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THE PORTLAND YACHT CLUB
 A CONDENSED CHRONICLE
 1869- 1960

-----T'was not a doubting Thomas, but one, 'Whisker Bill' Thomas who conceived the Portland Yacht Club.

That year was 1868, the times did not seem favorable for such a venture. The Great Portland Fire had all but eliminated the city just two years before, leveling 1500 homes. General U.S. Grant was president elect, the Civil War had ended three years past, and James G. Blaine, 'The Man From Maine', was speaker of the House of Representatives. Horse cars ran on the city streets and the Great Eastern Wharf, built off the Grand Trunk at a cost of over \$200,000.00: still awaited the giant steamship that never was to enter Portland Harbor. The songs published that year were, 'Little Brown Jug', 'Sweet Genevieve', and 'Shoo Fly don't bother Me.'

Twenty-one confirmed sailing men met in the office of W.W. Thomas, Jr. (affectionately known as 'Whisker Bill') at 184½ Middle Street in June of 1868 and decided that if one hundred members

could be signed, they would start the Portland Yacht Club. W.W. was not an ordinary sort of man, success was almost a certainty with him. He was an ardent sailor, an attorney and soon after the formation of the club he became pleni-potentiary ambassador to Sweden, later colonizing New Sweden in Maine. In his youth he taught school in Cape Elizabeth and his old school house is now that town's library, although removed a mile from it's original site. On April 26th 1869, the Portland Yacht Club was born in his office with 121 members on the rolls. This was the year the Suez Canal opened the sea route to the east, and 'Black Friday' closed the banks.

The constitution and by laws instructed the secretary to issue a club book each year, listing members, yachts, with measurements, a calendar of activities, the private signals of each member and other information. This was done the first year and copies of the 1869 book exist. In later years this ruling was followed, loesely, books being published in the following years- 1869-73-78-81-86-89-93-98-99-1900-01-02-03-04-05-07-08-09-11-12-13-14-15-16 and the last one in 1917. This book being the first one for 46 years. The 1878 book had many color plates showing, burgee, flag officers flags, all other yacht club flags, and all member's private signals.

There has been some question as to the relative age of the club and recently one commodore spoke of it as the fourth oldest in the United States. According to Fox's Yachting Annual in 1878- PYC was the seventh in the listing of 24 clubs. Mr P.W. Stephens yachting historian, stated PYC was 15th. Current issue of Lloyd's Register shows the club to be 13th with both the So. Boston and Boston clubs being formed the year before in 1868. It is rather strange to find that the Neenah Nodway Yacht Club of Neenah, Wis-

consin was formed in 1861. Most yachting historians agree that Lloyd's is the final authority in matters of record, let's call PYC the thirteenth.

(1.) The first Commodore, James Morrill Churchill, had as his flagship the schooner 'Ethel' scaling 67 feet, ^{it} and is shown here. Mr. Churchill later became the first full consul to Cuba and is buried there, in Cardenas. Initial fleet numbered 15 yachts same being 7 schooners, 7 sloops, and one steamer. Initiation fee was \$2.00 and the dues were \$1.00 a year, meetings were held at the offices of various members until 1873 when a club room was rented on Custom House Wharf for \$8.30 a month. This room had a balcony overlooking the club anchorage on the Cape shore. The club members furnished and decorated the room.

The first club flag was rectangular with a wide red border, and a blue number in a white field, the number being the one given a member as he signed the club roll. Cruise on the first year was to Boothbay Harbor, up the Sasanoa to Bath and thence to Jewel's Island where a 'Grand Clam Bake' was prepared. On this cruise was Capt. Goddard's sloop 'Laurel' which was 50 years old. Fog ensued the whole three days of this initial cruise as it was to do for the following 34 years. The City of Portland gave the club \$250.00 to put on a 4th of July regatta, which funds were spent for prizes for the contestants, all club members. Little Hog (Diamond) Island was offered to the club by the Deering heirs for a rental of \$100.00 a year. Club voted to raise \$700.00 to build a club hose there and although those present subscribed \$103.00 it never bore fruit. The next year, failing to receive a donation from the city the club went to Little Hog on the 4th to celebrate. There is a painting in the Maine Historial Rooms showing the cove at the eastern end

of this island around that date. It was beautiful, secluded and would have made a fine location. ~~The dues were raised to \$10.00~~

In 1871 the initiation fee was raised to \$10.00 for a yacht owner and \$5.00 for non-owners, and the dues were raised to \$3.00. However the secretary in his report writes in red ink over the latter increase "This is unconstitutional". The city started giving the \$250.00 for the 4th again this year. The design of the present club burgee was adopted and the dimensions of same for each yacht in the fleet were given. The largest yacht flying a 7'5" x 4'5½" burgee and the smallest, content with a 2'2½" x 1'4" flag.

