saturday I begged him to take me along on Husky for the afternoon's 210 race, for which he would call the start, set the marks, etc. It was sunny and windy and the sea was up. I think he knew I would become seasick, but he let me come along anyway. Onboard Husky, bobbing up and down while anchored at Murray Rock waiting for the fleet to arrive, Tom—bare-chested and catching the rays—read a book while every so often lifting one of my eyelids to be sure that my nausea and vomiting hadn't killed me. By the mid '60s, I had graduated to the Advanced class. From that period, I remember a parade of sailing instructors, including Stan who wore an ascot on even the hottest days; rumor had it that he wore it to hide a scar or tattoo, but my sources were hardly reliable. Next was Rusty, who taught for a couple of summers. Rusty was a student at Colby College where he played ice hockey. I remained on the crew list, and that was fine with me. I loved to join in the 210 racing. I always enjoyed crewing on Moreene with Joey and Carol Donnelly, who continued to teach me the finer points of sail trim and racing.

On the "home" front the Bakers had graduated to month-long rentals, and Mark Hollingsworth, Jr. was adopted as a fourth brother—life in a raucous household of predominately boys was much more exciting for Mark than spending time with his three, soon to be four, boring sisters. We found that there was strength in numbers, especially during some brushes with "The Law" (my father). Perhaps the most (in)famous of run-in was the "jock-strap-that-nearly-burned-down-the-house" incident. Only Henry Harding had a legitimate alibi. Allegedly, it was youngest brother Gregory who decided to dry the wet item by suspending it from a ceiling light fixture. It was tough going for a few days afterwards, but we survived. Gregory went on to become a golfer and a superb athlete in just about all sports. Dudley and Mark continued to focus on sailing. I guess I did too, while at the same time discovering that one of Mark's sisters wasn't so boring after all.

In the late '60s, despite what seemed to be endless wars, riots, and assassinations occurring everywhere else, life in summertime York Harbor and at AYC continued in its blissful, almost hermetically-sealed, way. We didn't realize how lucky we had it. But Dudley, Mark, and I did know we were lucky when, in 1969, we began crewing for Chris Steedman on his red 210, Inchcliffe Castle. Chris was unquestionably the area's best sailor, rivaled only by Edmund Tarbell and, amongst our contemporaries, Henry Harding. Chris's expectations were simple: win every race. In working to meet his demands we became a good team. Things only got better when Chris and his new wife, Annie, purchased a beautiful dark green 42ft Alden Caravelle yawl, which they named Dawn Piper. Dawn Piper became their home and introduced us to new horizons. The years 1970 and 1971 saw Dawn Piper racing in the local Whaleback Race out of Portsmouth and the overnight Monhegan Island Race sponsored by the Portland Yacht Club.

A memory from that period is of a Monhegan Island Race with Edmund Tarbell and Doc Lord aboard Dawn Piper, along with Chris, Annie, Dudley, Mark, and me. After a stormy night beating back from Monhegan, the morning brought a drop in wind and a glimpse of the sun. As we turned the corner for

the final run up to Falmouth Foreside, the departing mist revealed a Concordia yawl of our size just ahead on a similar heading. I can't remember how we finished the race, but I know we beat that yawl with some pretty precise tacking in a light breeze, and with Edmund positioned on the foredeck reading the current by the tilt of the lobster buoys.

The following February, during my sophomore year in college, I received a letter from Chris and Annie inviting me to join them as crew and watchstander for Dawn Piper's transatlantic crossing, which was being planned for the following summer. I readily accepted. The three of us set sail on June 12, 1972. After 32 days at sea, Dawn Piper passed Lizard Point and dropped anchor at Falmouth, Cornwall, England. That journey was the thrill of a lifetime; it was completed ten short years after my first sailing lesson at AYC. For that lesson, and the ones that followed, I am forever grateful.



John Guy
Personal Memories

In the summer of 1985 a couple of the AYC racing teams went to Brooklin, Maine to compete in a state event. My son, Mike and Charlotte Finley were on one team. They were fortunate to stay with E.B. White's stepson, Roger Angell. After not faring very well in the races, Mr. Angell took the two of them to "the Barn" at E.B. White's house. It was a treat for them to see where Wilbur stayed, to see spider webs made by Charlotte's descendants and to swing in "the swing". Ten years later my son visited Mr. Angell in his office in New York to talk about his Senior Thesis on the works of E.B. White.

When I think about it, AYC was the foundation for all my kids and their lifetime love of sailing. Tim went on to be both on the Dartmouth College Dinghy Racing team as well as the Big Boat Team, which came in second in the nationals in 1990 at Annapolis. During the summer after his junior year, he taught sailing in Marblehead at the Pleon Yacht Club. He continues to sail in various races such as the Bermuda Race, the Halifax race, the Fugawe and many others. Sarah also put her AYC skills to good use. One summer, during college she taught sailing at Merrivista, a private summer camp in New Hampshire. She continues to sail whenever the opportunity arises. Our youngest Conor has also continued the sailing tradition. Every spring, he has been an invaluable member of the team sailing a 42' Pearson north from the Abacos. He now is restoring a sailboat and teaching sailing in Brooklyn, New York.

Chapter 6

A New Home

1990–1995



Figure 6.1 and 6.2: Commodore John Finley III and Commodore Marshall Jarvis

John Finley had come to York Harbor as a “marriage transplant” in 1969 and when the AYC acquired its Laser fleet the “New Hampshire mountain boy” learned to sail, became involved with the Club and eventually became Commodore. As he took over the reins from Joey Donnelly, he found himself immediately thrown into the crisis of finding a new location for the Club and building a new facility that could accommodate the needs of a well-established Junior Sailing Program.

When the Marshall House was demolished in 1969 a group of Reading Room members bought the land now occupied by the Stage Neck condominiums and the Stage Neck Inn with the intention of having control of the future development of the area. They worried that a developer would “go crazy,” building something wholly unsuitable for the community. Sadly, they neglected to include, in their ownership documents, anything stating that AYC, now located on the land, would have a permanent home. For some years the sailing program had been growing while, at the same time, more Stage Neck homeowners wanted boat space. Despite the fact that several homeowners were loyal supporters of the Club and there was ample space for all, an arrangement could not be struck and in 1992, the condominium community decided to take over the AYC Clubhouse for its private use. It was a disaster for the Club and a call to action. John Finley was faced with the unhappy duty of finding a new home for the Club.

There was, however, a happy confluence of events: At the same time as the Stage Neck Association did not renew the lease for the Clubhouse, Fred Walsh was buying Skinny Vinal’s house and dock but had little need or interest in the dock. With the help of John Campbell, Esq. who provided his time

pro bono, a deal was struck: the Club would take over the dock with a 50-year lease. The Club would be responsible for the maintenance and upkeep of the dock—then in very rough shape—and make an annual contribution to the Walshes’ tax bill. The relationship has worked well for 20 years.

When the Club signed the deal (Figures 6.4 and 6.5), the property consisted of a lobster pound (not suitable for a club house), a rickety dock, a nearly hopeless float, and no money in the coffers. Within two weeks they had raised in excess of \$200,000 starting with a major contribution from founding member Richard Steedman; almost all the money came from Reading Room members who were or had been AYC members.

During the fall and winter of 1992–93 AYC built its present club house and cleaned out the old club house and grounds, including the racks and ramp. In a final act of defiance members sawed down the flag pole, which Bob Fuller had installed at Stage Neck, and re-installed it on the new dock. They fixed up the dock, added a new ramp and float, and by June 1993 the Club was better than ever.

In 1993 John Finley stepped down and Marshall Jarvis took over as Commodore. Marshall had been closely involved in the legal side of AYC’s move to the Walsh dock and the AYC Board had asked him to set about turning the Club into a 501(c) (3) non-profit corporation. With the able help of Ala Reid, he hired Jeffrey Horwitz, Esq. in Boston to handle the transactions—Horwitz’s firm specialized in non-profit corporations and he successfully converted AYC to a legal non-profit entity; there have been great benefits from this conversion.

First, the Club became a community sailing program that accepted anyone in the York area who wanted to sail—it was no longer an exclusive enclave of York Harbor, and the Club became more popular. In the final years at Stage Neck, the training program had become a more formal operation and parents were required to pay for their children’s involvement before the season began. The Sailing Program now expanded and under head instructor

After 53 years

Agamenticus Yacht Club trims its sail for last time

Figure 6.3: Headlines of an article in the York Weekly dated: August 18, 1992 that proclaimed the demise of the Club unless a new location was secured.



Figure 6.4



Figure 6.5



Figure 6.6



Figure 6.7



Figure 6.8



Figure 6.9



Figure 6.10



Figure 6.11

Figure 6.4: Skinny Vinal's dock and lobster shed in 1993 after a major storm, and just prior to AYC building its new clubhouse. Figure 6.5: Another view of the docks. Figure 6.6: (L to R) Commodore John Finley III and Stu Dawson showing the fighting determination to get the Club to its new location - opening day, July 1993. Figure 6.7: (L to R) Vice Commodore Michael Ciacetta on the Opening Day 1993. Figure 6.8: Ribbon cutting for the new Clubhouse by Commodore Charles L. Harding. Figure 6.9: Commodore Marshall Jarvis. Figure 6.10: (L to R) Ashley Knaysi, Ian Stuart, Commodore Earl DeR. Barondes, Robert G. Fuller, Commodore Joey Donnelly, Commodore John Finley III, Commodore Marshall Jarvis, Commodore Alexander Warwick, Commodore Charles L. Harding, Jr. and Henry Harding. Figure 6.11: A new class of boat introduced to the Club - the Optimist.

George Monahan, a formal, written curriculum was established for sailing instruction—the Program would no longer act as a quasi daycare program. Due to the popularity of the program, a waiting list was established well ahead of the summer season and preference was given to returning sailors. Memberships, too, now had to be paid before the season. The net effect of these efforts dramatically raised the Club's income. In 1989 total revenue, including donations, was \$16,500; by 1995, revenues had doubled to \$32,800 including donations of \$2,400.

Another major effort undertaken by Marshall Jarvis was the construction of a new club house. Seven different permits, including one from the Army Corps of Engineers, were needed. FEMA required a new building height, which unfortunately upset the neighbors behind the Walshes. Chuck Ganem, a construction engineer and Club member, from Cape Neddick, oversaw the cost and construction of the new building, and did the work gratis. The contractor was Brian Batson who was also building Northern Edge, a large shrimp fishing boat. He wanted to keep his boat at the Club dock in the winter for a fee—19 years later it is still there. The structure before ours was destroyed in a major storm; only time will tell how the new oak pilings and building height will survive the next 100-year storm.

Finally, AYC upgraded its sailing fleet. The beloved Puffins were in deplorable shape and beyond repair and so, as replacement, four Optimists (Figure 6.11) —easy to use and pretty indestructible—were purchased in 1993. The last of the Puffins was sold in 1995. Then, to upgrade the fleet for intermediate and advanced sailors, four JY15's were purchased in the spring of 1995. Each new fleet was an immediate success and new boats were acquired as the program grew.



Sam Reid
Personal Memories

'The Goings and Comings of 210s'

I first came to AYC as a student in the Beginner class in 1969. From there I continued through each level of instruction before becoming an instructor and, later, a board member. During that time, the 210 fleet faded away, the Lasers arrived and departed, the club house relocated and the club became a 501c3. I have enjoyed watching AYC grow, change, and evolve over many summers.

My love of 210s meant that I clung to the last remaining boat like a terrier to a bone. I would launch Nomad in the spring, pull her in the fall, and maintain and store her over the winters for, roughly, five or six years. I had Hank Brown

build a new mast for her and Marshall Jarvis was kind enough to replicate her gooseneck in his machine works out of a single piece of metal. It was the late 1980s and the mooring process in the harbor had become much more formalized... I suggested to the Board that by keeping Nomad we would be keeping the mooring, surely a good idea. Thankfully, they agreed. In 1992 word reached me that two 210s, Trepassey and Fragrant Concubine, were for sale. They had been owned by the father-and-son racing team of the Barondes family and had been stored in a large barn in North Hampton for 15 years, never seeing the water in all of that time. Charlotte Finley and I went to visit them and came away having agreed to buy them. Charlotte chose Concubine and I chose Trepassey. Each boat needed a good deal of work before they could be relaunched but Trepassey was soon sailing in southern Maine waters again and has done so ever since. While restoring Trepassey I found my initials carved in the styrofoam flotation way up in the bow—from 1974 when I was 11. I had many happy memories of sailing on her when I was little, but now I had found solid proof!

More recently, Mark Hollingsworth jumped into the 210 world with both feet. He first purchased Moreene II and later Cygnet. Moreene II had been sailed out of York Harbor for many years by members of his extended clan, the Morgan and Greene families (hence the name). Mark had her restored and kept her in my sister's barn for a winter to keep Trepassey company through the long months. When new, Cygnet was owned by his father but she had long departed the southern Maine waters. Somehow Mark, who lives in Ohio, was speaking to a boatbuilder there and the subject of 210s came up. The builder said he had just restored an old 210. Mark asked what hull number it was and was shocked to hear "110," the number of his Dad's boat purchased in 1949! Even though he already had Moreene II, he purchased Cygnet.

