



100 YEARS
on the
North Shrewsbury

Monmouth Boat Club 1879 ~ 1979

THE BEAUTY OF SAIL
HAUL-OUT '71



'70
GREAT SEASON-
FULL SCHEDULE-
REGATTAS AND
ALL THAT—



13th annual Haul Out
Dinner Dance & Trophy Awards
21 September, 1968



4th ANNUAL HAUL-OUT
DINNER DANCE
& TROPHY AWARDS

MONMOUTH BOAT CLUB

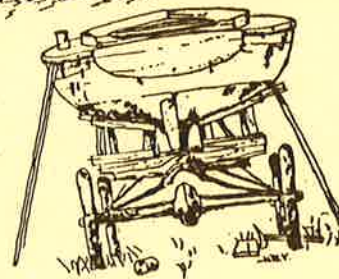
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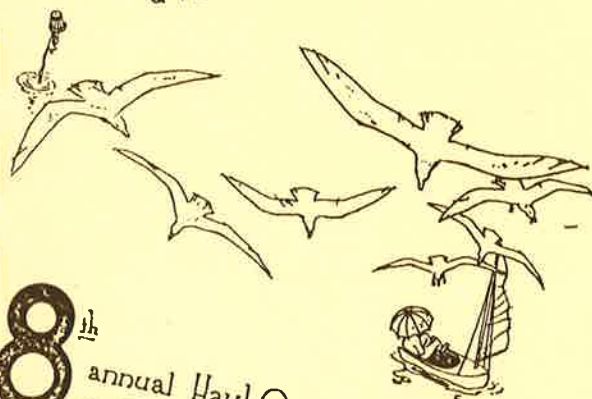
9th Annual Haul Out Dinner Dance
and Trophy Awards - 26 SEPT. 64



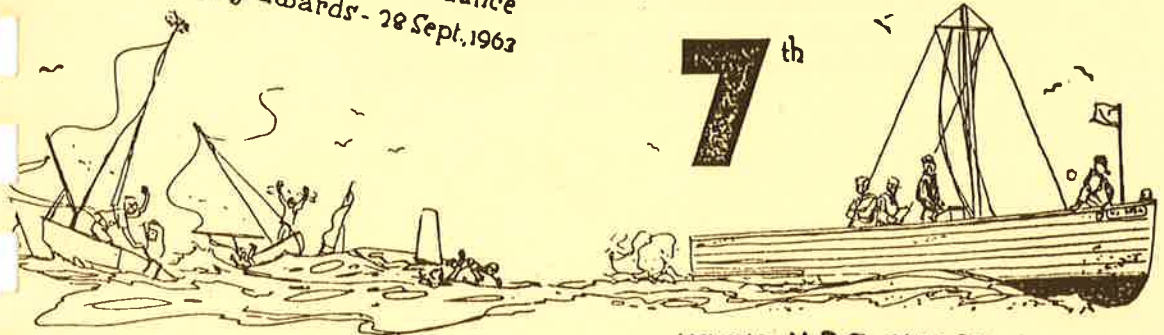
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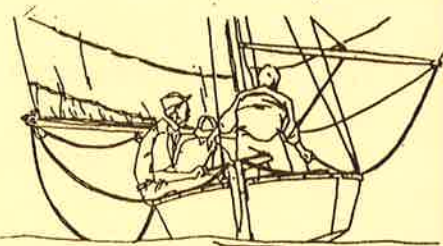
HAUL-OUT DINNER DANCE
& TROPHY AWARDS - OCT. 6, 1961



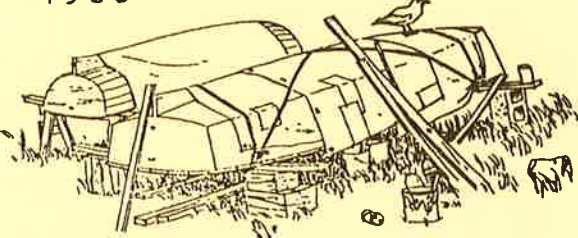
8th annual Haul Out dinner dance
and trophy awards - 28 Sept. 1962



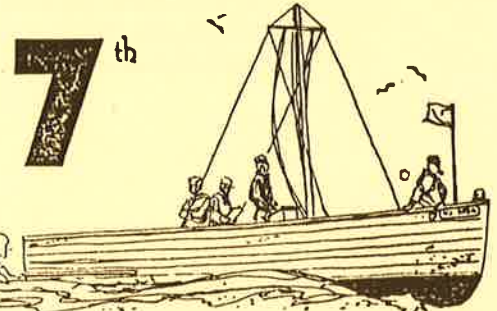
ANNUAL M.B.C. HAUL-OUT DINNER DANCE
AND TROPHY AWARDS ... 5.OCT. 1962



11th annual haul-out
1966



5th ANNUAL HAUL-OUT DINNER DANCE &
TROPHY AWARDS - NOVEMBER 21, 1959
MONMOUTH BOAT CLUB



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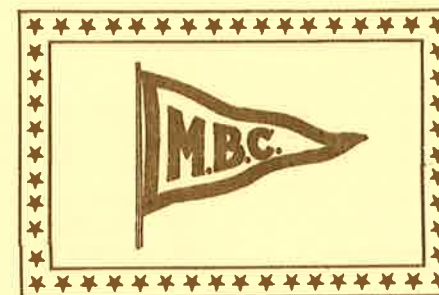
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100 YEARS

on the
North Shrewsbury



MONMOUTH BOAT CLUB

1879 - 1979

This book is a work of love from a group of people who, through the Monmouth Boat Club, have had the River as their playground--in some cases, for most of their lives. The Boat Club is a different sort of organization from most because it exists and functions only as well as the effort put forth by its members makes it work--and that is very well indeed. Having reached its 100th Birthday, it is rich in achievement and tradition. This book is dedicated to all those, past and present, who have made it so.

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Mrs. John Kline	Dr. Chester Trent

SOURCES

Red Bank Register	One-Design & Offshore Yachtsman
Red Bank Standard	Encyclopedia of Sailing
Daily Record	Lightning Class Yearbooks - '47-'78
Asbury Park Press	Lightning Flashes - '47-'78
Newark News	The Barefoot Bulletin
Newark Star Ledger	The Binnacle - '55-'79
New York Times	Scuttlebutt - '53-'54
Toronto Daily Star	MBC Yearbooks - '73-'78
Yachting Magazine	MBC Haul-Out Programs - '55-'72
Picturesque America - 1872	
The Monmouth Boat Club's own historical collection - 3rd Floor	



RED BANK

1 - THE SCENE

Shortly before the 1879 founding of the Monmouth Boat Club whose centennial we are celebrating, an un-named writer for a series publication called "Picturesque America" travelled from New York, across the Lower Bay and up the North Shrewsbury (Navesink, if you insist) River to Red Bank, probably on the famous old sidewheeler "Sea Bird". He was accompanied by a well-known illustrator, Granville Perkins. The woodcut above is one of several which he did. We join them at the river junction at Rocky Point:

"Our course lies along under these hills, the river continuing narrow; but soon it widens, and presently we find two forks--one that keeps close along the sea, another that trends a little way inland. These forks are known locally as South and West Shrewsbury Rivers, but the geographies set down the southern fork as Shrewsbury River, and the western one as Neversink River. The latter is the most picturesque and attractive, and it is the one our artist has followed. On both sides of the river we now have wooded shores, while the river broadens frequently into bays that are as handsome and nearly as wide as those of the Hudson. All along there are pleasant

cottages, and on the distant, sloping hills cultivated farms. There are picturesque little landings at wharves thrust out from high wooded banks; there are quaint little houses close to the river-shore, hiding away among trees: there is a club-house, with its array of boats; and presently we come to the busy centre of the great oyster-breeding region. The pleasant village of Fairhaven is an outgrowth of the oyster business. The river here is broad and shallow; the oyster-beds abound in great numbers, and at the proper season whole fleets of boats are engaged, at one time in planting, at another in gathering the wealth of the river-bed. The oysters planted here are mostly brought from Virginia; and, as the Virginia oysters are notoriously among the finest in the world, this fact may account for the favor which the Shrewsbury product--we never hear of Neversink oysters--enjoys in our market. Not only oystermen, but fishermen, are numerous here, for this estuary affords rare fishing-grounds; and everywhere are evidences that the river yields rich rewards to those who depend upon it. The houses, if rarely splendid, are in no instances poor or squalid, while the greater number are charming cottages surrounded by many evidences of thrift and taste. The shores here are interestingly varied by scenes of picturesque industry connected with the pursuits of the people; here may be seen a group of fishermen, mending their nets; there, a boat turned up on the beach, undergoing repairs; and these little insights into the occupations pursued amid these sylvan scenes are not without their charm.

We soon reach the most important town on the river. Red Bank lies at the head of navigation, and yet is situated on a water-course of wide expanse. It is probably the termination of the estuary, while the little stream that flows through narrow gorges and shadowy forests beyond, is all that may strictly be called a river. Red Bank is, in every sense, a pretty village, and, what perhaps is better, a thriving one. Without lifting so high as near the mouth of the river, the hills here are very charming, spreading away in flowing, undulating lines, and dipping to the water with many a sylvan grace. It is a town built up in the interests that pertain to a great metropolis, being a sort of entrepot for a large agricultural country, the products of which centre here for transportation to the city. In 1830, only two houses stood upon its present site; and now its avenues of cottages and villas extend for miles, while whole fleets of vessels are occupied in its commerce. It is a village without "slums", or unpleasant quarters; poverty would seem to be unknown within its borders. Its streets are shaded with arching trees, and lined with neat cottages; and all the prospects from the place are full of pleasantness. Handsome villas front the main avenues, the rear windows of which overlook the river and the green shores of its opposite boundary. Rarely do we find, in an American town, this union of thrift and beauty, for usually, where enterprise consents to inspire a people, its energy leaves rude gashes upon the landscape."