In 1873 the city upped the 4th of July donation to \$350.00 and a man named Kelley who engineering^{ed} the increase was made an honorary member. That year's regatta was open to all boat owners 30 boats being entered- ~~21~~ 21 sail- 5 steamers and 4 Hampton fishing boats. Both a spring and fall cruise that year together with extra expense for the regatta, emptied the modest treasury.

(2.) In 1874 the club raised the 4th of July regatta money by subscription and pictured is a copy of the announcement. This year the Challenge Cup Regattas were inaugurated, all yachts entering one of three classes in an early spring race, the winner receiving the challenge cup. This trophy was subject to challenge by any yacht in the same class during the summer, the cup holder having to accept the challenge within 20 days or forfeit the cup; no boat could challenge oftener than once a season. Any yacht which won the cup in three annual regattas could retain it unless it was the loser in a challenge race. This interesting racing plan continued for over 30 years.

If you had looked on the club hose door in 1876 you would have seen a sign which read "No person is welcome unless a member

or a representative of a Portland newspaper." Some vandal stole
 the sails from the yacht 'Rambler' and a \$50.00 reward was posted.
 In 1877 at ^{the} annual meeting, the membership committee reported
 "As near as we can ascertain, there are 112 members- active or
italics indifferent." The treasurer reported that collection of dues
 "was arduous and sometimes unpleasant." A club library was started
 the members building the bookcases. The membership had grown to
 145 in 1879 and there were 15 honorary members. At that time, the
 rules called for certain compulsory honorary members same being,
 The Mayor of Portland--The Collector of the Port--The Commander
 of the Revenue Cutter, The Surgeon in charge of the Marine Hospital
 and, The Officer in charge of Harbor Fortifications. ~~This not
 at present being a club rule (1963).~~

* Cape Cottage was the scene of the tenth anniversary celebration
 65 attending "38 being gentlemen". W.S. Jordan the owner of the
 club property gave the club an additional room at no rent, the
 members refinished and furnished it at a cost of \$84.32. Mr.
 Pierce a plumber, donated the plumbing, and for this was 'given the
 freedom of the club, though not a member.' At each meeting there was
 much talk of proper uniforms, proper caps, proper buttons, some
 members bringing samples. The yearly expense was \$204.15 and the
 treasurer apologized and said an economy plan would have to be
 adopted. Club activities usually started the last of May and
 continued ~~to~~ to October. On the spring cruise in 1879, 4 schooners
 and 2 sloops left the club at 10:00 AM, arriving at Wiscasset at
 4:20 PM. Sloop 'Vif' went aground on Merrill's Ledge in the Sheep-
 scot River. The next day being Sunday, members attended church ashore,
 14 to the Methodist and 19 to the Episcopal services, and in the
 evening vesper services were held on the commodore's yacht. A
 piece of ice was left each day at the club house for a season's
 cost of \$2.70. Reported that of the 59 books in the library

"the nine best ones have been stolen."

(3.)

These years brought kindly and pleasant ^{cruising,} ~~boating,~~ Pott's Harbor being the favorite anchorage. Sometimes the commodore would have an orchestra on his flagship and other boats would have banjo playing and/or singing groups rowing among the fleet, serenading. Long Cove- The Lookout-South Freeport and the 'Brick Yard' in Quahog Bay, were choice places to go for an overnight cruise or maybe for a few days stay, but Pott's Harbor with it's bowling alleys is mentioned more than all others. On a cruise the larger yachts would 'wait up' before entering a harbor for the night until the slower craft caught up so that all could sail in and anchor together. One hundred and thirty seven members of eight foreign yacht clubs visited PYC in 1879.

A problem arose in 1880 when one Capt. Bacon joined the club with his catamarran, The measurer was baffled and the catamarran must have gone elsewhere, as after three years it leaves the list. On the annual cruise that year the commodore's yacht 'Grace' had her mast broken off at the deck in a squall off Cox's Head in the Kennebec. A club cannon was purchased for \$41.00 and voted "To neither borrow nor lend same." That year the coal bill was \$6.20 and powder for the canon came to \$21.60. There were 109 visting yachts from foreign clubs eight of them steamers.