Trepassey and Cygnet, now both moored in Pepperell Cove, have had some fun in the past few summers reaching to windward side by side.



Dudley Baker
Personal Memories

'A Life at AYC'

I think it was around 1962 that I first started taking lessons at AYC. In the early 1960s instructors I remember were Carol Greene (Donnelly) and Nick Strater. Early lessons involved a heavy dose of learning to row in very uncomfortable orange kapok-filled lifejackets. One of the coolest things we did was flip a large Old Town Canvas canoe in the middle of the harbor. As it moved swiftly with the current, we were encouraged to swim underneath and

pop up in the air pocket. Pretty slick, we all thought. It was also great training for being comfortable in the water.

In those days there were a lot of great family picnics that, for an 8–12-year old, were magical. To go all the way out to the Isles of Shoals was such an adventure. Even going up river to the Cove was pretty neat. Henry Cadwalader would bring either June or Caroline, both older wooden boats. The Childs had Child's Play, Dick Steedman had Kiwi, and Dave Lusty had Friday. These three boats were all Palmer Scott 18s, some of the first fiberglass boats built in New Bedford in the 1950s. Other boats I remember were Chris Steedman's Road Runner, Mark Hollingsworth's Phalarope, Pudge Lord's Surveyor, Pud Warrick and Bob Fuller's jointly owned Awful Warful, and Jeremy Wood's LGB, (Long Green Boat).

In the mid to late 1970s, sailing instructors included Tim Black, Ted Hayes, Louise Mauran, and Royce Barondes. In 1973 I started driving the launch and teaching with Tim Black and Louise Mauran. This lasted until 1978, I believe. We all got along famously. I can only hope that the kids we taught learned something, and weren't too scarred by the experience!

Yacht club members and officers who were so important at that time were Ala Reid, Louie Mauran, Bob Fuller, and the Commodore, Capt. Earl Barondes, USNR. They kept the club going on a day-to-day basis and were instrumental in making everything work at the new location beneath the Marshall House. Dick Steedman and Pudge Lord were also critical players. Both lent a sense of gravitas when it came to respect for the ocean and proper seamanship. Whenever AYC hosted a major race, such as the Mallory Cup or Adam's Cup, Dick Steedman could be seen out in Kiwi standing by as a stake boat, no matter how rough it was—Kiwi was not a dry boat!

In June, I would arrive early to help get the boats ready. This included cleaning up and painting Husky, as well as painting the bottoms of and fixing up the 210s, Nomad, Trepassey, and Fragrant Concubine—boats that were stored at an old airplane hangar in North Hampton, NH. Normally, Commodore Barondes's 1964 vintage blue Oldsmobile convertible, (four barrel carbs, large V8 engine), served as the towing vehicle. However, one summer, it wasn't road-ready when we needed it.

Thankfully, I had a 1951 Chevy pickup truck that had a good strong hitch. Believe it or not, we would take Route 95—pretty dicey considering the truck wasn't much good for speeds over 45 mph and had a cooling system that was challenged in temperatures over 80.

Commodore Barondes was full of positive energy and was a great flag waver for the Yacht Club program, but especially for the Saturday 210 races. Thinking back, Capt. Barondes had as much fun during the summer as we did. He made a habit of coming up to the instructors' apartment (across from Foodland), banging on the door at around 0800, with coffee-to-go and a big smile on his face—just to make sure everyone was getting ready for the first class of the day.

Just before the start of one season, Tim Black and I were told that, for liability reasons, we needed to get our USCG launch driver's license. We filled out all the paperwork and sent it to the USCG Portland Marine Inspection Office. We were given a test date and also told that with so little documented "sea time" our licenses would be limited to within York Harbor. Well, Tim and I didn't study; how difficult could a test be for a license that would only be good for the

harbor? On our drive up we did quiz each other briefly on the basic rules of the road. We both flunked. I remember complaining to the Coast Guard Lieutenant who administered the test as to the unfairness of including a question on the specific lights carried by a submarine while surfaced at night. How many submarines were we going to encounter in the harbor? In the end, we took the test again a few weeks later and passed. I still have my long-expired USCG license stating my authorization "to carry 6 passengers or less, no more than 600 feet from the Agamenticus Yacht Club dock."

Constant companions aboard Husky during this time frame were Alan and Henry Clark, neither of whom could get enough of sailing, power boating, fishing, etc. – anything to do with the ocean. I remember one time when a 210, going at a good clip, was sailed squarely onto York Ledge during a Saturday race in early July. The only way to get a towline to the boat was to swim it over. This I did with great hesitation, as the water was so cold. I remember saying to Henry, before jumping over the side, that he was in charge and was to keep Husky's bow into the seas as best he could. A tow line was finally secured to the 210, and we pulled the boat safely off the rocks with no major damage. I think Henry was about 11 or 12 years old at the time. Afterwards, I received a stern lecture from Dick Steedman as to the importance of having aboard a good long heaving line with a very heavy monkey's fist. I assured him I would immediately secure one as I had no intention of ever going in such cold water again.

For extra-curricular activities, a lot of night sailing happened. To protect the reputations of people now considered mature, responsible adults, I will mention no names. The inevitable chain of events would occur as follows: All the summer gang would gather for a cookout either on Western Point or Godfrey's Cove. As the night went on, the moon would rise and paint a perfect path leading seaward. We often couldn't resist. Invitations went out to any and all interested. But, always, it seemed it was the same four or five suspects (all guys), who would actually follow through. Strong incoming tide at 2300? No problem, we could always borrow a member's Whaler, tow the (borrowed) 210 out of the harbor, and leave the Whaler on a pot buoy. The greatest voyages were those that involved rounding the bell off Appledore, and then racing back before sunrise. An additional challenge was to remember where we had left the Whaler!

Oh, and yes, there was also evening power boating. For such occasions, Husky would be pressed into service for a late evening outing after a Reading Room dance. Coast Guard carrying capacity was never violated and a good time was had by all.

The era of the 210s was waning by the end of the 1970s. I recall one last push in 1978, when we had upwards of eight boats at the starting line for a Saturday race. After the race, Husky towed six of the eight boats back to their moorings in one long string. What a sight coming in to the channel! She was probably powerful enough to tow in all eight, but the serpentine route required to negotiate the harbor may well have resulted in some pretty ugly insurance claims.

This small, unassuming yacht club called AYC has given me a life-long love of sailing and introduced me to the wonders and greatness of the ocean at a young age. I hope that current and future sailing students will benefit in the same way.

Chapter 7

The Modern Era 1995–2013



Figure 7.1: Commodore Michael Ciancetta and Commodore Michael Brassard

By 1995 Commodores Finley and Jarvis had been successful in establishing a new lease and physical location for the Club across the harbor from the old, and it was now up to Commodore Ciancetta to make the Club successful using a different operating model than in the past.

Throughout the modern era of the Club four “strategic” themes have been followed: keep growing the membership; strengthen the racing program; get more adult sailors involved in the club; and maintain the traditions and symbols of the Club. When Michael Ciancetti became ill in 2005, Michael Brassard took over as Commodore and he continued to build on Michael C’s vision and key themes.

He collaborated with Michael’s wife, Leslie Goulet, to write the following account of the Club’s 15 years from 1995 to 2009.

Before I reflect on AYC between 1995 and 2009, I want to share a memory of my predecessor and good friend, Michael Ciancetta, who died way too young in 2007. I first met “Michael C” in the summer of 1997 when we had just joined the YHRR. We were having dinner, when this little guy with an oversized personality and a plaid bow tie came in and started “working the room.” I honestly thought that he must be running for a local political office. He knew everyone and talked to everyone... I thought, “Who is this guy?” Over the next 10 years I would find out just how solid a guy he was. Shortly after that first encounter I mysteriously found myself on the AYC Board. He could be very persuasive!

Michael was the ultimate “do it yourselfer.” He was a not-so-closeted engineer. The more challenging the task, the happier he was. Rather than farm out tasks, he would prefer to noodle and doodle his way to a solution -

whether it be racks for the dock or a way to tie off the stern lines for the mud-berthed Whalers. The latter presented a particularly juicy engineering challenge: how to drive a 25ft iron pipe into the York Harbor muck to accommodate a 9ft+ Maine tide—Michael turned to oil drilling! Picture two guys in a Boston Whaler with a blasting garden hose shoved down the length of a pipe blowing muck up and out of the top of the pipe like a Gulf Coast oil derrick! Picture, too, Michael drenched with the muck, smiling like a kid who knows he’s going to be in big trouble when he gets home.

The goal of the Club at this time was to create and sustain a community of families who relish being on the water and who wish to teach their children the art of sailing and the skills of seamanship. The Junior Sailing Program continued to be the heart and soul of the Club. Waiting lists were created and the race to complete applications reached a feverish pitch each spring with the invaluable coordination and dedication of Joan Jarvis and Susan Ellis Yorston (Figure 7.4)—Susan was the head of the Junior Sailing Program for 10 years. The Club experienced significant growth and the membership expanded from 86 in 1997 to 125 members in 2004 – a 45% increase.

During Michael C.’s entire tenure, Henry Harding (Figure 7.2) held the key role of Vice-Commodore. In his additional role as Secretary of the Club he was also the Club historian. He can speak with particular authority—no one has closer blood ties to the very roots of the Club. In 2005, Doug Tuttle became the new Vice Commodore, bringing his superb organization and planning skills to say nothing of his darn beautiful Herreshoff. He did an incredible job creating systems for the smooth running of the Club on a day-to-day basis, mitigating risks to both the sailors and the Club, and further strengthening our already-strong ties to the YHRR by starting the annual new member’s cocktail party. Doug also helped to bring the Club into the 21st century while continuing to document and share AYC’s rich history.

During this time, the Club took a major step toward taking the “art” out of teaching sailing by requiring all instructors to be certified through US Sailing.



Figure 7.2: Vice Commodore Henry Harding and Commodore Michael Ciancetta.

By taking their Small Boat Level 1 Instructor Course all AYC instructors could now follow a more consistent curriculum. This allowed room for each instructor to tack a bit differently, but for everyone to be headed toward the same destination.

In 1995 Susan Ellis-Yorston joined us as the Director of the Junior Sailing program and head sailing instructor. She played this key role bravely for the next 10 summers. Other sailing instructors from 1995 to 2009 included Ashley Knaysi, Erica Eppinger, Jim Dean, Gretchen Stuppy, Chad Ledgett, Ian Stewart, Liz Warrick, Brian Gault, Paul and Amanda Zagami, Whitney Ciancetta, Meghan McGee, Nina Morency-Brassard, Meaghan McGrath, Hugh Koeze, Gareth Hughes, Jonathan Evans, Chris Yorston, Jennings Boley, Albert Nichols, Logan Shanney, Caroline Marshall, and Cory Ransom. We added the role of Dockmaster—the Club's daily customer service representative—and Erin Zook, Dave Giordano, Tyler Tuttle, and Leah Hughes capably filled this role over the years.

Almost all of our instructors followed the same path: hop into an Opti, join the Race Team, become an instructor, work through sophomore year in college, encounter "real life" (internships) and say goodbye to AYC. In 2003 the "instructor-in-training" process was re-introduced as a way to keep the pipeline filled with the Club's most promising sailors able to take the helm when instructors inevitably sail off into the sunset. It has worked splendidly ever since with two or three great kids in training every summer.

When Susan Ellis-Yorston left in 2005, we recruited Michael Harris, a teacher in the York Public Schools, to join as the Club's Program Director. He threw himself into the job, harnessing his inner teacher/camp counselor/drill instructor/carpenter. Perhaps that's why he "took a break" from AYC in 2008 & 2009—he was virtually living at the Club. Bess King was the Program Director for two seasons and then Michael Harris returned for the long haul in 2010.

In 2009 the Club was in great shape: strong balance sheet, talented instructors, dedicated Board, decent fleet, and strong enrollments. The Board decided that it was our responsibility to build a stronger financial foundation that would allow the Club to weather future storms. So, in conjunction with the Club's 75th Anniversary (2013), we initiated the Diamond Campaign. Historically the Club has budgeted only for routine operating costs and staff salaries in order to keep yearly membership dues and Junior Sailing tuition as low as possible. The goal of the Diamond Campaign was to create a fund that would generate enough income to take care of the usual annual improvements and allow us to reserve enough each year to deal with the inevitable larger expenses that we know will occur every five to seven years, such as fleet replacement and major dock and clubhouse repairs.

The goal was to raise \$150k over four years and within a year nearly \$100k of the total was raised in pledges and contributions. It remains to be seen whether the endowment model (using earnings for smaller projects) will be viable given the economic realities post 2008, but in the meantime the fundraising has continued.