A contemporary description of the same trip would not be drastically altered. It is our great good fortune that somehow, despite a century of "progress", the North Shrewsbury is still one of the most beautiful rivers anywhere.

The writer's quaint Victorian prose paints an idyllic scene which seems suspended in time, as a painting. Random notes from the neophyte Red Bank Register, however, tell us that the activities and people on our river were indeed real--it was both the workaday world and the playground of the town; the reason for its being and the center of its life:

"Average shipments of oysters from Red Bank to New York last season were 200 barrels per day."

"There are fourteen sailing vessels in the River that are used for freighting purposes."

"The steamboats plying between Red Bank and New York are carrying a great deal of freight this year."

"The announcement that a shell race between Dr. Edwin Field and Mr. E. C. Cowart would take place on the river at 4 o'clock last Friday afternoon, drew a large crowd to the shore at the time announced."

The racing of sailboats on the river seems to have originated as the invention of waterfront hotel-keepers who put up prizes, usually in the form of gold coin, to provide entertainment and sport for their guests. Riverfront hotels, notably the Fair Haven Hotel and the Shrewsbury Inn, located adjacent to the steamboat landings at Fair Haven and Oceanic (Rumson), respectively, were noted vacation resorts for affluent New Yorkers who travelled, of course, on the steamers. They were afforded an excellent view of the races from the verandas and lawns of the hostelries. Gentlemen sportsmen often wagered large sums on the outcome of the races, bets of \$500. not being unknown. (The equivalent at today's values of perhaps \$10,000.!) The first prize for the race was not infrequently a \$50. gold piece. Associated events often included rowing races and "tub" races for boys and girls. By 1878, Fair Haven was planning their 10th Annual Regatta for the Fourth of July and Oceanic was discussing their 5th.

The sport quickly caught on and soon yacht clubs and boat clubs were being founded at the drop of a hat. There were, among others, a Red Bank Yacht Club in 1879, a Monmouth Yacht Club the same year, and even a Nameless Yacht Club in 1882. There are so many references to the name Shrewsbury Yacht Club in a ten-year span that it is impossible to determine how many were actually formed. Among the prizes awarded by one of them for a July 4th Regatta in 1878 was a brooch consisting of "a pair of gold sculls with silver blades tied together by a pennant rope of silver from which were pendant the rudder and a pair of rowlocks." It is interesting to note that the only clubs, of the dozens founded in the last quarter of the 19th Century, which survived more than one or two seasons, were those which quickly launched into the building of a clubhouse; even this, however, was no guarantee. The most notable instance was the Shrewsbury Yacht Club which erected an elegant and expensive establishment at the foot of Buena Place in 1892; they held their last race in a heavy downpour on a dismal Fourth of July in 1895. The building was torn down in 1910 after having been boarded up for several years.

Winter froze-in the packets and steamboats but did little to faze the sportsmen. On January 16, 1879, "the Red Bank correspondent of the Inquirer says that 'Jack Frost does not drive away the attractiveness of the Shrewsbury River. It has been frozen for nearly two weeks and until the present snow, afforded ample facilities for pleasure. Skating was indulged in by large crowds of people and iceboating stimulated the desire for fast sailing in those who could endure the cold." Iceboats, at this time, "had four runners, two forward and two aft. Each pair had a crosspiece -- on these the box or body of the boat was placed. This ice craft worked on the reverse principle of the bobsled--that is in the sled, the forward runners worked on a swivel, while in the ice-boat, the hindmost pair of runners did the same."

2 - THE CLUB

October 10, 1878: "Friday afternoon, Dr. Edwin Field and Mr. Enoch Cowart had a friendly sculling match on the river. There were a great many spectators, no wind and smooth water. The course was straight, 1 1/2 miles in length between Lewis' point to the stake boat anchored opposite Allen's dock. At five o'clock the rowers leisurely pulled to Lewis' point to the starting point. At 5:30 o'clock the race began. The gentleman who had taken possession of the Helen's upper deck gave to Dr. Field the nom de plume of Courteney and to Mr. Cowart that of Hanlon, but it was soon evident that the Courteney of the Shrewsbury was destined to regain the honors lost by Courteney of New York to the Canadian. The Doctor came up the river in fine style, going over the course in 9 minutes with Mr. Cowart left some 200 yards in the rear. It seems that Mr. Cowart sprained his wrist at the beginning of the race."

Dr. Field, a highly respected physician and surgeon, was also an inveterate and incurable "founder". "An electric light company is being formed in town. The Board of Directors of the Edison Electric Light Company of Red Bank will meet at Dr. Edwin Field's office on Friday." "Dr. Field is organizing a polo club in Red Bank." "If any man was responsible for the founding of Monmouth Memorial Hospital, it was Dr. Edwin Field." "Messrs. Edwin Field and William Applegate are about to organize another boat club in town." "The owners of ice boats in Red Bank and those interested in the sport met at Mr. Weaver's store on Monday night and formed a club to be known as 'The Shrewsbury Ice Boat Club.' In addition to Mr. Weaver, those present were Dr. Edwin Field---" and so on, and on, and on--among his other credits are the Red Bank Cavalry Troop, the local branch of the American Association of Wheelmen, the Red Bank Masonic Lodge and the Relief Fire Company.

The story goes that Dr. Field wished to enter a rowing regatta on the Schuylkill River at Philadelphia but discovered that he was ineligible except as a member of a rowing club. The answer was obvious.

On May 26th 1879, a group of ten men gathered in Dr. Field's boathouse to discuss the matter. Besides Dr. Field, they were Mr. Cowart, Thomas H. Applegate (a merchant), Archibald Antonides (a carpenter), Ephriam E. Ovens, William Pintard (a lawyer), George V. Sneden, William N. Worthley (a coal merchant), William L. Sneden (a civil engineer) and Dr. Horace B. VanDorn (a dentist). They met again on May 29th at the office of Dr. Richard F. Borden on Broad Street and constituted themselves the Monmouth Boat Club. In the Preamble to the Constitution they wrote:

Whereas the intent and purposes of this club are to promote physical culture and moral especially for manly art and exercise of rowing, and believing that such objects can only be attained by active cooperation and improvement of regular order, be it therefore resolved

So it was done. William Pintard was elected the first President. The placid and pleasant activities of summer on the river continued without a ripple.

The first time the Club seems to have come to the attention of the press was August 7, 1879 - "A rowing regatta, to be held on the Shrewsbury River and to take place some time this month is in contemplation. It is proposed to have a contest between members of the Monmouth Boat Club, a race between two boys 16 years of age, and a number of young ladies."

August 30, 1879 - "The boys' rowing races at the Monmouth Boat Club were won by John S. Hubbard, Jr. The second place was won by William A. French, Jr." (The "number of young ladies" apparently did not show up.) Another article in the same edition headlined: THE RESULTS OF THREE DAYS OF ROWING RACES AT THE MONMOUTH BOAT CLUB--Three days of rowing races at the Monmouth Boat Club for a club badge took place on the Shrewsbury River on the 21st, 28th and 29th days of August. The following is the score:

Trial heat - William Worthley - Time 8:45; A. R. Coleman - Time 9:45

Trial heat - Dr. E. Field - Time 9:14; G. H. Curry - Time 9:17

Final heat - Dr. E. Field - Time 8:14; William Worthley - Time 8:20

A trial heat is still to be rowed between George V. Sneden and William Pintard the winner of which will row against Dr. Field for the badge. The starter was E. L. Cowart. The referees were E. E. Ovens and Dr. G. F. Marsden."

Two items appeared on September 25th: "The members of the Monmouth boat club have a walking track" (promotion of physical culture, no doubt) and "The announcement that a shell race between Dr. Edwin Field and Mr. E. C. Cowart would take place on the river at 4 o'clock last Friday afternoon, drew a large crowd to the shore at the time named. The steamer Helen, the various handsome lawns skirting the river, the schooners lying at anchor and the docks and every sort of craft that would float was full of people, not a few ladies being among the crowd. At 4:30 the contestants left Dr. Field's boat-house for the starting point--a stake boat off Lewis' point, 1 1/2 miles down the river from the finishing line. The wind was southwest and the tide ebb, lumping the water considerably. At 4:51 the men were in position and getting the word 'go' were off. Dr. Field took the water first and sent his boat by a vigorous stroke to the front. Going to windward to avoid rough water the men pulled steadily past Robbins point. When Mr. Cowart's outrigger fouled a stake it caused him to cease rowing for a moment and gave the doctor about four lengths advantage. At the first half mile the doctor led by five lengths and at the end of the second half mile by ten lengths. The time of the race was nine minutes. The prize was a pair of silver spoon oars about 2 1/2 inches long with gold lined blades. From the oars was pendant a silver shell boat. The prize was a gift of Mr. George W. Burd."

Right: The first recorded M. B. C. Trophy (Actual size)



History took no notice of our officers, other than the President, William Pintard, during our first year but by the Spring of 1880, things had changed:

April 8, 1880 - "At a regular meeting of the Monmouth Boat Club held on Monday evening, the following officers were elected: President - Mr. William Pintard, Vice President - Mr. George Sneden, Captain - Mr. E. L. Cowart, Treasurer - Mr. Wm. N. Worthley, Secretary - Dr. Horace VanDorn, Regatta Committee: Messrs. E. L. Cowart, E. E. Ovens and Charles Sutton. Dr. Edwin Field and Mr. William Pintard were appointed as delegates to the convention of the National Amateur Rowing Association to be held in Philadelphia on July 1st."

SINGLE SCULL
L. O. A. 29' 6"
Beam 11 inches
Weight 29 lbs.