In 1882 the fleet numbered 9~~x~~ schooners, 15 sloops, 1 Cutter and a catamarran. Most every meeting the treasurer~~x~~ reported much trouble collecting dues. He was trussed with the rule that only refusal to pay meant expulsion, stated while non refused they just neglected to pay, the apathy was alarming. Locks were changed on the club hose and 13 dozen keys purchased to be given to the members who were current in their dues.

In 1884 PYC sent a delegate to a convention of yacht clubs in ~~London~~ Boston. It was decided that the club would do well to have a fleet surgeon and Dr. Charles W. Bray was elected. This was the time of expansion and the club voted to build a new club house at the end of Merchant's Wharf costing \$2,500.00. Six percent bonds were issued and readily subscribed in units of \$50.00 each. J.C. Stevens a member did the architectural work gratis, and was therefore made an honorary member. The end of Merchant's Wharf, being 41 x 50 feet, was leased for ten years at a rental of \$50.00 a year. ~~The janitor~~ ^{as janitor} Mr. W.E. Carter was employed at \$40.00 a month in the summer and \$15.00 a month in the winter. The club voted "During the winter months Mr. Carter shall have the club stove prepared with paper and kindling, in readiness to light at any time a member comes into the club rooms during the winter." Some quiet days must have been rather bitter for Mr. Carter. Among the ^{new} ~~new~~ furnishings for the club were three lanterns, and six cuspidors.

An unusual public appearance by the members was as a marching unit in the 1886 4th of July parade. They carried a model of a yacht, en route. At a June meeting that year Chandler's Band played and the Webber quartet sang, receiving their thanks of the club. PYC was invited to attend the America Cup races as the ^s guests of the New York Yacht Club. In 1888 there were 201 active members, 167 visiting yachts (24 being steamers). Membership cards were issued for the first time to identify members. A berth at the club float and a large locker cost \$10.00 for the season. Yearly budget was \$967.75 including payments to sinking fund and bond interest. For some time a progressive group had been attempting to raise the dues from \$3.00 to \$5.00 per year but were always voted down by the prudent ones. That year the progressives managed to get their vote over in a turbulent meeting and the dues went to \$5.00. Twenty three members resigned.

(6) First mention of power boats came in 1889, they were naphtha launches and were a weirdly potent piece of machinery. These small launches were all open boats, fortunately, and some had surrey tops. The motive power was a small upright boiler filled with naphtha (gasoline) which was boiled by a fire under it fed by the same liquid, the vapors activated a 3 cylinder engine located under the boiler and these vapors were later condensed and returned to the inferno. Imagine the situation, a boiler full of seething naphtha- the fumes of which were intermittently emitted through the whistle and pop off valve, while a hot naphtha fire exists below where the vapors lurk, and the passengers and crew enjoying their cigars. True, they would blow up, and often did. Rowell Lovett says that ^{is why} ~~hwf~~ there are none of them around today- they all finally went, whooosh. There were over a dozen of the launches in the club prior to the advent of the internal combustion engine circa 1900. Still problems as to the proper uniforms, after many meetings on caps, voted to adopt the New York Yacht Club cap with leather vizor. That year was the 20th anniversary and the meeting was held at the Preble House (where ^{the} Casco Bank ~~XXXXXXXXXXXXXXXXXXXX~~ Building is now located). ~~The~~ Guest of honor was the Commodore of the Dorchester Yacht Club, whose club was to visit PYC the coming summer.

In 1890 the club had a joint cruise with the Rockland Mass. ~~GREENX~~ club. A slight fire in the club house was extinguished by the fire boat, the water boat and the members. The City of Portland continues to grant the \$250.00 for the 4th of July and no more is heard of Mr. Kelley and his one time increase in the stipend. Apparently yachting interest subsided for a time as the 1891 ~~XXXXXXXX~~ report from the regatta committee states, "The yachting season of the Portland Yacht Club has been entirely devoid of interest."

Twenty-five years old in 1891, PYC held a dinner at the Falmouth Hotel with the ubiquitous Chandler's Band furnishing the music. A letter was read from founder W.W. Thoams Jr. then in Sweden, telling of the early days (1840-1870) of boating in Portland Harbor. Sixty-five members were present and a breech loading cannon was presented to the club by the members. That year on the annual cruise to Christmas Cove it was rather rough off Seguin and Commodore Brays's steam yacht 'Maitland' threw two stools through a closed pilot house window. Fleet surgeon had to administer ~~several-members~~ 'quinine and cholera' mixture to several members. Commodore Bray served the club almost 50 years. He was commodore for 17 years in three separated terms and when not holding that office was fleet surgeon. The 'Maitland' shown here was designed by J.H. Dyer of Portland, the molds were made here and shipped to Bath where she was built in 1890. Length 55 Ft, and beam 10'6". Boilers and engine were made and installed by the Portland Company. There were 237 members and 57 yachts owned that year.