In 1999 the 420 class was introduced and by the early 2000s had become the standard crewed racing boat for interclub regattas. This was particularly helpful for young members who hoped to sail for college teams since the 420 was the boat of choice for virtually every collegiate program. In a departure from tradition, we made the decision in 2003 to hire a full-time coach "from away." Matthew Fleckenstein, known as "Fleck," joined us after a successful collegiate career at UNH. Although he was a pretty laid-back guy, he worked hard to bring discipline to the practices and regatta performance. His efforts resulted in much stronger teams in both the youngest Opti sailors and 420 fleets. A nice twist in this story is that Fleck and his then-girlfriend, Erin (who was also the dock steward), became engaged and literally sailed off into the sunset from the AYC dock for an extended honeymoon cruise down the East Coast.

The Club really stepped up its race team game when we hired Casey Williams (Figure 7.9) in 2005. Casey came from the San Francisco Yacht Club, by way of the Cornell race team. She ran a disciplined team that traveled to more, and larger, regattas than ever before. We saw impressive results in the Optis and 420s. There was also a large and enthusiastic Laser team during her tenure. All of this could not have been accomplished without a dedicated core of race-team parents who acted as drivers, boat haulers, chaperones, boat launchers/pullers, and chase boat crew.

Casey was with the Club for 2005 and 2006. In 2007 she made the Club proud by embarking on an Olympic Campaign for the US Women's 470 team. Even though she didn't make the team that year she was sailing at an elite level that all of us in York Harbor could only dream of. We were lucky to have her back in 2008, and since then, she has stayed involved with the Club by providing program advice and race-team clinics. In the process Casey also became an "adopted daughter" to both the Donnelly and Morency-Brassard clans.

The evolution of the Race Team continued in 2009, when Hugh Koeze was hired as coach. Hugh was "one-of-our-own," a grandson of Ala Reid, who had grown up in the program. His appointment was even more fitting since his mother, Kate Koeze, was one of the original instructors in the Junior Sailing program. These stories of generations linked by their love of sailing and AYC is what makes the Club such an enduring connection to the past and bridge to its future.

Since the 210s stopped racing in 1979, there really were no "grown up" boats for members to sail or race. Of course, the hardest (and youngest at heart) adult members raced Lasers throughout the 1980s. But by 1999 it was clear to Commodore Michael Ciancetta that the composition of the Club was changing. There were many new members who did not come from a sailing background even though many of them had children in the ever-growing Junior Sailing Program. Over the next three years he set about creating the Club's armada.

Commodore Ciancetta loved to scour the For Sale ads and later the Internet for good buys. He made many a trek in his trusty red Land Cruiser (license plate: "Talaria") to find the good, the bad, and the ugly boats in backyards and barns around New England. The first of many boat acquisitions was a Sea Sprite 23,

a 1957 Carl Alberg-design full-keel sloop daysailer built in Rhode Island. The Sea Sprite became very popular among members who would reserve it and go for a dry sail—at least when compared to the Lasers—but it also heeled a bit too much for some novice sailors.

After a few years the Board decided that having an orphan daysailer as a fleet of one, wasn't accomplishing the goal of getting as many members as possible out on the water. So, in 2003 we sold the Sea Sprite and initiated a capital campaign to raise the \$25–30k needed for the purchase of three used J22s. The J22 is a fixed-keel one-design racing sailboat first built in 1983. The boat has grown into an international class with 1,500+ boats sailing around the world. It turned out to be a great choice because it's very responsive (great for racers) and forgiving (great for casual sailors). Through the generosity of loyal Club members and Commodore Ciancetta's boat-searching skills the Club soon acquired three well-loved J22s. In addition, John Finley III bought one with the understanding that the Club could use it for both teaching and member use—yet another quiet act of generosity by John and Margot.

Thus, the Club had an instant J22 fleet with Bushwacker, Michael C, Pooka, and John Finley's boat, Migsy. Club members ever since have been reserving them for day sails outside the harbor and spirited turns around the marks. They became the mainstays of Saturday-afternoon Club racing and the annual scheduled races like the July 4th Fun Race, as well as the end of the season Race to the Nubble. One of the most memorable incidents in 2008 involved the dismasting of the Finley's J22 during the breezy season-opening Fun Race. On board was a young couple who were new members and crewing their first race! It is a testimonial to their dedication and the professional response of the Club's staff that they actually became enthusiastic members and crew. By the way, the Finley's boat was put back together as good as new—better than when he bought it!

A side benefit of adding the J22s to the Club's fleet was the strengthening of the Junior Sailing program for the oldest and most easily bored group of sailors—the 13–16 year-olds. Now our old salt, Gareth Hughes (Figure 7.11), had the chance to whip them into shape. He was determined to show them the finer points of sailing when the weather was less than perfect and everything on board was not shipshape. Classes were as colorful as Gareth himself, but he also came to realize that for many sailors the best part of the J22s was that the bigger foredecks were just perfect for sunbathing!

Another fleet arrived at the Club's dock during Commodore Ciancetta's time: kayaks and canoes. What started out as a few member kayaks turned into a rack full of Club-owned and member boats. What a great sight to see an entire family launching a small flotilla into the glassy waters—or strong tidal run if the timing's not right—of York Harbor on a clear summer morning.

Besides the mainstays of intra-club racing, including Saturday afternoon series, Opening Fun Race, the Nubble & Back, and the Lipstick Cup Regatta, we revived the tradition of destination/picnic races. Held once or twice each season the races saw five to ten boats out around the marks, finishing at Godfrey Cove or just outside Braveboat Harbor. Husky, the humble launch,

was transformed into the party boat with everyone rafting up and enjoying each other's company and some great lunches. Of course, this just gave all the kids and more than a few adults the chance to cool off with a leap off Husky. What is it about that boat that makes kids so anxious to jump off of it?

In 2008 we initiated the Adult Sailing Clinics in J22s for members, taught by members. The program allowed our most experienced and dedicated sailors to welcome aboard fellow members who had either never sailed or were so rusty that they lacked confidence. The member instructors turned out to be patient teachers whose crews came back singing their praises.

We love our mighty little clubhouse that Commodore Finley and Jarvis built in 1993 but it will never be a social hub for the club—except for parents seeing each other at pick-ups and drop-offs. Thank goodness for the longstanding relationship between AYC and the York Harbor Reading Room. With the assistance of the Marion Mariner family Friday suppers at the York Harbor Reading Room were now made available to AYC members. The event was ultimately moved to Thursday nights and became more popular than ever. But the highlights of every season during the Commodore Ciancetta years were the Awards and Potluck Suppers that were generously hosted first by Vice-Commodore Henry Harding and his wife, Mary, at their gracious home on Harmon Park and then by John and Margot Finley at their spectacular oceanfront summer cottage on Eastern Point for the Potluck and Awards Ceremony. It was an idyllic setting that reminded all of us just why we live here. At one of the year-end award events at the Finleys' a Noreaster forced 100 wet sailors into their living room... Pam Zagami, our AYC clothing marketer extraordinaire, sold a lot of sweatshirts that evening!

In 2007 the Board of Directors established the Michael Ciancetta Members Award (Figure 9.16) to recognize, annually, one member who exemplifies the dedication, enthusiasm, and hands-on support that had been so fundamental to Michael C.'s approach. The award-winning member gets the use of the Award tide clock for the ensuing year—symbolic of the fact that AYC is built on active participation, and the Club is meant to be enjoyed up close, not from a distant shore.



Figure 7.3: Jumping off Husky for a cooling dip.



Figure 7.4



Figure 7.5



Figure 7.6



Figure 7.7



Figure 7.8



Figure 7.9



Figure 7.10



Figure 7.11



Figure 7.12

Figure 7.4: Husky and Opti's in 2000.
 Figure 7.5: Susan Yorston, Program Director.
 Figure 7.6 AYC's Race Team in 2005 - (L to R): Fleck Fleckenstein, Albert Nichols, Hugh Koeze, Den Nichols, Austin Firoe, Birdie Loffler, Nina Brassard.
 Figure 7.7: Commodore's Cruise. (L to R) Michel Brassard, Henry Harding, John Finey III, Joey Donnelly, Michael Ciacetta.
 Figure 7.8: Beginner's sailing class in 2006.
 Figure 7.9: Flying the AYC Burgee - Matthew 'Fleck' Fleckenstein and Whitney Ciacetta.
 Figure 7.10: Race Coach Casey Williams - 2006.
 Figure 7.11: Rocking the waves in Husky with instructors Ashley Knzysi and Gretchen Stuppy at the helm.
 Figure 7.12: Gareth Hughes.



Figure 7-13



Figure 7-14



Figure 7-15



Figure 7-16



Figure 7-17



Figure 7-18



Figure 7-19



Figure 7-20



Figure 7-21

Figure 7.13 - 2007 Race Team (L to R):
 Figure 7.14: Husky in 2005. Figure 7.15:
 (L to R): Katie and Nathalie Peters,
 Cullen LaPointe, Louisa Hanson. Figure
 7.16: Off for an overnight at the Isles of
 Shoals. Figure 7.17: Picnic Race in 2008.
 Figure 7.18: Woman's Race in 2007.
 Figure 7.19: Sailing instructors Chris
 Yorston, Jennings Boley. Figure 7.20: (L
 to R): Elliott Gear, Colin Palmer,
 Katherine Bertolini. Figure 7.21: Rite of
 Passage - diving off the mast of the
 Nomad.



Figure 7.22: Commodore Doug Tuttle

Mark Twain once quipped that “If you hold a cat by the tail you learn things you cannot learn any other way.” It was with this philosophy that I accepted the role of Commodore from Michael Brassard at the end of 2009. Having two sons, Jay and Tyler, grow up in the Club’s sailing and racing program, being on the AYC board for 10 years, and Vice Commodore for five years, I clearly understood all facets of the Club – or so I thought. I came to learn that this was a club with a lot of moving parts!

Commodore Michael Ciancetta had led the move to a new business model in 1995 where most of the boats were owned by AYC instead of individual members.

It promoted more standardization of boats for racing between clubs and the ability for members to get on the water at a significantly lower cost. In a very real sense it allowed the Club to attract more members and sailors. The challenge now became how to handle this growth.

One day we woke up and realized that in addition to running a seasonal yacht club, we now had a large array of club-owned boats—34 in fact, not including our seven kayaks—that needed to be hauled, prepped, painted, repaired, and launched. We also had eleven trailers, eight outboard motors, acres of sails, and miles of lines to maintain. In earlier days AYC boats, motors, and equipment would be stored in the clubhouse or basement of the officers and club members. Each spring was an “adventure” of finding and reassembling everything for the season opening. In 2009 we started working with Randy Johnson, the current owner of the 210 Nomad, to use his Rocky Acre Farm in York to store the J22s, Whalers, 420s, and other boats during the winter. Randy has become the “Rardy Amazeen” of the 21st Century. His generosity greatly solved the problem of lost equipment and consistency of maintenance.

One of the constraints of AYC is the physical size of its property and docks. There are only so many boats that can be stored and launched from the facility. The opportunity was to find new ways to grow within those constraints. Today we have two remote harbor floats that can berth the 420s and Lasers, and this has greatly expanded our capacity and unburdened the bottleneck of the main dock.

By 2000 the demographics of the membership had started to change. Now, in 2012, the membership is significantly larger and younger than just 10 or 15 years ago. Members are also more torn between competing activities of school sports, social events, and business travel. Twenty-five years ago the junior sailors were mostly “summer kids.” Today there is a good mix of members who live locally in York, Kittery, and Berwick as well as members from other states. We have also seen international members from Switzerland, England,

Italy, and Australia who spend the summer in York Harbor and bring new experiences for everyone. Although we still retain a high number of members who come back year after year, we started to see 15-20% of the members who would stay with the club for one or two years and then move on—it is a sign of a more mobile society. We also saw an increase in adult members who wanted to sail with the club but not through weekend racing.

With the younger membership we needed to get ahead of how people were communicating—through e-mails, cell phones, and websites. During this time the membership and sailing/racing program almost doubled in size. In March of 2003, AYC went live with its own website (www.AYCsail.org) and it became my “Trojan Horse” to organize the many documents, schedules, fee structures, and photographs that had previously been kept in notebooks, folders, shoe boxes, and Commodore Ciancetta’s head. In a very real sense, presenting ourselves on the Web forced us to become organized and internally coordinated. Today, if you Google “Agamenticus Yacht Club” you will get more than 16,000 references to the Club. In 1938 we registered the AYC burgee with Lloyds of London; 75 years later, in 2013, our AYC Web domain name is registered with Go-Daddy.Com.

If we were constrained by physical space and could not add more classes or boats then we needed to redirect our efforts to improving the quality of the programs, equipment, and overall membership experience. Between 2008 and 2012 we replaced older boats, repaired our dock, and upgraded safety



Figure 7.23: Racing to Brave Boat Harbor in a J22 - 2008.

equipment. We have also put more responsibility on the instructors to help set up the club in the early summer and shake down the boats prior to the first classes. We require the staff to go through an annual orientation, take CPR training, and obtain the Level 1 Sailing Certificate from US Sailing. By 2012 our team had grown to 14 instructors, coaches, dock masters, and instructors-in-training. This larger staff increases the personal attention each sailor and member gets on the docks and on the water. Michael Harris, our Program Director, does a masterful job of re-jiggering our staff each day as things change.