May 6, 1880 - "The new shell boat which was built for Mr. W. N. Worthley by George A. Roahr of Harlem arrived with the Sea Bird on Tuesday. It is constructed of cedar, is 29 1/2 feet long and 11 inches wide amidships and weighs 29 pounds."

June 3, 1880 - "Dr. Field raced in junior single sculls at Newark on the Passaic River. He was in first place but allowed the second man to win so he could compete in this class at Harlem on Wednesday."

June 24, 1880 - "Mr. Wm. N. Worthley, of the Monmouth Boat Club, has been entered by that club to row in the junior scull race at Philadelphia on July 8th." "MONMOUTH BOAT CLUB RACE - On Thursday of last week, the first rowing race of the season was held upon the river between members of the Monmouth Boat Club. The contestants were Mr. E. C. Cowart in his working boat against Mr. George Sneden and Dr. H. B. VanDorn in Mr. Sneden's pair-oar working boat. The course was 1 1/2 miles from a buoy down the river to a finish opposite the club house. (?) Mr. Cowart was the winner in 14 minutes and 10 seconds. Messrs. Sneden and VanDorn's time was 14 minutes and 20 seconds. Dr. Field acted as starter and he and Charles Sutton rowed in company with the contestants in their own shells."

July 1, 1880 - "A new paper shell boat was received by Dr. Edwin Field. It was built by E. Waters & Son of Troy, New York. The shell is 31 feet long and weighs 29 pounds."

July 15, 1880 - "Dr. Edwin Field who won the trial heat of the junior singles at the amateur regatta on the Schuylkill river last Wednesday, lost the final heat, which was rowed on Friday. At the beginning of the race he lost an oar lock and succeeded in passing only the last man."

July 22, 1880 - "Several rowing races took place down the river on Saturday afternoon."

September 2, 1880 - "Mr. Emile French of the Monmouth Boat Club has had a boat constructed for him by the Racine Boat Company of Racine, Wisconsin, which is a novelty for this section of the country. It is canoe-shaped and made of three thin sheets of cherry cemented together with the grain of the inner sheet crossing the grain of the outer. It is 13 1/2 feet long, 28 inches beam and 10 inches deep. It is fitted with outriggers and oarlocks and weighs only 39 lbs."

3 - THE BUILDING

On May 16th, 1880, the Register offered this prophetic statement:

"The Monmouth Boat Club is growing in size and popularity and promises soon to be one of the institutions of our town. The club has lately inspected plans for the building of a new boat-house on the site of Remsen's old dock. A grand fair is in course of preparation by the young ladies of the town, to be held in Music Hall about June 1st, the proceeds to be applied to the building of the house."

The "promise" grew rapidly. One week later, on May 20th: "The Monmouth Boat Club is now one of the established institutions of the town. The club was organized a little over a year ago and now has seven boats, the property of the club and its individual members. A meeting was held on Tuesday evening and it was decided to hold a fair in Music Hall on Friday evening June 14th and on the Afternoon and Evening of the Saturday following. The novel features of the fair will be a gypsy tent and a straw thatched bouquet and perfumery stand. Ice cream, strawberries and all the other accessories of a well-regulated fair, including music, will not be wanting. The numerous lady friends of the boat club are busily engaged in the manufacture of the usual fancy articles which are sold on such occasions. The proceeds realized by the fair will augment the boat-house fund."

On June 10th: "As has been previously stated in these columns the Monmouth Boat Club will hold a fair and festival in Music Hall on Friday and Saturday evening and Saturday afternoon of this week. The fair is held on Saturday afternoon for the convenience of the children and ice cream, strawberries, candy and various little fancy articles may be obtained at reasonable rates. Music will be furnished in the evenings, and the view of the numerous fancy articles which will be exhibited will amply repay those who visit the fair even if they do not desire to purchase. The young ladies, friends of the boat club, have been at work for the past month getting the affair in readiness and will preside at the tables upon the occasion, and care will be taken that visitors are not annoyed by requests to 'take chances' so that none need stay away for fear of being swindled. The money realized by the fair will be placed in the treasury to be used only in the construction of the boat-house, and as it will without doubt be an ornament to the river front, and as most of the young men who are members of the club have been active in all affairs which have been of benefit to the town, the fair deserves the patronage of our citizens and there is every reason to believe that the undertaking will be well attended and financially successful."

June 17, 1880: "MONMOUTH BOAT CLUB FAIR - The Fair held by the Monmouth Boat Club on Friday and Saturday evenings of last week and on Monday evening of this week was in every particular highly successful. The hall upon each evening presented an appearance of hilarity, and the gayly decorated flower and perfumery booth in the center of the hall attracted much of the attention and money of the visitors.

A set of archery was drawn by Mr. H. Ely, Jr. A beautiful antique pattern table cover and a box of cigars were drawn by J. Trafford Allen. Mr. George Sneden won a box of cigars. Mr. Thomas Hubbard was fortunate enough to have a black satin, silk embroidered arm bag fall to his lot. Mr. E. E. Ovens,



after the drawings found himself the possessor of a waste basket and a satin and lace toilet set, and Mr. E. Eustace owns a hammock obtained in the same manner. A slipper case was voted for by the visitors to be the most popular item at the fair, which after a spirited friendly contest, fell to the lot of Mr. R. M. Whiting. The young ladies of the town contributed a variety of fancy articles to the fair and assisted at the tables, and the gentlemen of the club feel excessively pleased to know that they have so many friends who are willing and ready to help on an occasion like this.

The fair was well patronized and about \$125. was realized, which will be placed in the treasury to be used as a nucleus of a fund to be used in the construction of a boat-house."

July 22, 1880 - "The Monmouth Boat Club have selected as a site for their boat house the piece of land between the docks of Captain John A. Worthley and Parker & Chadwick. The building will be one story in height, 50 feet long and 20 feet wide, and will be divided into two rooms, one for the storing of boats and the other for a dressing room. Mr. E. Swannell will erect the building."

July 27, 1880 - "Work on the boat house of the Monmouth Boat Club was begun on Tuesday."

September 23, 1880 - "MONMOUTH BOAT CLUB RECEPTION - The Monmouth Boat Club gave a very pleasant reception in its new boat house at Red Bank on Friday evening last. The guests were the ladies and gentlemen--some forty or fifty--who assisted at the very successful fair held in Music Hall last July, the proceeds of which partially paid for the new boat house. Dancing began at nine o'clock and continued till past midnight, Allstrom's orchestra furnishing the music. Between the dances the guests wandered about on the platform and float, where, in the bright moonlight, the boats belonging to the members of the Club were inspected with great interest. Commodore Whiting's handsome 'Grace Lillian', Mr. French's 'Canoe', Mr. George Sneden's pair-oared working boat, the Club barge, Mr. Will Pintard's yawl, and the 'Three Girls' which was moored at the float, all received their fair share of commendation. The shells belonging to the Club were safely suspended to the rafters inside the house, above the heads of the dancers. The house was handsomely decorated with bunting, photographs, and pictures of celebrities. Among the guests were Doctor and Mrs. George Curry of Brooklyn, Mr. and Miss Todd, of New York, Miss Annie J. Hendrickson, the Misses Hattie and Julia Goff, Miss Tillie

Allaire, Mrs. William T. Corlies, Miss Lillie Ovens and other popular society people. During the evening, Mr. Charles B. Hendrickson made a short address to the assembled guests, thanking them, on behalf of the Club, for the great interest they had taken in its success."

September 30, 1880 - "Dr. Edwin Field did not compete in the recent regatta due to illness although several members of the Monmouth Boat Club and other persons from Red Bank travelled to Harlem to see him."

October 7, 1880 - "A rowing match on the Shrewsbury river between some of the members of the Monmouth Boat Club will take place in a week or two."

October 14, 1880 - "The rowing match previously announced for next week by the members of the Monmouth Boat Club has been cancelled owing to cold weather."

December 9, 1880 - "The Monmouth Boat Club has decided to produce the opera of 'Pinafore' instead of 'Trial by Jury' on Christmas evening."

December 23, 1880 - "Pinafore is in active rehearsal by a party of ladies and gentlemen of this vicinity, who will present that famous little opera in Music Hall on New Year's night for the benefit of the Monmouth Boat Club."

January 6, 1881 - "The Music Hall was crowded to witness the opera for the benefit of the Monmouth Boat Club. Gilbert and Sullivan's popular comic opera H.M.S. Pinafore was resuscitated on New Year's evening. The hall was literally filled to its utmost capacity and many were unable to gain admission. The space back of the seats was filled with people who preferred to stand rather than miss seeing the play. The stage was equipped with appropriate scenery representing the deck of the 'Pinafore'. Rehearsals had been going on for some time and those who assisted in the opera had had considerable experience in the parts.

The instrumental part of the program was under the direction of Prof. Harold K. Allstrom, who presided at the piano. He was assisted by Mr. William Malchow and Mrs. James F. Morford, the former playing the violin and the latter the cornet.

The part of Capt. Corcoran was taken by Mr. Wm. Pintard, the captain of the Monmouth Boat Club. This character was familiar to him, he having taken this part about 1 1/2 years ago; he acted and sang his part well.

'Josephine' was acted by Miss Susie Smith of Parkerville. Miss Smith has a fine voice; her pronunciation was also very distinct.

Judge John L. Wheeler as 'Sir Jos. Porter, KCB' acted naturally and seemed at home in this character. 'Dick Deadeye' was represented by Mr. Charles Pintard, who is a favorite with Red Bank audiences and his rendition in this character lost him none of the public approbation.