(7)

Up to 1900 all the club records were hand written, they were detailed and most legible, as you will note from the print of a page from the treasurer's report in 1894.

(8)

* As the annual meeting on April 26, th 1895 was being held Capt. Joshua Slocum, then starting his single handed ^{voyage} ~~trip~~ around the world, put in to Round Pond harbor, driven there by a storm off Monhegan. Motion to refrain from having liquor at the club house or at club banquets was defeated 64-11. Income that year was \$1,403.71 and expenses \$1,320.63. The club library subscribed to Harpers, Century, Cosmopolitan, Life, Rudder, and Forest and Stream. In the year of 1897 the club listed 68 yachts, 5 schooners, 30 sloops, 1 knockabout, 9 cat boats, 8 steamers, (one being 109 Ft.) 15 naphtha launches, and 265 members. Report says, "Racing has never

been the primary design of the Portland Yacht Club. Other clubs are forced, from sheer monotony, to cultivate this spirit; but we, who have at our doors a coast^{COAST} that attracts all the yacht clubs of the Atlantic States, have been blessed, and handicapped by our environment. Our shores^F present too great a charm in the pleasure of coasting." Club records show that the annual spring cruise held the last week in May, had always been run in bad weather and fog. At this time the club owned the old sloop 'Laurel'^u and chartered her to members. As, upon a survey, the club building was found to be 'yielding' a committee was appointed to see about relocating the club on the Cape Shore.

With the closing of the harbor at the start of the Spanish War the club received a notice that any yacht which tried to venture out would have her sails shot full of holes. Several members joined the armed services and their dues were remitted. The harbor mines were cleared in the fall of 1898. In 1899, the thirtieth anniversary, all bonds had been paid off and the club was free of debt. Electric lights were installed in the club house. The anniversary dinner was held in the Falmouth Hotel with the heroic menu shown here. Of course Chandler's Band serenaded the members and guests. That year the entertainment committee was voted \$20.00 for the current year and was instructed not to spend over \$5.00 on any one event. The commodore finally appointed a committee to clean up the perennial bug-bear of unpaid dues. With a yearly fee of \$5.00 there was \$600.00 past due on the books, some in arrears for 5-6 years.

Saturday afternoon races were started in 1900. Some of the former enthusiasm had been dulled by the war and the report says, "The spirit of commercialism which is so rife today has led many of the club members with larger yachts to charter them for the

season, thus removing these boats from club activities." Seventy years ago complaints of overcrowding in Maine waters showed up with this from a commodore's log, written while anchored in Christmas Cove. "Christmas Cove is the same beautiful place but has lost it's attractiveness, in a large degree, for the mob ~~there~~ is there with their unlimited cheek and yells. Years ago the attraction of Christmas Cove was due to the fact that one felt, when there, removed from all the bustle, really isolated from the world, but now the air is filled with cat calls and yells such as one might expect to hear in Hell. Lights out at 11:30"

In 1903 the first one design class came in to the PYC. They were the Starling Burgess design 31 foot gaff rigged sloops shown here. There were four of these yachts all built by Graves at Marblehead ~~and~~ having an 18 Ft water line, 6 Ft beam and a draft of 4'9". Fast and although they resisted any knock down were rather wet in a stiff breeze, they cost around \$1,800.00 with sails and did much to renew racing interest. The regatta committee was voted ~~\$10.00~~ ^{\$100.00} for prizes and new courses were laid out for the three classes. Class A, 30-40 feet, ran from the club house through White Head Passage, around Witch Rock and back through the harbor entrance, distance $11\frac{1}{2}$ miles time allowance six hours; Class B, 20-30 Ft, ran around Fort Georges and House Island, ⁹ ~~7~~ miles time 5 hours; Class C, the 31 Ft Starling Burgess boats ran to the can at The Brothers, to Brimstone Ledge and return, same being $7\frac{1}{2}$ miles and time allowance 4 hours. That year the club voted to have Willis W. Gould write a history of the club which apparently he never did. Later a club secretary who was a printer, got together a history and when the club demurred about paying for publication he destroyed the material.

Even with the new 31 footers things were not considered booming and the club even made talk about installing some pool tables for

for those members, 'not interested in boating!'