The economics of the club have also changed over time. In the early years, membership and sailing fees did not cover the cost of operating the club, and a few affluent members would cover the shortfall of funds at the end of each year. In more recent times, a series of capital campaigns have been used to raise funds for boat purchases or major repairs and where once it would have been three, four, or five generous members carrying the load, today more and more contribute.

We also have started to recognize that the Club has a symbiotic relationship with other clubs and businesses in York Harbor. The challenge is, and ever will be, that Maine has a short season and there are many demands on families' and children's time. We are, as a community, getting much better at pre-season event planning between clubs and, in some cases, have joint events. And, just as in earlier times, the day has come to consider a new fleet, this time to replace the JY15s acquired in 1995 as an ideal "cross-over" teaching boat between the Opti's and the 420s.

Between 2010 and 2012 there were many Junior Sailing instructors (and brothers and sisters) including: Morgan, Cullen, and McV LaPointe, Terrance O'Brien, Eric Morrison, Caroline Marshall, Logan Shannney, Hugh and Ella Koeze, John Reinhardt, Nicole and Mitchell Busa, Henry and Jesse Young. Dock Stewards included Katie and Nathalie Peter, Liam Boyle, and Eli Loeffler. On our Board we had former Commodore Michael Brassard, Shappy LaPointe, Henry Harding, Dave Reynolds, Dan Morrison, Chip Peter, former Commodore Marshall Jarvis, and Peter Saliba. Michael Whitman joined the board at the end of 2012 as our Treasurer.

In 2011, Shappy LaPointe became the Vice Commodore working with me in the operations of the club. She is the first woman to be a Vice Commodore and comes from five generations of leadership and service to AYC. Shappy is the daughter of Joey Donnelly, our 8th Commodore and all three of Shappy's kids—Morgan, Cullen, and McV have been sailing instructors at the club.

Henry Harding has said that through our marketing efforts "AYC looks much bigger than it really is"—and he may be right. I do enjoy getting requests to hold wedding receptions in our clubhouse. Henry's other truism is that "membership sign-up" in the spring is a direct reflection of the outside temperature—if we get a few warm days in March, the applications come rolling in.

I enjoy seeing the organic way in which the fleet boats come by their names. Brian Cadieux donated a gray inflatable that the instructors named the

'Pigeon'. Brian later donated a white inflatable that was dubbed The Dove. The three Boston Whalers are named Womper, Twecker, and Geronimo. Some of the names on the club Optis are: Got Wind?, Windcatcher, Groovey Baby, Torpedo, Shark Bait, and Swordfish.

On June 24, 2010, a microburst of rain and 80mph winds hit York Harbor and in a 10-minute period destroyed thousands of trees, knocked out power, and sank small boats. At least 90 people were celebrating a striper fishing tournament under a tent at the Dockside Restaurant on Harris Island Road when the storm hit and toppled the tent with the crowd inside—no one was seriously hurt. We had opened the Club for the season a few days earlier and in a matter of a few seconds the 420s and JY15s were knocked off their cradles and into the water, sinking (Figure 7.23). I was extremely proud of the instructors, like Hugh Koeze who rushed to the harbor and jumped into the water to secure the boats. It was scary to see how very large trees were simply snapped in two all across York. It was not, of course, the only strange weather event in the last few years—the winter of 2011–12 brought 70 and 80 degree temperatures in the middle of February. Something is amiss.

And if the weather is strange, the economy is tough. The years between 2008 and 2012 have already been dubbed "the great recession," one of the worst sustained economic downturns our country has ever seen; as a Board we have tried to keep the Club's fees as low as possible. Locally, the recession was acknowledged when Boon Island Light, owned by the US Coast Guard, was put up for sale in 2012 for private ownership. To our surprise Junior Sailing and Membership actually increased during these five years. Perhaps sailing in York Harbor was a way to escape the stresses of the outside world, if only for a few hours.

By the summer of 2012 the main dock of the Club would be grounded in the mud at very low tides. Our location is at a major turn of the York River, which causes the silt to deposit near our docks. At some point we will have to spend money to keep the docks open. It will not be without complication: unlike in earlier times, there are now environmental tests, permits, and approvals that must be secured prior to starting the work. I guarantee that when they finally do dredge the end of our dock, they will find the history of the evolution of cell phones as they go down through the strata, with multiple iPhones on the top layer.



Figure 7.24:

The JY15's after the microburst hit the Club in 2010.

In 2012 the Club's race team, led by Cory Ramson as head coach and John Reinhardt as Opti Coach, had one of the most successful years in our history. The team had an aggressive schedule traveling to the Northeast JO's at Northeast Harbor, Marblehead Race Week, the Buzzards Bay Regatta, and the Mass Bay JO's at Annisquam among other races. In the Marblehead Race Week—a three-day event that is considered one of the most competitive sailing events on the East Coast—AYC was particularly successful. Awards earned by AYC included: Laser, 4.7 class: Nicole Busa, 1st place, Mitchell Busa, 4th place, Briana Nesbit, 6th place; Laser, Radial Laser class: Terrence O'Brien, 6th place; Standard Laser Class: Eric Morrison, 3rd Place; Optimist Purple Fleet: Grace Gear, 1st place; Optimist Yellow Fleet: Bryce Morales, 3rd place. When someone said "Who are these guys, and where the heck is York Harbor, Maine?" Cory yelled back: "We're AYC and we do have running water."

In the 1950s and '60s AYC would hold races between 10–12 club members or between AYC and other yacht clubs such as Biddeford Pool. Today AYC races against many other clubs in coordinated events such as Marblehead Race Week, and the US Sailing-sponsored Junior Olympics. In these mega three-day events, it would not be unusual to have 50 Opti's from different clubs on the starting line for a single race. We have made investments in our Club's Race Team (boats, equipment and expertise), which has helped AYC compete and win against the best sailors at the Junior Olympics and Marblehead Race Week.

We have no illusions of grandeur at AYC but apparently that hasn't deterred former President George W. Bush (41) and Barbara Bush from docking their boat, the Fidelity II, on a regular basis at the Club for their luncheon visits from Kennebunkport (Fig: 7.25). The Navy Seals security teams are most grateful for access to our bathroom.

Over the years there has been a group of men that have consistently helped behind the scenes—Jay Chen, Jack Tracksler, Randy Johnson, Dave Reynolds, Mal Watlington, and Michael Harris. They haul boats on trailers, build floats, step masts, and supervise mooring repairs. I appreciate their help, and more importantly, their comradeship, humor, and occasional practical jokes on the docks.

One of the Club traditions at the awards ceremonies is for the instructors to present awards to their Junior sailors and to make a short speech about that individual. Some of the speeches have been hilarious. "Margaret – always well dressed, and always soaking wet by the end, but never complained, and willing to get wet the next time – she gets the 'Stylish Skipper' award". "Livia – always did a great job on the water, and we were very impressed. Livia never let us off the hook either, and would always let us know when we needed to be clearer. Livia gets the 'Most Curious' award." I cannot help but think that these early sailing attributes will define their lives.

I have fond memories of Cliff Lane who kept his small working lobster boat at the AYC docks. Attached to the dock he had a metal lobster trap filled with live lobster. He operated on the "honor system" where you could pull up the trap and pick out your lobster any time of the day or night and leave money in the plastic cup in his boat. The price was \$6 per lobster—not \$6/pound – so if you were lucky, you might find a 2-lb hard-shell lobster for \$6 – and the experience was priceless.

I'm sure that I will be known as the Commodore that always had a massive "to-do" list of boats to repair, paint, or move that I would happily share with Michael Harris, our Program Director, or that "unfortunate" instructor who had their feet up on the desk in the clubhouse when I walked by. When I die, please have someone check my shirt pocket before they close the lid because there will be a list in there of things we still need to get done for next season!



Whitney Ciancetta
Personal Memories

'Sailing Through the Years'

Some of you may remember the years of the the Stage Neck shack AYC. I remember them fondly even though Husky ran only sometimes. The Whalers had those weird blue fiberglass interiors with seats made of cheap pine boards that broke when Ian Stewart went wave jumping too much. There were also the Puffins that gave you splinters in your butt from chipping paint and sometimes the tiller would come out in your hand. Ashley Knaysi would rockstar around in Nomad in the days before the bright yellow deck, and the Lasers, well I'm not sure if they even had working rigs. Every rainy day we would cram into the shack and watch The Dove or Wind on VHS (this actually continued over at the new AYC and hopefully still does). Sailing class was a blast!

Then the club moved. It only went about 200 yards down the shoreline but everything changed. The old fish shack was turned into an even bigger sailing shack and the docks were redone. Optis were purchased as well as the ever-bullet-proof JY15. Husky still didn't run so well—I remember towing the old docks up river with Andrew Davis only to have the engine quit just before the 103 Bridge... too bad the anchor rode was tangled!

I used to be terrified of sailing, for what reason I could not tell you. However, one day in Intermediate class I was cruising around in an Opti when Susan Yorston, my instructor, jumped out of the boat and swam to the dock! I was so surprised I could not stop giggling and I was never afraid of sailing again.



Figure 7.25



Figure 7.26



Figure 7.27



Figure 7.28



Figure 7.29



Figure 7.30



Figure 7.31



Figure 7.32



Figure 7.33

Figure 7.25: Nubble Race 2012. Figure 7.26: Michael Harris, Program Director. Figure 7.27: (L to R): Mary Nolen, Michael Harris, Former President George Bush (41), Gareth Hughes. Figure 7.28: Opti Regatta - 2011. Figure 7.29: (L to R) Captain Morgan LaPointe and First Mate John Reinhardt. Figure 7.30: (L to R): Julie, Kinsale (Granddaughter) and Charley Steedman. Figure 7.31: J22 on a hard beat to the Nubble. Figure 7.32: Paul Amazeen at the helm of the Husky in 2013 after more than 60 years as the launch driver for the Club. Figure 7.33: An animated Blessing of the Fleet by John Finney IV.

Now I have made my profession sailing. I sail with Ocean Classroom Foundation thousands of miles every year on tall ships with students of all ages—middle school, high school, and college. The yacht club is where I first got the sailing bug and it has yet to leave me. Spending my childhood summers sailing around York Harbor as a student and then an instructor led me to start pursuing USCG licensing and from there I have not stopped.

There is something inspirational about being out on the water with no land in sight powered only by wind. You and your shipmates are a self-contained moving island of sorts and must take care of each other and the ship. No matter what is thrown at you it is only the people and resources on the boat that can be used and that is pretty fantastic. AYC is a wonderful place to get a start in sailing. Whether the students become teachers, doctors, or sailors the Yacht Club will give them wonderful memories of summers at sea on the Maine coast. Who would want to do anything else?



Tinker Newick Personal Memories

'Happy Birthday, AYC'

My parents, Lil and Mace Newick, joined AYC shortly after its founding. I can remember walking, as a child, from the Sea Urchin Bath Houses to the clubhouse beneath the Marshall House Hotel on Stage Neck and being driven home in the launch by Mr. Fountaine to our dock—which then faced the clubhouse—on Bragdon's Island.

I learned to sail at summer camps on Cape Cod and in Maine. There was no sailing program at AYC back then but my father built me my first sailboat, a 6ft Hagarty Seashell, which I named Steady Sue—a very tippy vessel. I spent many hours sailing her around the harbor.

During the summers of 1966 and 1967 I campaigned the Harding family's Scuttlebutt with Pete Hutchins as crew. It was always fun to see Chris Steedman in Inchcliffe Castle in our wake! My trophy pennants hang proudly in my garage to this day. I then crewed for a number of years with Ann Lord aboard her father's, Nomad.

In 1984 Joey Donnelly asked me to manage the sailing program at the club, which I did for two years with the able assistance of Allen and Henry Clark, Perk Miller, and David Gibbons. Henry was an admirable admiral of the Husky, Perk, a madman in the Whaler, and Allen, steady as she goes. My daughter helped with the rowing lessons. It was sometimes a trial for me to keep ahead of the antics of Sammy Finley, Zach Richard, and Perk but I smiled to myself at their frequent tricks. David was a great help in rigging the Puffins for the first time with spinnakers and in teaching the up-and-coming sailors

how to use them. It was my challenge to encourage the sailors that, yes, you can win at regattas—and they did! Other participants in the sailing program at that time were Joe, Hutch and Anne Heelan, Rachel Taylor, Mike and Conor Guy, Zeb and Kate Anderson, Rice and Robin Kendall, Russell Moore, Mike and Tara Reilly, Chris and Tommy Robinson, and Mike Stuart. It is very satisfying to see so many of these youngsters still sailing—some at a professional level—as adults.

I served on the Board of AYC during the 1980s as the yacht club moved to its present location, planned the float expansions, and chose sailboats to replace the Puffins. I can't believe the number of boats and classes we now have. How far we've come!

Tom Fawcett and I loved to take Ed Greene sailing in his Moreene in his later years—for just one hour each time and no longer! And the Lipstick Cup, won by both myself and my sister-in-law Catharine Newick.

I am still sailing and racing as much as possible, mainly crewing on Edmund Tarbell's Breakaway, which won AYC's Nubble Light Race not so long ago. I am but one year younger than Agamenticus Yacht Club... may we both have many more years of sailing!