'Ralph Rackstraw' the lover of Josephine was personated by Mr. Henry Parker Jr., one of our best local tenors, and his reputation did not suffer by his performance on the night in question, although he was suffering from a cold. Miss Julia Goff as 'Little Butterfly' was a success; her singing was good and her acting easy and graceful. Her manner indicated perfect self-possession. The affair was financially and artistically a success; the boat club will realize over \$50. as the net proceeds. The opera will be repeated Tuesday night next."

4 - THE LAND

April 12, 1881 - "Monmouth Boat Club Elections - On Monday evening, there was held the election of officers of the Monmouth Boat Club for the ensuing year. The following gentlemen were elected to the various offices: Wm. N. Worthley, president; E. E. Owens, vice president; H. B. VanDorn, secretary; Thomas S. Hubbard, treasurer; A. A. Antonides, captain; board of trustees, William Pintard, H. B. VanDorn, Wm. N. Worthley, E. E. Owens and A. A. Antonides. The club now has about 25 members and will soon be incorporated,"

The Certificate of Incorporation of the Monmouth Boat Club was filed on May 13, 1881. The signers were the above listed members of the Board of Trustees.

June 9, 1881 - "Mr. Charles Sutton of the Monmouth boat club has ordered a shell with all the latest improvements. It is expected in about two weeks."

July 20, 1881 - "Dr. Field is training with a professional for a forthcoming regatta in Washington."

April 19, 1882 - "The annual meeting of the Monmouth Boat Club was held Monday evening, April 3rd. The election of officers for the ensuing year resulted as follows: Commodore, Robert M. Whiting; President George V. Sneden; Vice President, E. E. Owens; Treasurer, Wm. N. Worthley; Secretary, Dr. H. B. VanDorn. Mr. Wm. Worthley will enter for the junior single scull race in the annual regatta of the Passaic Rowing Association which will occur at Newark on Decoration Day. Mr. Charles Sutton was elected Captain."

May 31, 1882 - "The 8th Annual Rowing Regatta of the Passaic River Amateur Rowing Association of Newark was held May 30, 1882. The Monmouth Boat Club entered two single sculls, Mr. William Worthley and Mr. Charles Sutton. A delegation left the club on Tuesday morning on the steam yacht 'Glide'. Mr. Worthley did not row because of his mother's illness. Mr. Sutton won a heat and came in 2nd overall in the Junior Single Sculls."

August 23, 1882 - "The annual clambake of the Monmouth Boat Club was recently held at Oceanport." Interesting--there is a group photo dated 1888 on the third floor which is labelled "1st Annual Clambake."

March 28, 1883 - "The annual meeting of the Monmouth Boat Club will be held at the boat house on Monday, April 2nd. The Club has recently purchased the water front lot 30' x 160' of M. H. Gregory for \$1000. The Club will move its present clubhouse on its new property in the Spring. The Club expects to build a fine club house on the lot some time during the current year." Also interesting--exhaustive research indicates that this is the lot the building was on from the day it was built!

April 4, 1883 - "The annual election of officers of the Monmouth Boat Club took place Monday evening last. The following officers were elected for the ensuing year: R. M. Whiting, Commodore; J. L. Terhune, President; E. E. Owens, Vice President; B. R. Richardson, Secretary; John S. Sutton, Treasurer; and A. Antonides, Captain."

April 25, 1883 - "The lower portion of the lot recently purchased by the Monmouth Boat Club is being filled with dirt taken from the cellar of the Peters & Company building on Broad Street."

May 30, 1883 - "Dr. Field and E. Cowart rowed their new boat from Red Bank to Highlands."

"Charles and John Sutton Jr., of the Monmouth Boat Club will race in Newark on Wednesday next."

June 6, 1883 - "The junior singles scull race at Newark on Decoration Day was won by Charles Sutton of Red Bank. It is probable that the Monmouth Boat Club will build him a new boat and send him to Newark in August for the National Regatta. He won the junior banner of 1883 and a gold medal. They have been on exhibition in Jas. B. Weaver's store."

January 9, 1884 - "The sociable of the Monmouth Boat Club which is to take place on Friday evening of this week at the Globe Hotel, promises to be an unusually fine affair. The sociable is for the benefit of the club and as the members of the club have very many friends among the people of the town and surrounding country, a large number will no doubt be present."

January 16, 1884 - "Friday night of last week was by no means the pleasantest imaginable. The day had been rainy and the street was fast becoming anything but passable, when about seven o'clock a cold wave appeared and the rain turned to snow. This, of course, was not so delightful as it might have been, but it did not deter a goodly number from attending the annual ball of the Monmouth boat club at the Globe hotel. Doubtless there would have been a larger attendance had the weather been more propitious, but it is understood that the venture was nevertheless a success, financially. Adequate preparations had been made for an enjoyable time, and there is no doubt that the highest expectations of all in this respect were fully realized. There was dancing from an early hour until one o'clock, thus giving ample time for tripping the 'light fantastic toe'. Music of an excellent character was furnished by Allstrom's orchestra and consisted of 3 violins, base viol, flute and cornet."

February 20, 1884 - "Another social event is being looked forward to, it being in the nature of a select sociable to be given by the members of the Monmouth Boat Club at the Globe Hotel on Thursday evening next. The affair is in charge of the Committee comprised of Messrs. R. M. Whiting, E. E. Owens, J. L. Terhune, B. R. Richardson, Wm. N. Worthley, E. C. Taylor and G. H. Morford. who will spare no pains to make this the event of the season. Tickets have been placed at one dollar and a half and are sold only to those having invitations."



L. to R.: E. C. Cowart, Dr. E. Field and George V. Sneden

claim on Mr. Stout,' said the reporter, 'and they have a claim on you. You agreed to change the right-of-way so it should come at the rear of their lot, and after having made that agreement you closed their right-of-way by piling cord wood across it.'

'But they don't want to get in with any boats, do they?' he asked. 'It doesn't matter whether they do or not,' said the reporter. 'You've closed up the road so that they can't get in if they want to.'

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John W. Stout told the reporter that he never agreed to pay anything for the land. He and Mr. Worthley mutually agreed to have the line straightened, and there was nothing said about either compensating the other. He thought Mr. Worthley was treating the clubs very unjustly. He (Mr. Worthley) had agreed to have their line straightened and after it was done, he backed out. As for Mr. Stout, he was perfectly willing to abide by what he had said, and if Mr. Worthley could show that he had ever agreed to pay anything for the land, Mr. Worthley could have a check at once. Mr. Stout further stated that he had told Mr. Worthley that he was willing to leave the matter to arbitration, and that he would allow Mr. Worthley to select all the arbitrators, provided that none but reputable business men of Red Bank were selected. This proposition was rejected by Mr. Worthley.

From various sources the reporter learned that Mr. Stout had made efforts to have the matter decided by arbitration but that Mr. Worthley had persistently refused. Mr. Stout's offer to settle the matter by arbitration had been made at the request of the clubs. The course of the clubs in getting possession of their rights will be decided by their counsel. Exactly what course they will advise is not known. Most of the members of the Monmouth Boat Club are of an aggressive disposition, and are in favor of asserting their rights at once. **They are in favor of throwing the cordwood which obstructs their roadway out in the road, and they are also in favor of the Ice Yacht Club's removing their building to the line as mutually agreed upon by Stout and Worthley.** Their opinion is that by doing so they will only be taking possession of their own, and that if Mr. Worthley believes himself aggrieved by such action he will have a remedy in the courts."

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6 - AND STILL ANOTHER ROOM

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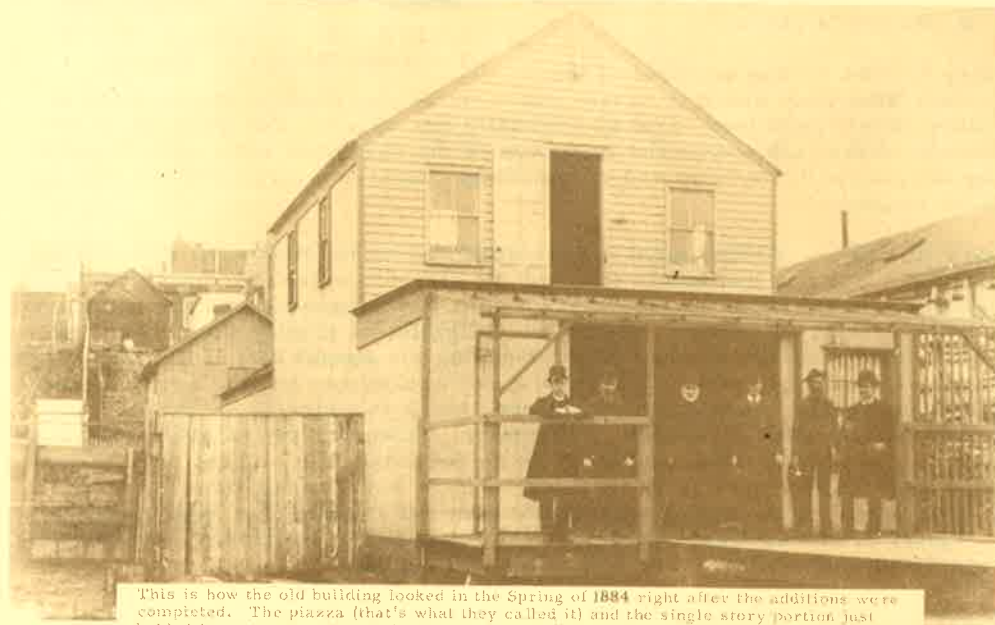
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5 - MORE BUILDING - LESS LAND

April 9, 1884 - At the annual meeting of the Monmouth Boat Club held on Monday evening, the following officers were elected: Commodore, R. M. Whiting; President, J. L. Terhune; Vice President, E. E. Ovens; Secretary, B. R. Richardson; Treasurer, G. O. Waterman; Captain, E. L. Cowart. The club is in excellent financial condition, and is contemplating the erection of a clubhouse this summer. An effort will be made also to get up a series of races on the river."