(12)

Following the success of the Starling Burgess yachts a new design was adopted that would permit ^{racinq by} those who wished to spend a small amount for a class boat. These were the sailing dories, and from the pictures you will note that they were interesting, with their bat wing mainsail and pleasing lines. There were fourteen of these built, many by John Whitney and his son James at Falmouth Foreside. They measured 21 feet overall, 16 Ft waterline, had a 5'8" beam and carried 202 square feet of sail. The planking was ^{ac} scarf strake, and the bottoms were double, ^{there} ~~there~~ were six sawn frames and several steam bent doublers. The crew was 3-4 good lively sailors and they demanded quick action to keep from being knocked down. The center board was made of oak and those that sailed them said 'Boy they'd really go! The dories continued as a class until 1916. ~~That~~ ^{That} year the club purchased a lot of land on the So. Portland shore having a water frontage of 124 feet same being at the foot of High Street and costing \$1,300.00. It was leased to Davidson for several years. In 1905 the club listed members living in Massachusetts, New York, New Jersey, Pennsylvania, Minnesota and Missouri, a total of 282 with 48 being outside of the city and 34 outside of the State of Maine. That year the 86 foot schooner 'Brentwood' owned by Vice Commodore ~~that~~ Jordan was lost going to winter quarters in Northeast Harbor. The annual cruise date was changed in hopes of better weather and when the 17 yachts took off on June 16th it was the first time for 35 years that the elements were favorable. Cruise was to Pott's Harbor, Boothbay, and Winnegance. One cruise log reports that "The 'Juno' formerly "The Pride of Center Street" joined the cruise at the start and each night anchored just astern of the flagship, though not a member and not invited." Same log speaks of a guest in a ^x rolling sea, 'unswallowing'.

The Boston Yacht club visited in July and the first ladies room was installed in the club house. Underwood Park on the Falmouth Shore offered a good overnight anchorage, with a long pier, a theater seating 1500 and other attractions. This resort burned down in 1907.

* Locks were again changed on the club hose in 1905, this time to prevent vandalism. The club records are missing from 1905 to 1910. During these five years membership increased to 394. In 1910 there were listed 12 schooners, 56 sloops, 6 cat boats, 13 racing dories, 6 steamers, 27 power yachts and 37 launches. On the (13) ¹⁹¹⁰ ~~1910~~ cruise to Pott's Harbor and Mackerel Cove records state, "In Mackerel Cove a native gave a demonstration of how to sink a yacht tender by ramming it with a Hampton boat, under power." The club purchased the bell from the Revenue Cutter Woodbury which was engraved with the date 1863. Racing had again lost it's interest and only one regatta was held in 1911, that for power boats. Dues troubles still stalked and the treasurer writes in his report, "For many years the club has been a graveyard for the delinquents, there now being 44 in number some up to six years past due." ~~The~~ Assets as listed in 1912 showed club house at \$2,100.00 and land at So. Portland at \$1,500.00. Average attendance at club meetings in 1912 was 78 and this was the first year in which the power boats outnumbered those using sail. That year the club took several 'Moonlight Sails' on the island steamers and during the winter held fortnightly 'Little Dinners' in the club, and were entertained by vaudeville acts from a local theater operated by a ^{member} ~~member~~ Mr. Greeley. Membership numbered 404. Club requested that the Lighthouse Department install a light on Basket Island Shoals. Voted to keep club records in a safe deposit box. Too bad this was

not heeded, since besides the loss of the 1905-1910 records we later find that the records from 1926-1938 are no where to be seen, a deplorable circumstance for such a long standing enterprise.

Apparently the power boats and the advent of automobiles were the cause of the loss of interest in sailing. A good Pope Hartford in 1911 offered lots of challenge to get it to No. Conway and many yachtsmen accepted the ~~challenge~~ summons. At this time Holman Day the author and actor was Rear Commodore and the club went to the Jefferson Theater 200 strong to witness his prowess on the stage. In 1914 a group of members formed the second United States Power Squadron in the United States, having 32 members and continuing their membership in the PYC as well as the USPS. At the end of 1918 this unit disbanded and lost the placing of Portland as the second unit of this now international organization with ~~some~~ ^{several} hundreds of squadrons.