Figure 7.34: An original watercolor of Husky and Optis entitled 'On the line' by the artist Tom Leach of Harwich, MA in 2013. This was presented to the members and now hangs proudly in the AYC Clubhouse.



Figure 7.35



Figure 7.36



Figure 7.37



Figure 7.38



Figure 7.39



Figure 7.40



Figure 7.41



Figure 7.42

Figure 7.35: Opti Regatta - 2011. Figure 7.36: Dead Fish Regatta at UNH - 2012. Figure 7.37: Opti Regatta - 2012. Figure 7.38: McV LaPointe and NAME at Dead Fish Regatta at UNH - 2012. Figure 7.39: Dead Fish Regatta - 2012. Figure 7.40: Marblehead Race Week - 2011. Figure 7.41: Grace and Emma Gear - Opti Regatta 2012. Figure 7.42: 420's sailing downwind during Marblehead Race Week - 2011.

Chapter 8

Trophies, Awards & Recognition



Figure 9.1: Junior Champion Award - 1954 to 1994

Whenever two or more sailors with boats get together there is always a competition to see who is the faster, and AYC embraced this mantra. Since the club was formed in 1937 various trophies and awards have been presented. Following is a description of those trophies; a more detailed list of the awards, dates, and winners can be found in the appendix.

From the Club's earliest days the meeting notes have recorded races between groups of boats of different classes. The officers and trustees of AYC often discussed the selection of a specific and standard class of boats that could be raced against each other in competition.

In 1946 the Club established a new class of International 210s, and in the winter of 1946-47, 11 boats were commissioned to be built by the Marblehead Yacht Yard (Graves) under the direction of C. Raymond Hunt. Once the boats were delivered in the spring of 1947 the competition began in earnest. A local newspaper article dated July 10th, 1947 described the first races between the 210s on July 4th. The first course was from the marker to the Nubble Lighthouse and there were many spectators and "porch parties." First place went to Cygnet with Mark Hollingsworth, Caroline Hollingsworth, and D.H. Mauran.

The Legare Cup

The earliest known sail racing trophy in York Harbor is the 1925 Legare Cup for York Harbor Yachts (York Harbor Class), won by Henry Chaufant, Jr. and his boat Red Wing. Alexander Legare, USNR, was a summer resident in York Harbor who lived the rest of the year in Washington, DC; he was a charter member of AYC in 1938. In 1940, 15 years later, Alexander Legare donated

the trophy to AYC, stipulating that it be reused, in good Yankee fashion, as the Lawley 110 Class Challenge Cup—Mark Hollingsworth was its first winner. The "International 110 Class" was only raced for two years—1940 and 1941—before it was interrupted by World War II. In 1947, the Cup was again rebranded, this time as the "International 210 Class" cup. The AYC Trustee minutes of 1958 noted that "several retired racing cups, such as the Legare, and the Lipstick cup are missing. The Cup was lost for 50 years but resurfaced in 2008.

There are many stories of the intense competition between the members in the 210 races. Some tell how a "ringer" was brought aboard to help win a race or series and many say that Rardy Amazeen was that person. There are also stories of Sunday races that started with Bloody Marys at the York Harbor Reading Room!

Racing Trophies for the International 210s

Legare Cup – International 210 Class

As noted above this cup was rebranded as a 210 trophy cup in 1947. The first winner was Valentine Hollingsworth in 1947, the last was A.B. Warwick in 1956 when the cup was retired.

The Fergus Reid Memorial Trophy

Presented for the July series of 210 racing, this trophy was in use from 1947 to 1979. The first winner, in 1947, was Scuttlebutt, owned by Charles L. Harding, Jr. and the last recorded winner, in 1979, was Like Mad, owned by Frances Stone Warwick.

The Stone Cup

Given by Mrs. Frances Stone Warrick and her brother Gilbert Stone in memory of their mother, the Stone Cup was used from 1952 to 1960. The first winner was Charles Harding Jr. in Scuttlebutt and the last was E. C. Tarbell in Dickie.

Morgan E. LaMontagne Challenge Trophy

Named after Morgan LaMontagne, AYC's first Commodore from 1938 to 1948, this trophy was presented for a series that ran from 1969 to 1983. The first winner was John A. Lord in Nomad II and the last was Joey Donnelly in Moreene.

The Valiant Cup

In a letter to the AYC Trustees dated September 4th, 1956, Captain Richard Warren, USNR, proposed an annual trophy for a "long race" from the entrance of York Harbor to Boon Island and back. The series started in 1957. Unfortunately there is no information on the winner or length of the race series. It was named after Valiant, Captain Richard Warren's 63ft yacht.



Figure 9.2



Figure 9.3



Figure 9.4



Figure 9.5



Figure 9.6



Figure 9.7



Figure 9.8



Figure 9.9

Figure 9.2: The Legare Cup, the Club's oldest trophy. First given out for the 110 class and then to the 210 class races. Figure 9.3: Series of flags that were given out to winners of individual races in the 210's. in 1940's and 1950's. The square flags were for the adult races, and the triangle flags for the junior races. Blue was first, red was second, and yellow was third place. Figure 9.4: Bronze bell for the Clubhouse - in memory of Commodore Ciani. Figure 9.5: The Fergus Reid Trophy. Figure 9.6: The Secretary's Cup for Woman Racing in the 210's. Figure 9.7: Painted oar commemorating the 10 years of Henry Harding and Michael Ciani as Vice Commodore and Commodore. Figure 9.8: The Hugh's Shoes Trophy. Figure 9.9: Year end trophies waiting for their sailors to claim.

The Secretary's Cup, "Lipstick Regatta"

The Lipstick Regatta was a women's competition that ran for five years between 1946 and 1950. The winners were Nancy Greene (1946), Marie P. Harding (1947), Eleanor Johnston (1948), Eleanor Johnston (1949), and Mary R. Morgan (1950). The trophy was used again for the AYC Junior Championship from 1954 to 1994. The Lipstick race was revived by the Club between 2003 and 2007 as the Woman Skipper's Race sailing in the J22's. The newer trophy for this event was lost and has not been recovered.

The John W. Adie Trophy

This trophy was for the interclub team races between AYC and the Biddeford Pool Yacht Club (BPYC) between 1967 and 1981. The competition started as a friendly race between two sailors from each club but became more formal each year. By the end AYC dominated the series and won the last four years straight (1978 to 1981) when the series was discontinued.

Silver trophies were awarded at the end of the season for specific class races, such as the 210s, and individual flags were used as awards for specific races—blue was first, red was second, and yellow was third place. Square flags were presented for the adult races, triangular flags were for the juniors. By the end of the 1979 season, the International 210 class was waning and the club promoted the Laser as the next competitive racing class. The 1980s marked a decade of Laser racing and sailing. The Lasers were small, just 13ft long, made of fiberglass, and could be sailed by one or two sailors. With some help they were easy to haul out of the water after each use, and so eliminated the need for moorings. They could also be easily stored in a member's garage during the winter and maintenance costs were minimal.

The introduction of the Lasers also eliminated the hardline between adult and junior racing as there were many races between adults and their kids during the 1980s. It also marked the beginning of the growth of the Junior Sailing Program formally started in 1962. The Commodore's Laser Trophy was awarded between 1980 and 1984, and Alan Clarke dominated the series. By 1995, the last Puffin was retired from the fleet, and the Club evolved to other classes of Junior Sailing including the Optimist, JY15, and 420. These boats were used for both teaching in the Junior Sailing program and competitive racing between other clubs in large regattas such as the Junior Olympics run by the US Sailing Association.

The 2000s have seen the decline of weekend racing between adults. Reasons include the lack of a common class boat such as the 210s, the increasing costs to maintain a larger boat, the lack of available moorings in the harbor, and the decreasing time adults can devote to racing.

Junior Sailing Trophies:

Robert G. Fuller Plate for Beginner Sailors

The plate was donated by John Finley III in 1980 when Robert Fuller retired as Treasurer. Bob Fuller had also been acting Commodore in 1979. The trophy

is still awarded today—32 years later—for the best overall sailor in the Beginner Class.

Moreene Trophy for Intermediate Sailors

Introduced in 1994, this trophy is named after Moreene, the 210 owned by the Morgan, Greene and Donnelly families. It is still awarded for the best overall sailor in the Intermediate Class.

Fergus Reid Memorial for Advance Sailing

Introduced in 1995, the Fergus Reid Memorial Trophy was originally used for the July 210 series.

Dedicated Club Racing Team:

In 2004 the Directors of AYC made a decision to invest in a dedicated racing program as part of the Junior Sailing program. There had been a race team for a number of years, but it lacked a dedicated coach and boats to fuel the efforts. The first official race coach was Matthew "Fleck" Fleckenstein.

Nomad Award

First present in 1995 this racing trophy is named after the last 210 owned by the Club. The award is given to the overall top racer on the Club's Racing Team.

Caroline Marshall Award

First presented in 2005 this racing trophy is awarded for enthusiasm, outstanding sportsmanship, and skill in racing. The award was given by Casey Williams who was AYC's Race Coach in 2005 and the first recipient was Caroline Marshall, one of the racers on the team. Caroline would go on to become the head Sailing Instructor at AYC in 2010.

Harding Award

This award is presented for "Enthusiastic Determination"—Charles L. Harding, Jr. was AYC's third Commodore, 1955—61.

Other Trophies, Recognitions & Awards:

The Hugh's Shoes Regatta

This is an annual J22 series held in the last two weeks of the season. Using a one-day 420 qualifier, members of the 420 Race Team form equitable J22 teams and race off Western Point for one day. The winners are awarded Hugh's Shoes, the epoxied (large) shoes of Hugh Koeze, the skipper of the first boat to win the regatta.

Michael Ciancetta Membership Award

This award is given to an AYC member who displays commitment, enthusiasm, and dedication to the promotion of the Club. Michael Ciancetta was AYC's 11th Commodore, 1995–2004. The first recipient of the award was Shappy LaPointe in 2007. Shappy would go on to become Vice Commodore.

Racing Associations

The International 210 Class Yacht Racing Association & Maine Yacht Racing Association

Established in the late 1940s and now known as the Northeast Sailing Association. This is one of 37 Yacht Racing Associations in the United States that serves sailors in many ways. In the 1940s and 1950s the Club would send a representative to the meetings that were held annually in Camden, ME. which was then the Maine Yacht Tacing Association (MYRA).

US SAILING

Originally organized as the North American Yacht Racing Union (NAYRU) on October 30th, 1897; the organization's original purpose was to encourage and promote yacht racing and to unify the racing and rating rules in the United States, Canada, and beyond. The association initiated unified racing rules in 1960 and then simplified racing rules in 1997 creating offshore rating rules such as the IOR and IMS, and developing strong one-design class organizations. Today, US SAILING administers 17 National Championships for juniors, adult men and women, and sailors with disabilities, in various forms of fleet racing, match racing, and team racing.



Figure 9.10



Figure 9.11

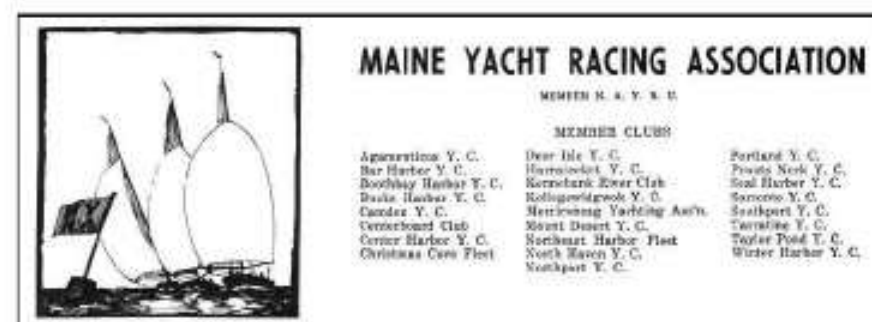


Figure 9.12



Figure 9.13



Figure 9.14



Figure 9.15



Figure 9.16

Figure 9.10: Caroline Marshall and Logan Shanney - 2009. Figure 9.11: Cory Ransom and McV LaPointe - 2011. Figure 9.12: Logo for the Maine Yacht Racing Association with AYC listed as one of the member clubs. Figure 9.13: Seamus and Dave Reynolds. Figure 9.14: Morgan LaPointe and Ella Koeze. Figure 9.15: (L to R): Peter Amershadian, Ross Kleiman, Michael Brassard. Figure 9.16: Shappy LaPointe, Whitney Ciancetta.

Chapter 9

Running Free



Figure 9.1: Husky on a foggy morning in York Harbor

We have come full circle in our story of the Agamenticus Yacht Club of York Harbor. When our Club was formed in 1937 Ranger, a 12 Meter under Harold Vanderbilt, defended the 16th challenge of the America's Cup. In 2013 the Golden Gate Yacht Club in San Francisco (BMW Oracle Racing Team) will defend the 34th challenge of the America's Cup in a 72ft wing-sailed catamaran. In 1937 the Town of York dredged the harbor; at the time of writing, they are doing so again.