June 4, 1884 - "MONMOUTH BOAT CLUB HOUSE IMPROVEMENTS - More interest is taken in the Monmouth Boat Club this season than for several seasons past. A number of members have been added to the list, and considerable improvements have been made to the building. The boat house has been enlarged by a 25 foot addition on the river end, and it is to be further enlarged by a stoop or piazza 10 feet in length. A 25 foot section of the building will be made two stories in height. The structure, including the piazza, will be 75 feet in length and 20 feet wide. The club is much encouraged by its excellent financial condition and the number of members who have recently joined."



This is how the old building looked in the Spring of 1884 right after the additions were completed. The piazza (that's what they called it) and the single story portion just behind it were new, as was the second story. The two men on the ends of the group are not identified. The next man in on each end is carrying tools--presumably the carpenters. The man with the white beard is Commodore Joseph T. Burrows, Sr. and to his right is Dr. Edwin Field. The bearded carpenter is probably Archibald Antonides who was a charter member of the Club, was a carpenter, always wore a full beard, and who built the old half of the present building in 1875. The original old building was built in 1880 and was one story and 20' x 50'.

August 20, 1884 - "BOUNDARY IN DISPUTE - The Trouble the Monmouth Boat Club is Having - The Shrewsbury Ice Yacht Club Also Interested - Diffi-

culty in Locating Their Lot - What the Various Parties Say About the Matter - A year or so ago the Monmouth Boat Club bought a plot of land 30 feet wide of Mr. Gregory. Mr. Gregory gave the club a warranty deed. Mr. Gregory bought the land some five years previous from John Abbot Worthley; Mr. Worthley giving a warranty deed. After the boat Club had secured the land they sold the rear portion to the Shrewsbury Ice Yacht Club, the former club retaining a right-of-way. About the time the Ice Yacht Club was bargaining for the land John W. Stout and John Abbot Worthley agreed to have their line accurately run and each agreed that the entire line should be parallel with the easterly side of Oscar Hesse's building. The line was accordingly run, and the line of the lot occupied by the clubs was changed, the lot being located some twenty-two inches further to the westward.

At the same time the right-of-way of the clubs through John A. Worthley's ground was changed by mutual agreement of Mr. Worthley and the club. At about that time also the Ice Yacht Club house was moved from the south end of the lot where it had previously stood, to a location on the west side. The club house was moved to the edge of the lot according to the new lines. Mr. Worthley protested against putting the house there, saying that the old lines were the correct ones. While the location of the house was being discussed, James Weaver asked Mr. Worthley whether, in the case the club had any trouble about the lines, he would see that the clubs had the full amount of their land their deed called for without being put to any further expense. To this Mr. Worthley replied that he would and the clubs, relying on his word, moved the building to the lines indicated by him.

Meanwhile John W. Stout, presuming that the line as mutually agreed upon was the correct line of his property, put up a fence and last spring built a store-house, the location of his building being determined by the new lines. This cut twenty-two inches off the club's property on the eastward, and Mr. Worthley made no attempt to redeem his promise to the clubs to protect their property.

A few days ago, Mr. Worthley further encroached on the rights of the clubs by piling a quantity of cordwood directly across their right-of-way. To this the clubs objected, and a meeting of the members has been called for Wednesday night to discuss the matter.

Mr. Worthley told a Register reporter that he and John W. Stout had agreed to straighten their line, and that Mr. Stout had further agreed to pay him for any land which might be taken. The line was accordingly straightened and Mr. Stout built upon his lands in accordance with the new line, but he did not recompense him (Mr. Worthley) for the land taken. Therefore, Mr. Worthley said, he refused to allow the new line to be considered the correct line, and that if the club wanted the full amount of their property they must get it from Mr. Stout. As for closing up their right-of-way, Mr. Worthley said he had piled the wood there, but the clubs did not want to get any boats in, and so it did not matter. As to the fact that Mr. Worthley was doing the clubs a profound injustice by closing up their right-of-way, he seemed to be profoundly indifferent. 'The right-of-way used to be cat-a-cornered across the lot,' he said, 'and I've left an opening there.'

'But you agreed with the boat clubs to give them a right-of-way from the rear end of the lot, and now you've closed it up,' said the reporter. 'Well, John Stout agreed to have a road running straight through,' said Mr. Worthley, 'and he's closed it up with his brick building there, doesn't seem to be any use for keeping the right-of-way at the rear of the lot.' 'But the clubs haven't any

claim on Mr. Stout,' said the reporter, 'and they have a claim on you. You agreed to change the right-of-way so it should come at the rear of their lot, and after having made that agreement you closed their right-of-way by piling cord wood across it.'

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SCENE ON WINTER DAY FROM MONMOUTH BOAT CLUB HOUSE.

After the boat-house is moved, it is expected that a third story will be added to the front part of the building as a sort of an observatory. The windows in this room will be so arranged that yacht races, canoe races and ice-boat races on the river can be seen over the entire course.

The boats of the club comprise a four-oared barge, a pair-oared racing shell, three single racing shells, four gigs, fifteen canoes, and twenty-five ordinary rowing boats, of various styles, some of them being very handsome. It is expected that a number of new boats will be added to the fleet this summer, and those already in use are being put in thorough order. It is probable that a number of races will be held on the river this summer.

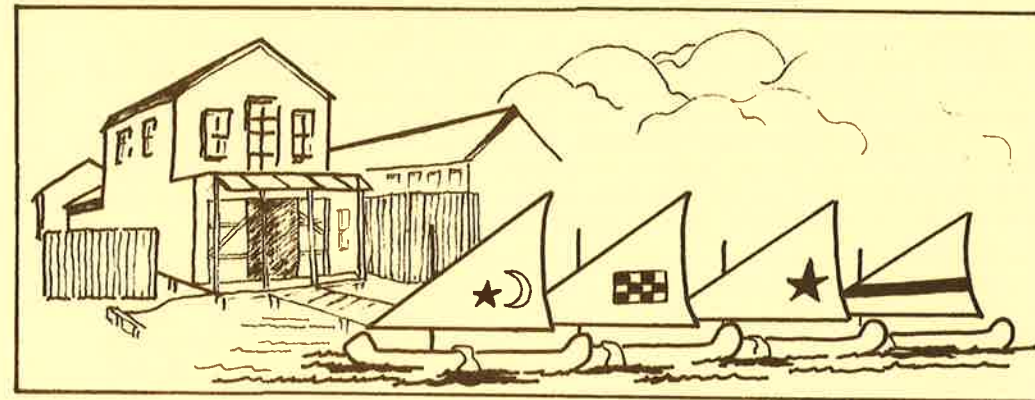
The organization is growing in popularity and membership, and its financial condition is most satisfactory. At present it has forty-three active members and fifteen honorary members. The persons comprising the club are as follows: R. M. Whiting of Brooklyn, commodore; George H. Wild, George H. Wild, Jr., P. T. Brady, Normande Ferre, Harry Campbell, H. C. Terhune, H. J. Child, David Belshaw, Joseph V. Morris, Ensley Morris, Harry E. Schroeder, Harry Edwards, W. A. French Jr., Philip Stoffel, Thomas Hubbard, George V. Sneden, E. Ovens, A. Antonides, W. N. Worthley, H. B. VanDorn, Charles E. Throckmorton, John S. Sutton, J. L. Terhune, Edwin Smith, Emile French, Benj. R. Richardson, Henry Field, E. C. Richardson, F. F. Coleman, Dr. Edwin Field, E. L. Cowart, W. A. Cole, P. H. Hendrickson, Joseph T. Burrowes, I. H. Adlem, Ed. Fraser, Arthur J. Hagerman of Red Bank, W. G. French, W. K. VanSchoick, Wm. H. Stephens, A. H. Gouraud and Eugene Todd of New York.

April 6, 1887 - "On Monday night the annual meeting of the Monmouth Boat Club was held. The following officers were elected: President - William A. Cole, Vice President - Thomas S. Hubbard, Secretary - Peter T. Brady, Treasurer - Harry Edwards, Commodore - Robert M. Whiting, Captain - Wm. H. Stephens."

7 - A SAILING CANOE IS TIPPY TOO

June 1, 1887 - "Monday was the biggest Decoration day Red Bank has ever seen. In the morning there was a canoe race. Twenty-five boats entered. Each boat carried a number but the numbers could be distinguished only a short distance. Some of the canoes had decorated sails. Frank Leonard's Calliope had a red stripe running through the middle of the sail; Leonard and Chasey's Problem had a large red and purple checker-board in the center of the sail; Ensley Morris's canoe was decorated with a crescent and a star; Eddie Smith's Daisy had a blue sail; and Riviere Sneden's Pocahontas carried a red star. Some of the members of the canoe club are members of the Monmouth boat club and have their headquarters at the latter's boat-house, and the greatest rivalry existed between these members and those who made their headquarters at the boat-house of the canoe club, uptown. The starting point and the home stake of the course was opposite the Monmouth boat club's house, and the building was decorated with flags and bunting in honor of the event. William Henry Edgar, the colored janitor of the boat-house, had a brand new suit of uniform, which was resplendent with brass buttons. The Monmouth boat club men kept open house and the most casual visitors were treated as honored guests. From the boat house of the canoe club streamers and flags and bunting were also gaily flying.