* The commodore expressed a wish that year to have 500 members on the roll and a waiting list. Voted that any member who would pay the club \$100.00 would therefore become a 'Life Member' and be free of all further dues and charges. No record of anyone taking advantage of this excellent chance for projected savings. The club took up a collection to replace the ailing player piano and tattered roofs of current rag time. The only water activity that year was a cruise participated in by one lone sail boat and 16 power boats. On going up the New Meadows River the sail boat lost it's topsail and bow sprit on a wire strung across the river and had to be towed the rest of the cruise. A time of deep despair. The club tried to run a series of three dances at Wilson's Dancing Academy. (Shall have ~~to~~ digress and state that this most formal hall of Terphisco^{re} and department~~x~~ was on the top floor of the Charitable Mechanics Building at the corner of Basco and Congress Streets, where one learned the ways of the Portland Fancy and Schottische ~~and~~ short, the Schottische from a very erect, and militant Professor Wilson who continually during a waltz enunciated "Slide ten ten Slide ten ten"

The book ^{said} ~~says~~ about these three attempted dances, "Where the ladies of the Portland Yacht Club are concerned, events must go down as a failure." Come now!

In 1915 Reuben K Dyer, Commodore of PYC was made an honorary member of the Boston Yacht Club. Until that time only Nathanael G. Herreshoff, Sir Thoams Lipton and Asst. Sec. of the Navy, Roosevelt had been so honored. Because of the lack of interest in sailing the former 'Spar Room' had it's partition ~~tonn~~ ^{became} down and ~~became~~ part of the banquet room. It was voted to limit the membership to 450.. Until July 7th, 1915 each member had been given a number when he joined and signed the constitution. These numbers ran consecutively from Commodore Churchill's No. 1 until number 1368 was reached, when for some unknown reason this good practise was discontinued. Continual repairs on the wharf pilings and club floats and house cost almost as much each year as the original cost of the club house.

At the start of World War I boating came to a standstill in the harbor. All, but one sail boat stayed on the banks, and 72 members joined the services. In 1916 there was one yacht (power boat) named 'Chicken', doubtless never ventured beyond Bug Light. On Aptil 26, 1919 the 50th anniversary was held at the club house with no particular celebration? Each New Year's eve was celebrated with the firing of canons at midnight and other orgies. In 1919 they used $\frac{1}{2}$ barrel of dynamite and the resulting din was pronounced real adequate. Admiral Peary, a ^mmeber died in 1920.

In 1921 racing started again for the first time in eight years. A new class of small boats called 'Monty Cats', or Fish Class ^{was} ~~was~~ responsible for the interest. There were eight of these boats which cost about \$150.00 with sails and they were safe enough for the juniors to handle. The ~~Monty Cats~~ ^{Monty Cats} were raced off the Falmouth Shore, ~~rather than in the harbor and the teachness of the~~

At that time one did not depend on a professional instructor, if Little Willie was agreeable to learn to sail he would be taught by either Uncle Widgery or Cousin Herbert, and strangely enough many of them ~~backme~~ ^{outstanding} ~~creditable~~ sailors. On inquiry from the War Department as to the PYC stand on the proposed bridge between Bailey's and Orr's Island, the club wrote that they were for it only, if it included a draw. ~~XXXXXXXXXX~~ ^{Then came} the first complaint of oil on the harbor's waters. The gas company was picked as the culprit and they were asked to desist. We now know, that it has persisted to be a great nuisance for the past 48 years from the original, and many added sources. Club records blame "The War; The Government; and The Radio" for making boating so ordinary. A committee was appointed in 1925 to look *italics* into the matter of PYC establishing a float on the Falmouth Shore.

K Voted to sell the ~~po~~ ^{ro} property owned in South Portland to one Davidson for \$3,500.00; however as this property was voted to be sold again in 1941 to one Mrs. Stevens for \$2,500.00, the first sale must have broached. Barney Griffin one of the more colorful stewards and a stalwart of the Merchant's Wharf Chowder and Marching Society *→* was appointed steward in 1926. At 12.58 AM on August 10th, 1926 the club house was completely destroyed by fire. This fire started on Brown's Wharf and everything the club had treasured since 1869 was lost, all trophies, silver, canons, all the half models and models of members yachts and furnishings. The fire department reported the loss as being \$6,000.00. When the building was built in 1885 the club voted "To ~~put~~ place the largest amount of insurance that any agent would take, on the building," so apparently that was covered, however the mementos of almost sixty years were gone forever. The club immediately voted to rebuild at a cost of \$10,000.00. As before (15) mentioned the records for the next twelve years are lost so details will be lacking for that period.

(16) In 1926 a new one design came to the club, same being the 'O' boats. These were John Alden designed 18 footers and there were six in the fleet. Some of these were built by Davidson in So. Portland and one or two are still afloat. A rather luxurious class was started in 1929 when five members purchased Atlantic Class or 'A' boats. These fine yachts were designed by Starling Burgess and built by Abeking and Rasmussen in Germany. They measured 30'7" overall having a 6'6" beam and 383 square feet of sail and so beautiful that you could eat from the bilges. According to ~~Nate~~ ^{Nate} Thompson they were a great joy to sail and the class still exists elsewhere. These boats cost approximately \$3,000.00 at that time.