Commodore LaMontagne, John Adie, and Richard Steedman would be baffled if we could tell them how the club operates 75 years after its founding. We would tell them that our accounting system is no longer on paper ledgers sheets but is located in the "cloud"; that we sometimes need to "tweet" or "IM" our instructors to get them to show up for work; that the Federal government requires that we use gasoline that contains ethanol made from corn—even though it causes water to accumulate and foul our engines; that we now plot a course and navigate using a satellite instead of a compass; and that we pay three times what the club's total operating budget was in the 1950s just for liability and casualty insurance. But if we also mentioned that the race team needs "carbon-fiber" tiller handles for their boats because they are lighter and stronger, our founders would understand, because in racing you win by saving seconds and you look for any competitive advantage.

The strength of AYC is that it has always found ways to adapt to the needs of its members. In 1980, when Joey Donnelly became Commodore, the last of the International 210s were fading. He led the charge to a new class of boats—the Lasers, that became a competitive racing platform not only for junior sailors, but also for their parents. Commodore Ciancetta led the move to a new business model in which most of the boats were owned by the Club

instead of individual members. This allowed more standardization of boats for racing between clubs, and the ability for more members to get on the water. But the Club's greatest strength continues to be the dedication of its members. The really amazing part of this story is not that certain people dedicated their time and money to helping the Club, but that they, and others, still do—10, 20, and 30 years later.

In 75 years the Club has moved twice and we are now in our third clubhouse on York Harbor. Perhaps because we move often members seem to have a stronger affection for Husky—our classic launch that has been with us for almost 60 years—than for our clubhouse. In 1938 AYC had a dedicated room in the Marshall House Hotel and also used their dining room. In 2013, the Marshall House is long gone, replaced by the Stage Neck Condos, and the York Harbor Reading Room is used as the Club's (occasional) formal Clubhouse. In 2013 AYC and the YHRR continue to have a close relationship just as they did in 1938. Today, some 25% of AYC members are also members of the YHRR. As the overall year-end award dinners have grown in size to about 150 participants, AYC is again holding its season-end dinner at the YHRR and we still hold our Club's season opening cocktail party and Thursday night family dinners there.

The economics of the club have changed over time. Fifty years ago, most of the boats in the AYC fleet were member-owned and maintained—with the exception of Husky. The clubhouse was leased from the Marshall House for \$1 per year, and the Junior Sailing program was very small with only a few instructors. Even in those early years, membership and sailing fees did not meet the cost of operating the club, and a few affluent members would cover the shortfall of funds at the end of the year. In more recent times, a series of small capital campaigns were used to raise funds for boat purchases or major repairs. In our most recent Diamond Fund Capital campaign, we raised over \$106,000 from more than 58 contributors.

It was nearly impossible in 2012 for any American to ignore the accumulation of severe weather events that began with the unprecedented warm spell in March when temperatures throughout most of the country, even in Maine, soared into the 70s and 80s, and Federal ocean scientists reported that 2012's sea surface temperatures along the northeast coast, set all-time records, with as-yet unknown consequences for marine ecosystems.



Figure 9.2:

The original 1938 AYC Clubhouse from the Marshall House docks in its second life as a garden shed in Charley and Julia Steedman's yard.

But as the saying goes, "The more things change the more they stay the same." Husky is still hard to start some mornings, the current in the channel is still scary and challenging even to the best of sailors, and the water is still breathtakingly cold on a hot summer day's. Instructors still crack up club boats and members still lose outboard motors to the deep. Lobster still tastes sweet dipped in butter, and the Maine sky is never clearer and bluer than at the end of the summer when you have to go back to school. One of the most rewarding aspects of the Club is seeing how we have taught hundreds of young kids and teens to sail—a lifelong skill. AYC has been, and will continue to be, a platform that brings people together to learn, socialize, have fun, and grow.

In 2013 we are 20 years into our 50-year lease agreement with the Walsh family. We must not be complacent and assume that the future will take care of itself. There will be new challenges, but we have complete faith and confidence that we will adjust our sails to take advantage of the wind. We must not be merely stewards of the Club; we must be active members who push to reinvent the Club in order to capitalize on the changes.

Finally, when tasked with putting together a written history, you look for those small pieces of information that will unlock keen insights. And sometimes it is what is not written that provides the biggest revelation. There is mention of the Club being closed for four years during World War II, but otherwise there are no references to other national or world events. No mention of the Cuban Missile Crisis in 1962, the Korean or Vietnam Wars, or landing on the moon in 1969. The leaders and members of the Club were high-powered New York or Washington bankers, lawyers, and businessmen who rode the highs and lows of the economic and political tides of our country.

But for a short time every summer, they were simply sailors in York Harbor, members of the Agamenticus Yacht Club.



Figure 9.3: Sam Reid's 210 - Trepassey with rail down on a windy sail during the summer of 2013.



Figure 9.4: Husky keeping watch over junior sailors during the July Opti Regatta off York Harbor.



Mark Hollingsworth, Jr.,
Current steward of Cygnet and Moreene II
Personal Memories

"210 Sailing in the 1970's"

The 1970's represented the last decade of 210 racing at the Agamenticus Yacht Club; there remain fewer than a handful of these spirited, hard-chined thoroughbreds among AYC members today. Though the fleet was then dwindling, the competition remained fierce to the end, fueled by a younger generation of skippers and the generosity of 210 owners who allowed others to race their boats. Familiar surnames are found in race results from those years, though the first names indicate a passing of the tiller. In 1978, for instance, Edmund Tarbell won the Valiant Cup and his son, Mundy, won the Horizon Cup. Likewise, in the very same year, Royce Barondes won the July series, while the August series was won by his father, Earl. As with other families in prior decades, the zeal to win was again passed along to a rising generation of 210 enthusiasts.

An example of the self-sacrifice regularly made in the cause of victory I witnessed personally while racing Moreene II one breezy afternoon. Having led the way on the windward leg, we rounded the mark and, right on cue, crewmember Louise Mauran dutifully hauled up the spinnaker as we sailed through the oncoming fleet. By some extraordinary act of providence, the spinnaker halyard had become entangled with her Marimekko bikini top, which was hoisted aloft when the sail was raised. ("?#X% the bathing suit, just get the damn sail up!") Immediately, Commodore Earl Barondes brandished a red flag to file a protest, presumably either for intentional distraction of opposing sailors or for employing an unauthorized sail design. Not a breath of precious wind was lost, however, as the 'chute filled, crowned with the colorful, albeit sacrificial garment, and we sailed on to victory.

In addition to sanctioned racing, there was considerable extracurricular 210 sailing, and often nocturnal. Not infrequently, after such favorite watering holes as The Spice of Life swept AYC's intrepid sailors out the door at closing time, a vessel was borrowed for a moonlit cruise around Murray Rock or out to Boon Island. In order to insure the boat's return to its mooring before daybreak against an ebb tide, a Boston Whaler was occasionally conscripted as well, and tied for the night to a lobster trap in close proximity to the bell buoy for easy finding in the dark. Other 210 expeditions were regularly made to the Isles of Shoals for overnight camping on Smuttynose. After one such outing, the Donnelly's discovered a cast iron skillet rolling around in the bilge of Moreene II as they headed toward the starting line of a race. Oops.

Today, 40 years later, yet another generation of 210 sailors is learning the thrill of romping from the Nubble to the Shoals in Ray Hunt's beautifully designed racers. With any luck, they in turn may pass along the same love to their children.



Figure 4.15: The Hollingsworth's Cygnet at mooring in 1957.



Figure 4.16: Sam Reid's Trepassey off Kittery Point in 2013.

Appendix A: 1938 AYC Membership

HONORARY MEMBERS

Rear Admiral Cyrus W. Cole
Commodore Edward Lloyd
Mr. Humphrey t. Nichols

CHARTER MEMBERS

Mr. John M. Abbot
Captain Achmed Abdullah
Mr. William Adamson
Mr. John W. Adie
Mr. Oliver Ames, 2nd
Mr. Theodore G. Ames
Mr. John Wendell Anderson
Mr. Edwin Scott Barbour
Mr. Laurence F. Brown
Mr. Clarence F. Busch
Colonel Louis R. Cheney
Mr. Robert J. Clark
Mr. J. Crossan Cooper, Jr.
Mr. George A. Cutter
Mr. McKim Daingerfield
Mr. William L. Day
Mr. Storer G. Decatur
Mr. Eben S. Doolittle
Mr. John L. Emerson
Mr. H. P. Glenndinning
Colonel Robert E. Goodwin
Mr. Francis L. Gould
Mr. Reginald Gray
Mr. Edward M. Greene, Jr.
Mr. Malcolm W. Greenough
Mr. James R. Hammond
Major Judson Hannigan
Mr. Charles L. Harding
Mr. Charles L. Harding, Jr.
Mr. Francis Hartley, Jr.
Mr. Gerald Henderson
Mr. Valentine Hollingsworth
Mr. Lucien B. Horton
Mr. Harry Horner
Mr. Pierre J. Horner
Mr. John M. Howells
Mr. William White Howells
Mr. G. Anthony Jackson

Mr. Laurence H. H. Johnson
Dr. H. T. Karsner
Mr. Morgan E. LaMontagne
Mr. William Wallace Lanahan
Mr. Robert A. Leeson
Mr. Alex B. Legare
Dr. Robert L. Levy
Colonel M. E. Locke
Mr. Daniel Long
Mr. Frank D. Marshall
Mr. James M. Mathes
Mr. W. G. McCormick
Mr. Alfred McIntyre
Mr. Sidney T. Miller
Dr. Hugh K. Moore
Mr. John D. W. Morrill
Mr. Joseph Morrill
Mr. Marshall S. Morgan
Mr. Robert H. Neilson
Mr. Mason Newick
Mr. F. Russell Nourse
Dr. Richard F. O'Neil
Mr. Richard F. O'Neil, Jr.
Mr. Winslow Peirce
Mr. Arthur J. Pierce
Mr. Francis Bennett Poe
Mr. Walter A. Powers
Mr. George Pulver
Mr. Fergus Reid
Mr. Fergus Reid, Jr.
Mr. John C. Rice
Mr. Harold C. Richard
Mr. H. Van Buren Richard
Mr. Oscar L. Richard
Mr. Trumbull Richard
Mr. Sherwood Rollins
Mr. A. LeBaron Russell
Mr. George L. Sargent
Mr. Morgan Schiller
The Honorable Joseph W. Simpson
Mr. Eugene E. Southall
Mr. C. Richard Steedman
Mr. E. Stuart Stone, Jr.
Mr. Samuel Thorne, Jr.
Mr. Richard Trimble
Mr. Wynant D. Vanderpool

Mr. Henry Mather Warren
Mr. Horace Lee Washington
Mr. A. Turner Wells
Mr. C. Gregory Wells, Jr.
Mr. Nathaniel Wheeler
Mr. Andrew N. Winslow, Jr.
Mr. Robert Winthrop
Mr. John E. Yerxa

MEMBERS

Mr. David Ames
Mr. Edward Beckwith
Mr. F. H. Bohlen
Mr. Edward Marshall
Mr. Frank Mauran, Jr.
Mr. Seth Low Pierrepont
Mr. William Joyce Sewall
Mr. T. Wilson Sharpless
Mr. Charles Sise
Dr. E. H. Siter
Mr. Richard Warren
Mr. Andrew Murray Williams

FLAG MEMBERS

Mrs. Russell Alger
Mrs. Chandler Anderson
Miss Mary Holden
Mrs. John J. Jackson
Mrs. William Mitchell
Miss Joanna Neilson
Mrs. Dudley Riggs
Miss Alice Sargent
Miss Elizabeth B. Siter

Appendix B: 2013 AYC Membership

FULL MEMBERS

Peter Amershadian
Michael and Kristen Bailey
Lou and William Baker, Jr.
David J. Ballon
Bill and Cassie Barnard
Bob and Cyndi Bear
Garret and Michele Bertolini
Jaye Morency and Michael Brassard
Keenan and Valerie Brock
Niki and Steven Bryn
Nelson S. and Joan M. Burbank, Jr.
John and Cyndy Busa
Brian and Dede Cadieux
Jason and Katy Carr
Martha Hesse and Jay Chen
Caroline and Todd Crocker
Mike Drumm
Gloria Legere and Bill Duffy
Debby and Will Ethridge
Christine and David Evans
Sam and Natalie Finley
Margot and John Finley
The Rev. John Finley IV and Stan McGee
Dan and Amy Ford
Ruth and Pat Conner Fotscher
Vivienne and Jay Gale
Eugene and Nicole Gaudette
Joshua and Jennifer Gear
James and Melissa Gerrity
Andy and Holly Grimes
John and Susan Groves
Hilary Clark and David Hamel
David and Nancy Hanson
Henry and Mary Harding
Ed and Peggy Harding
Michael and Vivian Harris
Jordon Herzberg
Paula and Bobby Hoy
Gabriella and Trevor Hughes
Marshall and Joan Jarvis
Costikyan and Jean Jarvis
Allan (Lanny) and Robin Kachel