The river was alive with craft of all kinds and sizes, and many spectators were on the shore. The boats took good care, however, to keep out of the way of the racers, with the exception of a catamaran which was sailed by Thomas F. Morford. Mr. Morford was evidently intent only on his own pleasure and in showing off his boat, for he sailed up and down the river near the home stake without the slightest regard to the canoes. On one occasion when two of the boats were nearing the home stake and were fighting for place, Mr. Morford gave one of them so little weather room that the wind was cut completely off its sails, which flapped idly about until the catamaran had passed by. Three of the canoes were upset. These were sailed by James Keough, Joseph Burrowes and Oscar Hesse Jr. The canoe of S. T. Hendrickson Jr. came in first and was awarded the prize. Thirteen of the canoes finished. The regatta committee were Geo. A. Whiting, Dr. Edwin Field and Jas. B. Weaver. They were unanimous in their decisions on all questions which arose.



In the afternoon, Charlie Burd's catboat and Ed Throckmorton's Willie Waw raced. Each believed he had the fastest boat. When Willie Waw turned the first mark, Charlie was some distance behind and before he reached the stake boat, it upset. He thought he could hold up in the wind without easing off and didn't find out that he couldn't until he upset. The crew scrambled up on the bottom of the boat as she went over and received no injury worse than a wetting."

SAILING CANOE
LOA 16'
SA 110 sq. ft.

July 30, 1887 - "The Monmouth Boat Club has purchased riparian rights in front of the club property from the State of New Jersey. The cost was \$58.16."

August 12, 1888 - "William A. French Jr. died at the residence of his parents on Monmouth Street on Wednesday of last week at the age of 22 years and 9 months. Mr. French had been in poor health for nearly a year and had been confined to the house for six weeks previous to his death which was from Pneumonia followed by Pleurisy. The young man was fond of outdoor athletic sports and was a prominent member of the Monmouth Boat Club which organization attended the funeral in a body."

April 3, 1889 - "The annual meeting of the Monmouth Boat Club was held on Monday night. On account of stormy weather, there was a slim attendance, only a dozen members being present. The old officers were re-elected. The American canoe association are considering the matter of holding their annual meet at some suitable location on the North Shrewsbury river. The meet will take place some time in August."

July 10, 1889 - "A Revival in Boating Matters Among the Local Oarsmen - Quite a revival in boating matters has taken place among the members of the Monmouth Boat Club and their friends since the introduction of electric light in their pleasant club-house and grounds. Boating parties of members and their lady friends are made up every evening to enjoy a sail on the river. President Cole of the club has had an elegant new boat of the Rushton type built for him to order by a firm in Skaneateles, New York. He says a trip to Highlands and back is no trip at all since he has been rowing his new boat. Commodore Whiting of Brooklyn, made his second trip of the season from Brooklyn to Red Bank last Sunday in his new working boat the Sadie. He made the distance in five hours and forty minutes under a blazing sun, arriving at the Monmouth boat club house about two P. M. He left on his return trip at 7 A. M. on Monday morning. Although in his 76th year the commodore is as enthusiastic as ever in his favorite exercise. He speaks highly of his new boat and her builder. This is the fifth boat he has had built for him but says this surpasses all his former boats in sea-going qualities."

April 9, 1890 - "The annual meeting of the Monmouth boat club was held on Monday night and all the old officers were re-elected with the exception of Harry Edwards, who declined a renomination for the position of treasurer. Samuel T. Hendrickson was elected in his place. The other officers are: President - W. A. Cole, Vice-president - Joseph V. Morris, Secretary - P. T. Brady, Commodore - Robert M. Whiting, Captain - E. L. Cowart."

8 - INTERLUDE

A thoughtful reader of this narrative may have noted that activities at the Monmouth Boat Club cycled through two or three or even five-year periods between which nothing seems to have occurred of sufficient interest to attract the attention of the press, except the annual meeting. These lapses are more readily understood if one reads the coverage of other activities on the river during the slack years.

At this time, Red Bank was still a very, very small town, with a population counted in hundreds. It is doubtful if there were more than a hundred boats on the river which were suitable for competition, including rowing, sailing canoes and sailing yachts. There were certainly many more boats in total, but they included those engaged in clamming, oystering, freighting, dock building and repairs, etc., plus other pleasure craft not intended for competition such as naphtha launches and steam yachts.

As mentioned earlier in the book, boat clubs and yacht clubs were founded one after another. Most of them were organized for the specific purpose of conducting sailing races. One thing they all had in common--they invited all comers to participate in their races--members or not; they had to in order to gather a respectable fleet. Thus, if the Nameless Yacht Club, or one of the several Shrewsbury Yacht Clubs or Red Bank Yacht Clubs, was conducting races during a particular year or years, that was the prime activity on the river at that time and that is where a great many members of Monmouth would be playing that year. In the second pentad of the 1880's, sailing races were regularly run under the banner of the North Shrewsbury Yacht Club; this group never built a clubhouse nor apparently ever even considered doing so. They did, however, hang together for about seven or eight seasons--much longer than most of the others. Many of their members were also members of the M.B.C. This represented no disloyalty--M.B.C. was a rowing club.

The interesting thing is not that the members engaged in these digressions but rather that they always maintained their loyalty to M.B.C., and while a myriad of other clubs came and went, Monmouth Boat Club persisted. This phenomenon seems most readily explained by the existence of the clubhouse and its physical location. Most of our members were local business men, merchants, doctors, lawyers, etc., or gentlemen (a term used at that time to identify anyone who was sufficiently "well off" that he did not have to work for a living). Most of them lived in Red Bank, itself, making the clubhouse extremely handy, especially to the merchants on Broad Street. Almost from the beginning, in addition to the competitive activities, the Club acquired a separate character as a "resort", a pleasant hangout for men and on certain occasions, ladies. It was probably the coolest spot in town on a hot summer day and the "meeting room" was in fact, a cozy retreat in cold weather, with its pot-bellied stove and card and poker tables as well as boating periodicals. There was always plenty to be seen from the windows, too, no doubt; freight and passengers being loaded and unloaded from steamboats and packets at docks on both sides of the club and ice activities in the winter. It was also the home of an assortment of rowboats used for incidental fishing and crabbing and non-sailing canoes for leisurely expeditions on warm summer evenings. One suspects that these are the reasons why one finds frequent comments at the end of the reports of the Annual Meetings that, for example, "the club is in

an excellent condition and has recently acquired xx new members, " even in a year when it would appear, from the papers, that little of note occurred.

April 7, 1891 - "The Monmouth boat club will give a sociable at the Globe Hotel on Wednesday night May 27th. The committee in charge is Wm. N. Worthley, Ensley E. Morris, Jos Burrowes Jr., Chas. P. Noble, Edward Fraser, Isaac H. Adlem and Millard F. Cornwell."

May 20, 1891 - "The prospects are bright for a lively season among the local yachtsmen. There will be the usual regattas this year, and an effort will be made to have rowing races for prizes on two or three days this summer. The rowing races will probably be under the direction of the Monmouth boat club."

June 3, 1891 - "THE BOAT CLUB'S BALL - The Monmouth boat club's sociable was held at the Globe hotel last Wednesday night. There was a large attendance of society people of Red Bank and the surrounding country. A number of young men and women of Brooklyn, New York, came down to enjoy the hospitality of the club. The ballroom was handsomely decorated with flags and bunting, and the supper was all that could be desired. The music was excellent. This was the first sociable held at the Globe hotel since it has been under new management and Mr. and Mrs. White were untiring in their efforts to assist the Monmouth boat club in entertaining their guests."

July 15, 1891 - "Howard Willett took Miss Pauline Chadwick out rowing in Chas. Noble's Rushton boat. . then the occupants undertook to exchange seats. . the boat is exceedingly cranky. . the craft commenced to careen and as they endeavored to pull it right, it upset. Capt. John White and son Ferd, who were witness of the accident, rowed out to the scene. They rescued the shipwrecked parties and took them to the Monmouth boat club house from whence they were conveyed home."

July 22, 1891 - "LAUNCHING A SKIFF - The Old King Cole Makes Her Trial Trip and is Declared a Success - Wm. A. Cole launched his new boat on Sunday. The boat is a St. Lawrence skiff, 18 feet long. Mr. Cole had it fitted out with washboards and equipped with mast and sail. The boat was launched at the Monmouth boat club house. There were a few invited guests present. A bottle of champagne was not broken over the bow, the spectators knowing a great deal better place to put a bottle of champagne than letting it run in the waters of the Shrewsbury River. After a very successful launch, a crew of four was made up to try the new craft. Mr. Cole, Johnny Bergen, Joseph Burrowes and 'Nick' Cowart each wore a new white yachting cap and russet leather shoes with rubber soles. On the front of each cap was a piece of ribbon on which the name of the boat 'Old King Cole' had been artistically printed. They sailed down the river and into Spermaceti cove. Here the mariners got 300 clams and had a royal clambake, with all the proper accompaniments. They sailed up the river in the afternoon and were all loud in praise of the new craft.

The Monmouth boat club is rapidly gaining new members. The latest additions to the membership are Charles Mumford, Dr. Harold Perkins, Daniel H. Applegate, John W. Elston and Will VanMater."

October 21, 1891 - "Charles Borden Hendrickson, age 36, died suddenly of Flatulent colic. He was the only son of Mary E. and James H. Hendrickson who

owned the Globe Hotel. He was a partner in the firm of Hendrickson & Applegate and was married to Eliza Ovens. Mr. Hendrickson was an ardent ice yachtsman and a charter member of the North Shrewsbury ice yacht club and an early member of the Monmouth boat club. He will be sorely missed."

April 6, 1892 - "The Monmouth boat club's annual meeting was on Monday night. The officers elected for the coming year are President Wm. A. Cole, Vice-president Jos. V. Morris, Treasurer E. L. Cowart, Secretary Peter T. Brady, Commodore Jos. T. Burrowes and Captain Edwin Smith. Three applications for membership were received. The financial statement of the club was read and showed it to be in a prosperous condition. The club now has 51 members."