* The harbor was closed in 1940 and boating again became an unessentail. In the years 194⁰-44 some few regattas were held. The club house was leased to the U.S. Coast Guard on October 1st 1942 for \$100.00 per month, and members dues were reduced to \$1.00 per year. The club house was returned to the club in Decmber, 1944 and although the Coast Guard had installed a heating plant~~x~~ the quarters and building were in rather sad shape. The Coast Guard paid \$1,471.00 for damage done to the premises. During World War II the officers did well to hold the club together. At the annual meeting in 1951 a Mr. Stephenson played an Edison record of the proceedings at the 1891 meeting, the ^{presence} ~~presence~~ of this choice bit of memorabilia being unknown. Now would be the time for the club to get at least a resume of the missing years in the records while some members are around who could help with the details.

* The club wharf and building had deteriorated greatly and there was much unrest afoot. The initiation fee was reduced to \$10.00 and the dues to \$5.00, the road to Merchant's Wharf was almost impassable and the landlord would not repair same and wanted to raise the rent. Club seething and seeking a new location, surveying

some of the city owned wharves, and turning down an invitation to combine with the Centerboard Yacht Club . In 1946 a sort of a regatta was held, consisting of 7 Lightnings, 3 sail boats, 3 power boats and 2 Fishermen, this was not reported in Yachting. A new location in Falmouth was mentioned, anything to get away from the high repair bills, an unyielding landlord, a corduroy road to the club house, and lots of scum and oil on the harbor waters. The lack of new members had put the club in debt and something was needed to spark a rebirth of the former enthusiasm.

 The Josselyn property at Falmouth Foreside consisting of water front with a road to same and a presentable house ^{was for sale.} Through the prompt action of Herman Burgi, Bob Norton, and Walter Moore, the club was able to purchase the land and buildings for \$16,500.00; same being \$2,500.00 less than an individual was prepared to offer. For her consideration, on the part of the club, Mrs. Josselyn was made an honorary member. The old club house was disposed of for \$2,500.00 and the anti-toxin was working , a new pier was built at a cost of \$5,000.00 and 22 new members were eager to sign on. Foreside Yacht Club decided to merge with Portland Yacht Club and dues, went from \$5.00 to \$25.00. On January 8th 1947, the first meeting was held in the new location and that following summer an auxillary location was maintained at the end of Merrill's Wharf in Portland Harbor, feeling no doubt that all ties with the harbor should not be severed.

In 1949 there were 243 adult and 24 junior members, and Portland Yacht Club won a signal honor when a crew of young ladies from the club won the Mrs. Charles Francis Adams, Cup at Larchmont N.Y. The boat was skippered by Mrs. William M Moody and her crew was Mrs. James Boyd II, Mrs. Regis Gignoux and Mrs. K. Dana Jones. That year the club employed a publicity agent at \$30.00 a year, apparently not wanting over \$2.50 worth of publicity each month.

Sailing classes were started for Juniors using a Lightning boat in 1950 and seven Saturday afternoon races were held. At this time Commodore Robinson abetted by J. Hopkins Smith interested the club in Turnabouts, these ugly little craft were smart and safe and proved to be all that was needed to get small fry on the water, under sail. Soon, more members had Turnabouts than did Psoriasis. John Alden is supposed to have said that if he had his choice between no boat, and a Turnabout, he would take , no boat. However, several thousand of them now in use belie the slur.

In 1951 the commodore ^awrned the club not to go wild with the junior program and turn the club into a 'children's camp.' Through the years it seems that the best commodores were the ones who could act as a catalyst between the opposing interests, such as sail and power; racing and cruising; adults and children, and prudence and prodigality. There were 20 Turnabouts listed that year and club racing was carried on in four classes; Large Open, Small Open, Lightnings and Turnabouts.

Two of the faster yachts owned by club members over the years were the 'Viva' circa 1860-1905; and the 'Windermere' 1897-196--.

(18) The 'Viva' was owned by several members and had the long overhanging boom and long straight bow sprit of the era, she was at one time the flag ship of the perennial Dr. Bray. The measurer in her days must have been addicted to the bottle or else had a tape made of shock cord as her overall length is given as 51'2"--51'6"--52.6" and 60' according to what year you inquired; her beam was quite stable, remaining at 15'5" and her draft constant at 7'6". The 'Viva' came in the winner most of the times that she was challenged.