Juliane Datzenko and James Kennedy
Jeff and Kate Koeze
Garth and Shappy LaPointe
Randall and Rachel Lavigne
Kevin and Linda Leahy
Megan and Mark Loeffler
Mary Finlay and Bob Luttman
John and Leigh Ann MacFarlane
John and Christine Marshall
Hope I. Mauran
Todd and Charlotte Maynard
John and Elizabeth McLaughlin
Albert and Kristin Morales
Dan and Pam Morrison
Kevin and Delores Murphy
Sally and Jeff Northrop
Barry and Lisa O'Brien
Anne Mazingo and Denis O'Connor
Jack and Carolyn O'Rourke
Chip and Eliza Peter
Scott and Fern Phillips
Elizabeth and Stephen Ransom
Sam Reid
Jim and Jacqui Reinertson
Dave Reynolds
Christopher and Hannah Ring
Deborah and Eric Robb
John Shaw
J.D. and Tara Sherman
Mark Tarbell
Mike and Sharon Thomas
Terry and Joan Trimble
Doug and Carol Tuttle
Fred Walsh
Sandy and Sally Warrick
Malchus and Amanda Watlington
Eileen Whalen
David and Jamie White
Mike and Donna Whitman
Daniel and Mary Kay Hart Whyte
John and Lucy Wilkinson
Kelly Williams
Nancy and Steve Wood
Stephen and Christine Young
Victor and Mary Linda Zonana

FLAG MEMBERS

Hugh Koeze
Robert and Helen Burns
Emily and Chris Connors
Edward and Carolyn Curtis
Bob and Kitty Davis
Stuart and Ellen Dawson
Fran Day
Carol and Joey Donnelly
Peter and Anne Driscoll
Leslie Goulet
John and Viki Guy
Mark and Sue Hollingsworth
Mrs. Richard S. Jackson
James Johnston
Bill and Judy Perry Lord
Michael Mariner
Frank and Liz Mauran
Bobbie and Brian McGann
Mason and Catharine Newick
Sarah Newick
Elizabeth T. Bates and James B. Query
Norm and Pam Ramsey
Ala and William Reid
Harold. V. Richard
Mrs. P.L. Richard
Charles and Julie Steedman
George and Deborah Swallow
Dusty and Charles A. Tarbell
Edmund Tarbell
Rick and Sherry Labbe Tonge

Appendix C: Past AYC Officers

Commodore

Morgan E. LaMontagne	1937-1946
Storer G. Decator	1947-1955
Charles L. Harding, Jr.	1956-1958
Nathaniel G. Wheeler	1959-1963
Alexander B. Warrick	1964-1968
Earl DeR. Barondes	1969-1978
Robert G. Fuller, Jr. (Acting)	1979
Joseph C. Donnelly, Jr.	1980-1989
John H. Finley III	1990-1992
Marshall N. Jarvis	1993-1995
Michael D. Ciancetta	1996-2004
Michael Brassard	2005-2009
Douglas Tuttle	2010-2013

Vice-Commodore

Laurence F. Brown	1937-1938
Charles L. Harding	1939-1945
W. Wallace Lanahan	1946
Mark Hollingsworth	1947-1955
Nathaniel Wheeler	1956-1958
James McM. Gibbon	1959-1961
Edmund C. Tarbell	1962-1965
Mark Hollingsworth	1967-1974
Mark Hollingsworth, Jr.	1975-1979
E. George Pollak	1980-1984
Mason Newick	1985-1988
Charles E. Orcutt	1989-1991
Marshall Jarvis	1992
Michael D. Ciancetta	1993-1995
Henry Harding	1996-2004
Douglas Tuttle	2005-2009
Shappy LaPointe	2011-2013

Rear Commodore

Edward N. Greene	1939-1945
Mark Hollingsworth	1946
Morgan E. La Montage	1947-1948
Mark Hollingsworth	1949-1955
James McMillian Gibson	1956-1958
Edmund C. Tarbell	1959-1961
Alexander Warrwick	1962-1963
Henry Cadwalander	1964
Mark Hollingsworth	1965
Niles R. Johaneson	1966
Edmund Tarbell	1979
John Finley III	1989

Treasurer

C. Richard Steedman	1937-1947
Nathaniel Wheeler	1948
Harold C. Richard	1949-1957
Henry M. Fuller	1958-1961
James S. Erwin	1962-1964
Robert G. Fuller	1965-1980
John Finley III	1981-1987
John T. Guy	1988-1989
Margo Finley	1990-2009
Dan Morrison	2009-2011
Michael Whitman	2012-Present

Secretary

John W. Adie	1937-1947
Moses Williams	1948-1955
Henry M. Fuller	1956-1957
David Strater	1958-1959
Alexander B. Warrick	1960
James S. Erwin	1962-1964
Henry G. Brooks, Jr.	1965-1976
Henry W. Clark, Jr.	1977-1980
Edmond C. Tarbell	1981-1982
James M. Johnson III	1983

Fleet Captain

G. Anthony H. Jackson	1937-1945
Gale McLean	1948-1955
Alexander Warwick	1956-1958
Henry Cadwalader	1959-1963
Mark Hollingsworth	1964
Henry Cadwalader	1965
Timothy Miller	1985-1986
Thomas S. Robinson	1987

Fleet Surgeon

Dr. Richard F. O'Neil	1937-1945
Maurice Fremont-Smith	1948
Dr. Robert Lord	1957
Dr. Roger Southall	1985

Chaplain

Rev. Dudley S. Stark	1947-1972
Rev. John Finley IV	2005-Present

Appendix D: Trophies & Awards

The Legare Cup 1925

York Harbor Yachts - won by Henry Chalfant, Jr
"Red Wing"

Lawley 110 Class Challenge Cup

1940 Mark Hollingsworth
1941 C.R. Steedman & J.W. Adie
1947 J.G.M Stone, Jr. - F. Mauran III

International 210 Class

1947 Valentine Hollingsworth
1948 Charles L. Harding, Jr.
1949 Charles L. Harding, Jr.
1950 Marshall Morgan Jeanes
1951 Mark Hollingsworth
1952 Mark Hollingsworth
1953 Charles L. Harding, Jr.
1954 Harold C. Richard
1955 Harold C. Richard
1956 Alexander B. Warrick

Fergus Reid Memorial Trophy 1947-1979 - 210 Racing Series

1947 Scuttle-Butt
1948 Scuttle-Butt
1949 Scuttle-Butt
1950 Inchcliffe Castle
1951 Cygnet
1952 Tarratine
1953 Scuttle-Butt
1954 Scuttle-Butt
1955 Tarratine
1956 Scuttle-Butt
1957 Dickie
1958
1959 Like Mad III
1960 Dickie
1961 Tarratine
1962 Inchcliffe Castle
1963 Nomad
1964 Tarratine
1965 Inchcliffe Castle
1966 Tarratine

1967 Inchcliffe Castle II
1968 Inchcliffe Castle II
1969 Scuttle-Butt
1970 Ceffyl Dwr
1971 Tarratine
1972 Inchcliffe Castle II
1973 Fragrant Concubine
1974 Gullywumper
1975 Gullywumper
1976 Gullywumper
1977 Trespassey
1978 Fragrant Concubine
1979 Like Mad III

The Secretary's Cup - Lipstick Regatta

1946 Nancy Greene
1947 Marie P. Harding
1948 Eleanor Johnston
1949 Eleanor Johnston
1950 Nancy Greene (July)
1950 Mary R. Morgan (August)
1973 Paula Ledgett
1974 Louise Mauran
1975 Paula Ledgett
1976 Eliza Mauran
1977 Annie Steedman
1978 Jocelyn Clark
1979 Kathleen O'Neil
1983 Tinker Newick
1984 Tinker Newick
1986 Catherine Newick

Francis Wendell Stone Memorial Cup 1952-1960

Year	Skipper	Boat
1952	C.L. Harding Jr.	Scuttlebutt
1953	C.R. Steedman	Inchcliffe Castle
1954	N Wheeler	Tarratine
1955	M Hollingsworth	Cygnet
1956	N Wheeler	Tarratine
1957	C.L. Harding Jr.	Scuttlebutt
1958	E.C. Tarbell	Dickie
1959	E.C. Tarbell	Dickie
1960	E.C. Tarbell	Dickie

AYC Junior Championship 1954-1994

1954 Chris Steedman
1955 Marie Harding
1956 Chris Steedman
1957 Chris Steedman

1968 Marion Mauran
1969 William Lord
1970 Clarissa Cadwalander
1971 Eric Lusty
1972 Royce Barondes
1973 Royce Barondes
1974 Katharine Reid
1975 Katharine Reid
1976 Katharine Reid
1977 Samuel Reed
1978 John Lusty
1979 Henry W. Clark III
1980 T. Perkins Miller
1981 Allen C. Clark III
1982 Zebulon D. Anderson
1983 Christopher S. Robinson
1984 Christopher S. Robinson
1985 Thomas L. Robinson
1986 Kevin T. Lesswing
1987 John Paul Bilodeau
1988 John Paul Bilodeau
1989 Alison Ramsay
1990 Linnea J. Tocci
1991 Ashley A. Knaysi
1992 Andrew P. Davis
1993 Gretchen Stuppy
1994 Michael J. Little

Valliant Cup 1958-1985

Year	Skipper	Boat
1958	Nathaniel Wheeler	Tarratine
1959	Edmund Tarbell	Dickie
1960	Nathaniel Wheeler	Tarratine
1961	Edmund Tarbell	Dickie
1962	Becalmed	No Winner
1963-1976		No results located
1968	Chris Steedman	Inchcliffe Castle II
1969	Edmund Tarbell	Dickie
1970-1971		No results located
1972	Chris Steedman	Inchcliffe Castle II
1973	Tim Black	Inchcliffe Castle II
1974	No race	
1975	Royce Barondes	Ceffyl DWR
1976	Edmund Tarbell III	Dickie
1977	Ron Ledgett	Golleywhopper
1978	Edmund Tarbell	Dickie
1979	Malcolm Douglass	Unknown
1981	Edmund Tarbell	Kestrel
1982	Edmund Tarbell	Kestrel
1983	Joey Donnelly	Moreene
1984	Edmund Tarbell	Kestrel
1985	No Race	

John W. Adie Trophy

Interclub Team Races Between AYC – BPYC
1967 to 1981

Year	Winning Club
1967	BPYC
1968	BPYC
1969	BPYC
1970	BPYC
1971	BPYC
1972	AYC
1973	BPYC
1974	AYC
1975	BPYC
1976	AYC
1977	BPYC
1978	AYC
1979	AYC
1980	AYC
1981	AYC – Series Ended

Commodore's Laser Trophy

Year	Boat Name:	Skipper:
1980	Goldenrod	Not Known
1981	Goldenrod	Not Known
1982	Lemon Drop	A.C. Clark III
1983	Lemon Drop	A.C. Clark III
1984	Lemon Drop	A.C. Clark III

Morgan E. LaMontagne Challenge Trophy

Year	Boat Name:	Skipper:
1969	Nomad II	John A. Lord
1970	Dickie	E.C. Tarbell
1971	Nomad II	John A. Lord
1972	Inchcliffe	T.S. Black
1973	Trepassey	M. Hollingsworth, Jr.
1974	None	None
1975	Calanda	M. Parrish
1976	None	None
1977	Gullywumper	R. Ledgett
1978	Dickie	Mundy Tarbell
1979	Moreene	J. Donnelly
1980	None	None
1981	None	None
1982	Kestrel	E.C. Tarbell
1983	Moreene	J. Donnelly

Edward George Pollak Trophy

1987	Henry Clark
1988	Peter Fullansbee
1989	Robert G. Fuller

Robert G. Fuller Plate – For Beginner Sailors

1980	K&S Reid
1981	Katie Reid
1982	Alan Clark
1983	Alan Clark
1984	Alan Clark
1985	Tom Robinson
1986	Alan Clark
1987	None
1988	None
1989	Alan Clark
1990	None
1991	None
1992	Whitney Ciancetta
1993	Jeffrey MacNeil
1994	Hailey Blackburn
1995	Rall Walsh
1996	Rall Walsh
1997	Christopher Scharff
1998	Christopher Yorston
1999	Caroline Marshal
2000	Albert Nichols
2001	Brooke Taylor
2002	Morgan LaPointe
2003	Ryan Lusty
2004	Katie & Nathalie Peters
2005	Danielle Merriam
2006	Kelley Francis
2007	Malcolm Hughes
2008	Elliott Gear
2009	Grace Gear
2010	Cassie Reinertson
2011	Samantha Maynard
2012	John Thomas O'Rourke
2013	Ellie Bailey

The Moreene Trophy - Intermediate Sailors

The Moreene was one of the 210's in AYC's Racing Fleet.