March 29, 1893 - "Nine new sailboats built for next summer's races - Every boatman along the river believes that the season of 1893 will be the greatest ever known in the history of the Shrewsbury river. There will be more boats on the river than any previous season has seen. The organization of the new boat club is the cause of some of the increase in boating interest. It is probable, too, that the North Shrewsbury yacht club will be rejuvenated, and it is almost certain that the Monmouth boat club will take more interest in sporting matters than it has for many years past."

April 12, 1893 - "SCULLING RACES - An Effort to Have Rowing Races on the Shrewsbury This Summer - The Monmouth boat club held its annual meeting on Tuesday night of last week. The officers' reports showed that the organization was in a good, healthy condition. The old officers were all re-elected. The club discussed at some length the subject of holding sculling races on the Shrewsbury some day next summer. The matter was looked upon favorably and Commodore Burrowes, Dr. Edwin Field, John B. Bergen, Wm. A. Cole and Thomas S. Hubbard were appointed a committee to make all necessary arrangements for the affair."

April 4, 1894 - "The Monmouth boat club held its annual meeting Monday night in the club-house. Once again all the former officers retained their posts. During the year a number of new members were added to the roll and the club now has 58 active members. There is a good balance in the treasury. A number of new boats for the club are to be ordered. It is an unwritten rule of the Monmouth boat club that when a member is once elected to a position in the club as an officer he holds that position until he dies, or moves away, or quits the club. Consequently there are very few changes in the board of officers from year to year."



9 - THE BIG NEW HOUSE

April 3, 1895 - "A NEW BOAT CLUB HOUSE - The Monmouth Boat Club Decided to Build - Plans for a Three-Story Building now Being Prepared - It Will be Located on their Present Site - New Members -

The Monmouth boat club of Red Bank held an important meeting on Monday night. It was the annual meeting of the club, and officers for the current year were elected, but the most important business of the night was a discussion of the proposition to build a new club-house.

There is only one change of the board of officers this year, John B. Bergen being elected Vice-president in the place of Joseph V. Morris, who died nearly a year ago. Oscar Hesse, Sr., George Hance Patterson and William T. Conover were elected members of the club and two applications for membership were received. The initiation fee of the club is \$10. and dues are \$6. per year. The club has 58 members and it is expected to receive a large increase in membership during the next three months.

The feeling among the members was almost unanimous in favor of building a new club house. The lot owned by the club is 29 feet wide. The ice boat club has a nine-foot right of way over the lot, thus giving the boat club only twenty feet in the clear. The proposed boat house will be twenty feet wide and about fifty feet long. Most of the members were in favor of building a club house of this size, three stories high, but a few of them favored a building two stories high with an observatory. If arrangements can be made with the ice boat club it is probable that the second and third stories will cover the complete width of the lot, leaving a right of way for the ice boat club through the building on the ground floor.

A committee was appointed to obtain plans and an approximate cost of the building. This committee consists of Wm. A. Cole, Joseph T. Burrowes, John B. Bergen, Peter T. Brady, A. A. Antonides, Daniel H. Applegate, William VanMater and Thomas S. Hubbard. A special meeting of the club will be held next Wednesday night to hear the report of this committee."

April 17, 1895 - "THE BOAT CLUB HOUSE - Plans Prepared and the Builder Selected - The plans for the new clubhouse for the Monmouth boat club are now complete. It will be 25 x 50 feet, two stories, with an observatory 25 feet square and nine feet high. The ceiling of the first story will be nine feet high and the second ten feet. The house will be built on piling and extend outward into the river, the front of the house being on a line with the bulkheads of John A. Worthley and John W. Stout.

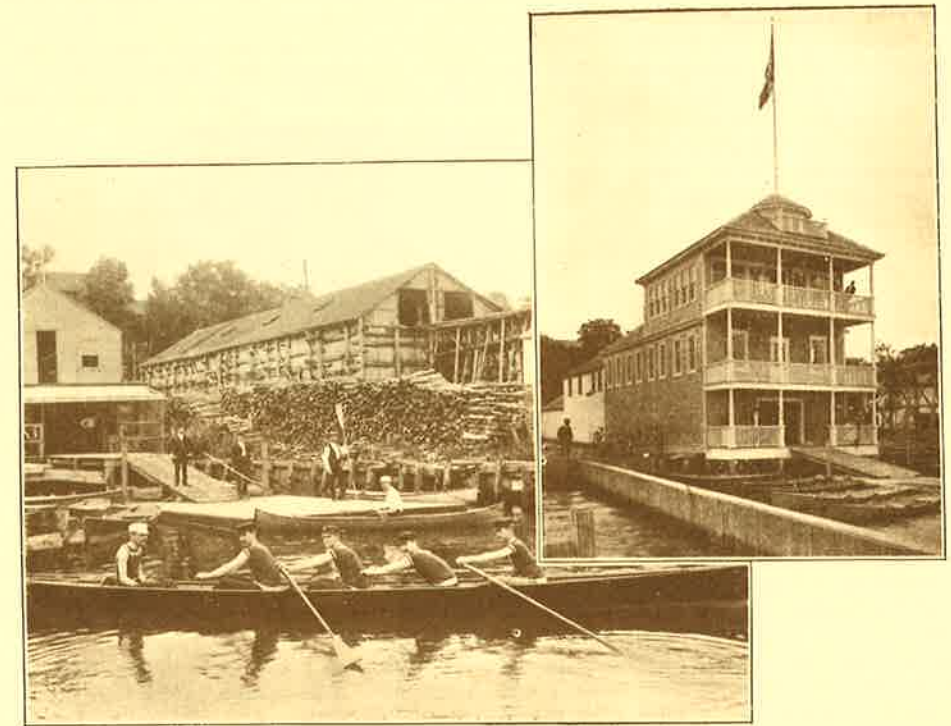
There will be about 25 feet space between the old building and the new one. The two buildings will be connected by a bridge which will run from the second stories. The first story will be clapboarded and the second story and the observatory will be shingled. There will be three balconies.

The first floor will be used for storing the boats and the second for meeting and club rooms. It will be lighted by both electricity and gas. Work will be commenced driving the piling about May 1st. J. M. Emery has the contract for this part of the work. Archibald Antonides will build the clubhouse. The estimated cost of the new building is between \$2500. and \$3000., and it is expected that it will be entirely completed by the middle of June. The money to build with will be raised by the sale of bonds. There will be an issue of 150 bonds of \$20. each, bearing interest at 5%, to run for ten years, or to be redeemed before that time at the option of the club. A number of members have

already agreed to take some of the bonds, and it is thought that they can all be placed among the club members. This will practically keep the control of them in the hands of the club."

May 8, 1895 - "Eight persons were elected to membership at the meeting of the Monmouth boat club on Monday night. This increases the membership to 66. There are also six new proposals for membership. The persons who joined were Barney Reilly, Harry D. Paine, M. M. Davidson, Robert W. Hance, Thomas S. Field, Leon de la Reussille, Jacob Degenring and Samuel Coggins."

July 1, 1895 - "The Monmouth boat club purchased a ten-foot strip of land along their easterly property line with riparian rights from John W. Stout who owned and operated the adjacent canning factory."



MONMOUTH BOAT CLUB HOUSE, OLD AND NEW.

October 2, 1895 - "THE NEW CLUB HOUSE - Monmouth Boat Club's New Home - A Handsome Three-Story Building on the River Front - Balconies on Each Floor Many New Members of the Club

The new club house of the Monmouth Boat Club is now practically completed. The new house presents a very fine appearance from the river, and is the full width of the lot except the part required by the right of way of the ice boat club,

which is on the east side of the lot. The club has had the improvement in contemplation for some years, but has been deterred by the idea that perhaps a more eligible site might be obtained. The addition to the club house, the improvements to the lot and the changes in the old building have cost nearly \$4000. This is considerably more than it was intended at first to expend, but the club determined to put the building in thorough order while the work was being done. Before the new clubhouse was begun a bulkhead was built out in the river. Then the old club house, which was at the river edge of the lot as it was formerly arranged, was moved out 35 feet further toward the bulkhead and the new building was built in front of it. The new part is three stories high, with an attic, and with an observatory in the peak. It is shingled on the roof and sides, and on the third floor are large windows on the front and each side, giving a view of the river in every direction. In the front of the club house are wide balconies on each floor. The floors are of narrow Carolina pine and the interior is ceiled on the sides and ceiling with very narrow beaded Carolina pine. The interior, with the exception of the window frames is finished in natural wood. The first floor of the building will be used for the storage of the boats of the members. The original club house, the addition which was built on it ten years ago, and the new addition built this year, have been made into one large room on this floor.

On the second floor will be a large reception room, which will also be used for dancing at receptions. Another room, nearly as large, is on the third floor, and in the rear of this room is another large room which is at present unused, but which will be converted into a sleeping room, with bunks for visiting clubmen who choose to sleep there. Another room, to be used for the same purpose, can be constructed in the attic if it should ever be necessary. Toilet rooms are on each floor except the attic.

The club house is lighted with electric lights, about fifty lamps being used in the building. They are connected with a series of switches, so that part or all of the lights can be lighted at once without the trouble to turn on each individual lamp. The river balconies are each lighted with six lamps.

Nearly forty new members have joined the club since the new house was begun, and the membership is now nearly one hundred. The bonds issued to pay for the improvement are all held by members of the club. The initiation fee of the club is \$10. and the dues are \$6. a year.

William A. Cole, the president of the club, has constructed a slip at the side of the bulkhead for his steam yacht Gladys.