The 'Windermere', designed and built by the master, Nathanael Greene Herreshoff, in 1897 is still being sailed to the Westward. Owned in the club by Parker and William Poole from 1946-1960 she measured

(19) 32'6" OA, 21' WL, 7'8" Beam and drew 6'0", carrying 609 square feet

The 'Windermere' was one of the first large hulls to be covered with fibre glass and carried the first suit of nylon sails on any gaff rigged sloop. The picture will lead connoisseurs of Herreshoff creations to agree that here is a beautiful yacht. More competitors watched her handsome transom in racing than did see her saucy bow sprit.

(20) Most every year from 1950 on there is a record of one or more yachts being grounded out on York Ledge, lots of them from out of State, and many large yachts with experienced sailormen aboard. Attempts are being made to have the Coast Guard place a spindle on this hazard but they seem not yet ready. One of their own boats spent a tide ~~amx~~ roosting on it during the war. We believe that it will be properly marked as the turn into the anchorage, shortly.

 Hurricane 'Carol' in 1954 caused damage to the P Y C fleet in excess of \$600,000.00. Twenty one yachts sank, the pier and floats at the club were damaged to the extent of \$10,000.00. Apparently the club's insurance policy was not of a character to fully compensate for the damage to the property. That year there were 15 sloops and yawls, 4 schooners, 6 Lightnings, 12 Turnabouts and 57 Power Boats. with 219 members on the rolls. This is the first listing of boats for years and years. The hand written records of the club extending from 1869 to the new century had all the information, they were human, intimate and precise. When the typewriter started to be used the information began to diminish, so that in a recent years secretary's report we read, "I don't know how many boats are owned, but believe that one third of the members own something that will float." A ~~deplorable~~^{sad} change from the earlier records giving every detail and dimension of each boat with her racing records. There was discussion in 1955 as to whether the Monhegan Cup could be kept by a three time winner as such a possibility seemed imminent.

Dues were raised to \$50.00 and to assist in the costly repairs due to the hurricane members were^e asked to cancel their notes, held against the club. Some few did this.

(21) In 1956-57 sailing became of interest again. The New England Lightning Championship was held at the club. Membership was up to 257 and an addition was made to the club at a cost of \$15,000.00, members subscribing \$6,000.00 of this improvement. The club was given 17 shares of Sun Oil stock which was promptly sold to help on cost of new driveway and parking area. Voted to redeem the club canon from Young's Furniture Store; Mr. Young was apathetic to the redeemers. Enthusiasm was all about, voted to limit membership to 275. Buildings and pier with rafts valued at \$67,689.10. For the first time in many years a cruise was held to the Basin, this felt so good that another was made later to Quahog Bay. The future looked auspicious. ~~Classes~~^{Groups} were started in the Falcon and Thistle classes, each with three boats, which served as graduate work for the Turnabout set. There was a well run children's swimming and sailing program which usually paid for itself.

 In 1959 the club purchased about one acre of land adjoining on the east for \$16,000.00. Dues upped to \$70.00. That year the Osprey Class replaced the Falcons and a Raven class was started with three boats. A Senior and Junior annual cruise was managed and the Monhegan Race was the most successful in it's long history. Membership was up to 280. Club voted to oppose the construction of the Chebeague Island Bridge. Nine Ospreys and 25 Turnabouts~~x~~ now in the fleet. In 1900 the Steward was paid \$380.00 for 12 months for taking care of 265 members. In 1959 the Steward received \$4,200.00 for seven months for taking care of 280 members. It was not the same man.

A vote was taken in 1960 to "Complete and print a gear book"
It was never completed, nor printed.

This year brings the first mention of man's best friend (besides his Bowditch) on the records. A dog, (not named) who had bitten three active members was denied further use of the club premises.

Putting these ninety one years in a few pages ~~would~~ ^{might} qualify one for stuffing the 'Weatherly's No 1 genoa in a Turnabout ditty bag. Without the help of strangers and of friends ^{en} this record could not have been prepared. I wish to thank all that aided in any way, or tried to, ^{Dr?} ^{Hon.} Particularly; Robert G Albion, Percival P. Baxter, Simmons Brown, Herman Burgi, Vinnie Cavanaugh, Dr. George O. Cummings, Gannett Photo Department, William Jordan, Miss Helen C. Jones, Rowell ~~kn~~ Lovett, Clinton Merrill, Mystic Seaport, Harold Moore, Maine Historical Society, Mrs. John McInness, New York Yacht Club, John Randall, J. Hopkins Smith, Nate Thompson, Miles Weaver, Wendell White and James Whitney.

PIC # 22-----