1994	Madeleine Mariner
1995	Amanda Zagami
1996	Lindsey Blackburn
1997	Whitney Ciancetta
1998	Whitney Ciancetta
1999	Katie Gaire
2000	Jennings Boley
2001	Caroline Marshall
2002	Ella Koeze
2003	Evan Merriam
2004	Morgan LaPointe
2005	John Reinhardt
2006	Cullen LaPointe
2007	Emilee Duffy
2008	McVitty LaPointe
2009	Nicole Busa
2010	Philip Butler
2011	Madi Lavigne
2012	Ben Duffy
2013	Ben Northrop

The John Finley III Trophy - For Beginner II Sailors

2009	Elliott Gear
2010	Ben Duffy
2011	Grace Gear
2012	Ava Scholes
2013	John Thomas O'Rourke

Caroline Marshall Award

For enthusiasm, Outstanding Sportsmanship and skill in racing.

2005	Caroline Marshall
2006	Logan Shanney
2007	Morgan LaPoint
2008	Logan Shanney
2009	Morgan LaPointe
2010	Eric Morrison
2011	Nicole Busa
2012	Katherine Bertolini
2013	Peter O'Brien

Reid Trophy was originally for the July 210 series

1995	Graeme Wagner-Lynch
1996	Paul Zagami
1997	Will Bigelow
1998	Megan MaGee
1999	Johnathan Evans
2000	Whitney Ciancetta
2001	Lynn McGrath, Jr.
2002	Rall Walsh
2003	Hugh Koeze
2004	Hugh Koeze
2005	Christopher Yorston
2006	Gage Bensley
2007	Scott Limone
2008	Eric Morrison
2009	Katie Peter
2010	Elias Loeffler
2011	Jess Young
2012	Will Duffy
2013	Ben Duffy

Harding Award - For Enthusiastic Determination

Charles L. Harding, Jr. was AYC's third Commodore from 1955-1961

1998	Amanda Zagami
1999	Abbe Bigelow
2000	Jeff McArdle
2001	Whitney Ciancetta
2002	Jay Tuttle
2003	Nina Morency Brassard
2004	Meagan McGrath
2005	Not Awarded
2006	Hugh Koeze
2007	Scott Limone
2008	Emma O'Brien
2009	Cullen LaPointe
2010	Stuart Graves
2011	Not Awarded
2012	Not Awarded
2013	McV LaPointe

Nomad Racing Award

The Nomad was AYC's last 210 sailboat from the racing fleet.

2005	Albert Nichols
2006	Albert Nichols
2007	Hugh Koeze
2008	Caroline Marshall
2009	Ella Koeze
2010	John Reinhardt
2011	Cullen LaPointe
2012	McV LaPointe
2013	Elliott Gear

Woman Skipper's Race – Former "Lipstick Race"

2003	Pamela Ramsey
2004	Kate Koeze/Kathy Jahn
2005	Canceled - Weather
2006	Nina Morency-Brassard & Emma O'Brien

Michael Ciancetta Membership Award

For AYC Members that display commitment, enthusiasm, and promotion of the club
Michael Ciancetta was AYC's 11th Commodore from 1995-2004.

2007	Shappy LaPointe
2008	Jack Tracksler
2009	Ross Kleiman & Peter Amershadian
2010	Peter Saliba
2011	Cyndy Busa
2012	Josh Gear
2013	Jennifer Gear

Laser Regatta

2005	Albert Nichols
2006	Canceled - Weather
2007	Albert Nichols
2008	Not Held in 2008 & forward

Opti Regatta Winners

Year	Blue Team	Green Team
1999	Jennings Boley	Caroline Marshall
2000	Jay Tuttle	Albert Nichols
2001	Jennings Boley	Caroline Haughey
2002	Max Loeffler	Evan Merriam
2003	Ryan Lusty	Evan Merriam
2004	John Reinhardt	Evan Merriam
2005	Evan Merriam	McV LaPointe
2006	Tucker Jones	Eric Morrison
2007	Emilee Duffy	Noah Landis
2008 - J	T. O'Brien	Malcom Hughes
2008 - A	McV LaPointe	Elliott Gear
2009 - J	McV LaPointe	Elliott Gear
2009 - A	Peter O'Brien	K. Bertolini
2010 - J	Stuart Graves	Peter Saliba, Jr.
2010 - A	Stuart Graves	Dinon Hughes
2011 - J	K. Bertolini	Bryce Morales
2011 - A	Ben Northrop	Elliott Gear
2012 - J		
2012 - A	Bryce Morales	John O'Rourke
2013 - J	Grace Gear	Sydney Bowers
2013 - A	Grace Gear	Chase Bailey

Labor Day Nubble Race

2005	Nomad – Randy Johnson
2006	Canceled - Weather
2007	Bob & Rob Bear
2008	Skipper Tarbell
2009	Skipper Josh Gear
2010	Skipper Josh Gear
2011	Skipper Seamus Reynolds
2012	Skipper Elliott Gear
2013	Canceled - Husky broke down

Appendix E: AYC Fleet from 1937 to 2013



International 110

LOA: 24'
Beam: 4.17'
Sail Area: 157 sq. feet
Hull Weight: 910 lbs
Designer: C. Raymond Hunt



International 210

LOA: 30'
Beam: 6'
Sail Area: 305 sq. feet
Hull Weight: 2300 lbs
Designer: C. Raymond Hunt



Puffin

LOA: 14'
Beam: 6'
Sail Area: 102 sq. feet
Hull Weight: 425 lbs



Laser

LOA: 13'9"
Beam: 4'6"
Sail Area: 76 sq. feet
Hull Weight: 130 lbs
Mfg: Vanguard Sailboats



JY-15

LOA: 15'
Beam: 5'10"
Sail Area: 100 sq. feet
Hull Weight: 275 lbs
Mfg: Hunter Marine



Optimist Sailing Dingy

LOA: 7'7"
Beam: 3'7"
Sail Area: 35 sq. feet
Rigged Weight: 77 lbs
Mfg: Vanguard Sailboats



J-22

LOA: 22.5 ft
LWL: 19.0 ft
Beam: 8 ft
Draft: 3.8 ft
Displacement: 1790 lbs
Lead Keel: 700 lbs
Sail Area: 223 sq ft



Club 420

LOA: 13'9"
Beam: 5'5"
Sail Area: 110 sq. feet
Rigged Weight: 260 lbs
Mfg: Vanguard Sailboats

Appendix F: AYC Burgee and Objects of Art



Figure F.1



Figure F.2



Figure F.3



Figure F.4



Figure F.5



Figure F.6



Figure F.7



Figure F.8



Figure F.9



Figure F.10

Figure F.1: Various blazer crests for Officers of the Club. Figure F.2: The 75th Season AYC Anniversary logo. Figure F.3: AYC Burgee on polo shirt. F.4: AYC Burgee on T-Shirt. Figure F.5: Race Team Logo - 2013. Figure F.6: AYC Burgee - Car Sticker - 2011. Figure F.7: Clubhouse sign. Figure F.8: Gingerbread House for York Library contest. Figure F.9: Rub-on AYC Burgee tattoos. Figure F.10: AYC Burgees on cupcakes at awards dinner.



Figure F.11



Figure F.12



Figure F.13



Figure F.14



Figure F.15



Figure F.16



Figure F.17



Figure F.18



Figure F.19

Figure F.11: Hand made rug by Commodore Alexander 'Pud' Warwick over a 7 year period for his personal residence in York Harbor in the late 1960's. Figure F.12: Detail of the center of the rug showing the AYC burgee on the left and Commodore Warwick's private flag on the right. Figure F.13: A series of 12 hand painted plates with individual images of the 210 fleet - about 1965 or earlier. Figure F.14: Detail of one of the 210 plates. Figure F.15: AYC glassware. Figure F.16: AYC coffee mug. Figures F.17, F.18, and F.19: Custom china and glassware set for Commodore Alexander 'Pud' Warwick with the AYC burgee and his private flag.



Cygnat



Dickie



Dramamine



Imp



Incheliffe Castle



Lemon Peel



Like Mad



Moreene



Phoebe B. Beebe



Scuttlebutt



Tarraline

210 Plates - Circa: 1965

These are a series of 11 dinner plates that were hand painted for Harold Richard and ultimately passed down to Helen Burns. Each plate shows a different 210 by boat number and hull color in the AYC fleet. Most likely there were 12 plates in the original set with the Nomad plate missing (broken?).

Appendix G: Historical Club Letters and Documents



Appendix H: Group Photos of AYC Staff



2006 - AYC Staff



2008 - AYC Staff



2009 - AYC Staff



2010 - AYC Staff



2011 - AYC Staff



2012 - AYC Staff



2013 - AYC Staff

AYC Staff: 2006 (L to R): Jennings Boley, Whitney Ciancetta, Casey Williams, Nina Morency - Brassard, Hugh Koeze, Leah Hughes, Michael Harris. 2008 (L to R) Back Row: Jennings Boley, Hugh Koeze, Tyler Tuttle, Chris Yorston, Scott Lemone. Front Row: Logan Shanney, Meaghan McGrath, Caroline Marshall, Ella Koeze, Bess King. 2009 (L to R) Back Row: Hugh Koeze, Chris Yorston, Cory Ransom, Tyler Tuttle. Front Row: Caroline Marshall, Ella Koeze, Bess King, Logan Shanney, Morgan LaPointe. 2010 (L to R) Back Row: Hugh Koeze, Cory Ransom, Michael Harris, Henry Young, Eric Morrison. Front Row: Logan Shanney, Caroline Marshall, Ella Koeze, Morgan LaPointe. 2011 (L to R) Back Row: Eric Morrison, Michael Harris (standing), Cory Ransom, John Reinhardt, Terrance O'Brien. Front Row: Ella Koeze, Nathalie Peter, Katie Peter, Morgan LaPointe. 2012 (L to R) Back Row: Eric Morrison, John Henry, Michael Harris, Mitchel Busa, Terrance O'Brien. Front Row: McV LaPointe, Cullen LaPointe, Jessica Young, Nicole Busa, John Reinhardt, Cory Ransom. 2013 (L to R) Back Row: Michael Harris, Mitchell Busa, Eric Morrison, McV LaPointe, Liam Boyle. Front Row: Nicole Busa, Henry Young, Will Duffy, John Reinhardt.

Appendix I: Members on the Docks



Grethchen Stuppy & Brian Gault - 2000



Nina Morency-Brassard & Meaghan McGrath



Cullen LaPointe and Katie Peter - 2006



Logan Shanney And Hugh Koeze



Emma and Grace Gear - 2009



Sam Reid and Charlotte Maynard



Jean Jarvis and Paula Hoy - 2012



John Reinhardt - 2011



Jack Tracksler - 2008



Madi and Rachel Lavigne - 2012



Michelle and Katherine Bertolini - 2012



Samantha Maynard - 2013



Bob Eger - 2012



Eric Morrison and McV LaPointe - 2013



Josh and Elliott Gear



Mitchell and John Busa



Nicole Busa and McV LaPointe - 2013



Dede and Brian Cadieux - 2013



Stephen and Elizabeth Ransom - 2012



Diane and Emma Whitman - 2012



Ginger and Jack Guy - 2010



John Finley III - 2007



Cory Ransom and Gian Piero - 2010



Figure I.1



Figure I.2



Figure I.3



Figure I.4



Figure I.5



Figure I.6



Figure I.7

Figure I.1: The Finley Family (L to R): Commodore John Finley III, John Finley IV, Charlotte (Finley) Maynard, Samantha Maynard, Margot Finely. Figure I.2: John Reinhardt, Mitchell Busa, Cory Ransom. Figure I.3: NAME, Figure I.4: (L to R): Kate Cunningham, Ella Koeze, Morgan LaPointe, Logan Shanney. Figure I.5: (L to R): Eric Morison, Briana Garvey, Henry Young, Terrance O'Brien. Figure I.6: Ross Kleinman, Bob Luttmann, Jack Tracksler, Michael Brassard. Figure I.7: Laura Hoy



Figure I.8



Figure I.9



Figure I.10



Figure I.11



Figure I.12



Figure I.13

Figure I.8: Ellis Batson and his boat, Northern Edge - 2012.
 Figure I.9 (L to R) Cindy and John Busa, Gabriella and Trevor Hughes - 2011. Figure I.10: Figure I.11: (L to R): Hilary Sashe, Ellie Reinhardt, Emma Siegel. Figure I.12: (L to R): Jojo Saliba, Ben Sunshine, Peter Saliba, and Samantha Saliba.
 Figure I.13: 2012 AYC Race Team.

Appendix J: "Show Us The AYC Burgee"



Figure J.1



Figure J.2



Figure J.3



Figure J.4



Figure J.5



Figure J.6



Figure J.7



Figure J.8



Figure J.9



Figure J.10



Figure J.11

Figure J.1: Ella Koeze, Egypt. Figure J.2: Dave Reynolds on the slopes. Figure J.3: Kinsale in Sanibel, FL. Figure J.4: Mike Harris - deep blue sea. Figure J.5: Big Ben in London. Figure J.6: In Land of Lincoln. Figure J.7: Henry Harding with Mt. Katahdin in background. Figure J.8: Katherine Bertolini in Costa Rica. Figure J.9: Foxys in BVI's. Figure J.10: Melissa Murphy's car in Cape Town, South Africa. Figure J.11: Henry Harding and son Charlie in Yosemite National Park.



A cool dip off the AYC dock on a hot day - Summer 2007

Agamenticus Yacht Club

York Harbor, Maine