October 30, 1895 - "THE BOAT CLUB RECEPTION - The opening ball of the Monmouth boat club, in their new club house, was held on Friday night. About two hundred people were in attendance, many of the women being handsomely costumed. Shortly before nine o'clock the ball opened with the grand march, led by Mr. and Mrs. William Cole. The ballroom was prettily draped (sic)



Rear view M. B. C. right after new part was built; roof of old section has not yet been raised (see frame above it); at left: Iceboat Club; behind MBC until 1923.

with flags and bunting. At nine o'clock almost all of the guests had arrived and from then until half-past eleven it was a scene of gaiety and pleasure. Just before midnight supper was served on the second floor. After the intermission dancing was again resumed until three o'clock, when the orchestra played 'Home, Sweet Home', and the dancers left for their homes."

10 - VERY GAY NINETIES

April 8, 1896 - "A CLUB'S ANNUAL MEETING - The Monmouth Boat Club Celebrates its Seventeenth Birthday - The Monmouth boat club held its annual meeting for the election of officers on Monday night. After the meeting, the club celebrated its seventeenth anniversary with an entertainment and a smoker. William Pintard was master of ceremonies. He gave a brief history of the club, and then introduced a mandolin quartette consisting of Fred Frick, Joseph Steele, Henry VanBrunt and Fred Cullington, who played the Monmouth boat club schottische. This is a piece composed by Fred Frick and dedicated to William A. Cole, the late president of the club. Joseph Steele gave a number of dialect recitations. A musical sketch was given by VanBrunt and Steele, and the affair closed by the whole assembly of about 100 persons singing the 'Old Oaken Bucket'. Charles S. Hill led the singing and some of the older members of the club forgot their age and joined in the singing as lustily as the 'boys'. There was everything to eat and everything to drink that could be wished.

The Monmouth boat club was organized in 1879 with ten members. Its present membership is 123, of whom 103 are active members and the rest honorary members. The club has a handsome club house and its property is valued at about \$7500. The new officers are President John B. Bergen, Vice-president Wm. T. Corlies, Secretary Peter T. Brady, Treasurer E. L. Cowart, Captain Edwin Smith. William A. Cole, who had been president of the club for the past six years, declined to serve another term in that capacity."

May 20, 1896 - "Fourth of July this year comes on Saturday. An effort is to be made to make it a gala day in Red Bank. An elaborate program of water sports is certain to be arranged. It is not known yet whether the Shrewsbury yacht club will hold a sailing race or not. None of the yacht owners along the river know anything about it--there is a rumor that the clubhouse will not be opened. In addition, other water events will be held. A course for a rowing race will be laid out off the steamboat wharf and down the river. Several rowing events are contemplated, among them being a rowing race for girls. There will also be a swimming race; other events will be diving, fetching, fancy diving and a tub race. It is probable that the programme of sports will be held under the direction of the Monmouth boat club. If the club should be unwilling to arrange the races, they will be held under the direction of a committee of townspeople, who are interested in sports."

April 7, 1897 - "The annual election of officers of the Monmouth boat club was held on Monday night. The only new officers are President William T. Corlies and Vice-president George V. Sneden, otherwise the old board was elected. James E. Degnan was elected a member at this meeting."

August 4, 1897 - "The Boat Club's Dance - The dance of the Monmouth boat club

last Friday night was more largely attended than any which have preceded it. About a hundred and twenty-five guests were present. The dancing continued until half-past twelve o'clock."

February 23, 1898 - "The Monmouth boat club gave a dinner at the boat house yesterday to the members of the club and their friends. Two pigs roasted whole formed part of the feast and there were other things in proportion. Dinner tickets cost a dollar. After the dinner the guests were entertained with music by Charles R. D. Foxwell and James Hubbard."

With this small notice, the Boat Club launched the famous and later somewhat notorious Washington's Birthday Dinners--a tradition which continued for more than three decades.

April 6, 1898 - "OLD OFFICERS ELECTED - The annual meeting of the Monmouth boat club of Red Bank was held on Monday night. All the old officers were re-elected. Six new members joined the club. The new members are Dr. Ned Taylor, William W. Conover and F. R. Walling of Middletown; Borden Hance and M. VanBrackle of Red Bank; and Benjamin John Parker of Shrewsbury.

The club now has 120 members. The dues are \$6. per year. The annual dues pay the running expenses of the club, including the interest on its debt. When the improvements were made to the club-house property some time ago, the club bonded the property to the amount of \$3,000. to pay for the improvements. This did not prove sufficient to do all the work that was needed and nearly a thousand dollars more was spent. This floating indebtedness is gradually being paid off. The bonds were issued in sums of \$20. each and some of these bonds have been paid off.

The club contemplates at some future time buying a lot in a better location and building a new clubhouse. When that is done a large enough lot will be bought to have tennis grounds on the property. The clubhouse will be fitted up for use as a social club, and the present property will be kept as a storehouse for the boats of the club and for use during the winter when there is ice-boating. The new club house will probably not be built for some years to come, but the matter is receiving much attention from some of the members, who think that such a club, especially if it could be used also as a bicycle clubhouse, would prove not only self-supporting, but even a profitable investment."

September 13, 1899 - "A large number of persons went down the river from Red Bank on Sunday to view the Shamrock, the Irish boat which has come over to America in the hope of winning the America's cup and which is anchored in the horseshoe in the lower bay. Nearly a dozen sailboats from Red Bank went down and several steam and naptha launches also made the trip. . . as the boats circled around the racer, the Shamrock was repeatedly cheered and the sailors on the boat acknowledged the compliment by waving their hats.

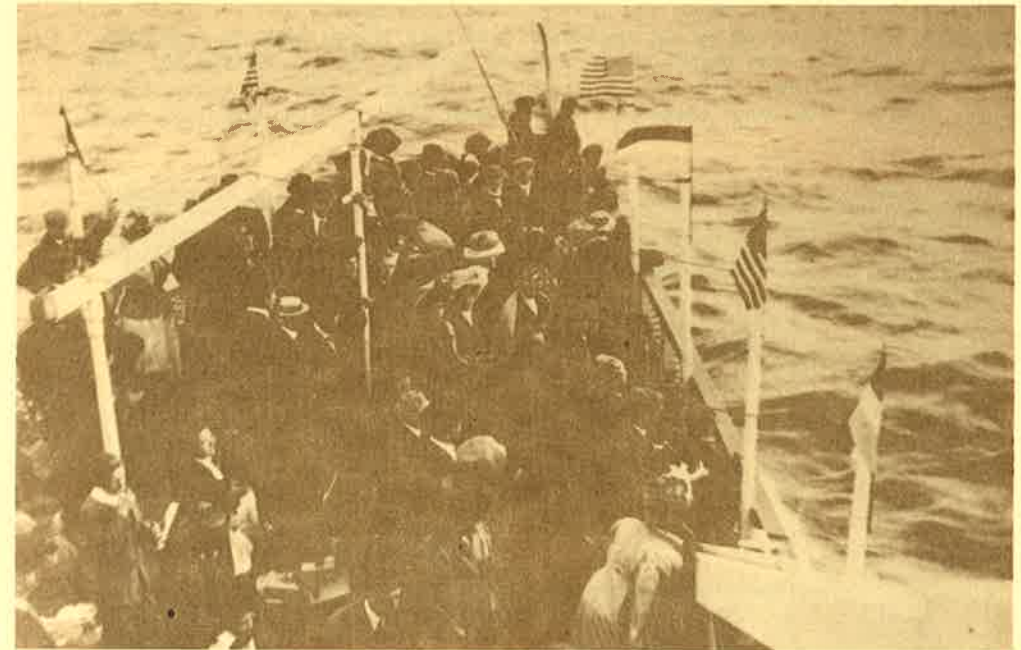
Among the launches which went down the river was William A. Cole's steam launch. As this boat left the Shamrock the naptha launch of Sir Thomas Lipton, the owner of the Shamrock, set out for the Highlands. A race between Mr. Cole's boat and the naptha launch ensued, which resulted in victory for Mr. Cole's boat.

The steamboat Albertina left Red Bank Sunday for New York. A good many Red Bankers took advantage of the trip to see the Shamrock. On the return trip, just as she entered the river, she went hard aground. Every possible

means was tried to get her off the bar, but she would not budge. Finally the anchor was run off about three hundred feet, and the boat was pulled off the bar by means of a windlass."

September 20, 1899 - "Almost every sailboat, steam launch and naptha launch went down the river on Sunday to see the Shamrock and Erin. Henry Chadwick's sloop the Sarah Quince, and Capt. Brown's schooner, the Jordan Woolley, each took a large party of sight-seers down. William A. Cole made two trips in the Gladys, one in the morning and one in the afternoon. Many of those who went down took their cameras with them and got pictures of the Shamrock and the Erin. The old cup defender Vigilant has been making the Horseshoe her anchorage for some time past. On Sunday she got up her sails and went out for a spin. The Shamrock does not raise her sails on Sunday."

"On Saturday of this week and every day thereafter that the races for the America's Cup are held, the steamboat Albertina will make a trip down the bay and will accompany the yachts over the course. The boat will leave Red Bank at half past eight o'clock each day and will make all the river landings. The boat is licensed to carry 1000 persons but only 500 will be taken. Tickets will cost one dollar and a half and there will be no half fare."



The Albertina goes off to the America's Cup races flying U. S. and Irish flags.

April 4, 1900 - "The Monmouth boat club will give a minstrel show at the Red Bank opera house on Friday night April 27th."

May 2, 1900 - "BOAT CLUB MINSTRELS - A Big Audience at the Opera House

on Monday Night - Local Jokes by Local End Men - Solos by Red Bank Singers - Dr. Whitmore Shows His Skill With the Bones - The Monmouth boat club minstrel show has come and gone. The show was given in the opera house on Monday night. The parquet and dress circle of the opera house were filled, there being hardly an empty seat. There was also a large number of gallery seats taken. The show had been in preparation for a long time. The first half of the entertainment was a minstrel show pure and simple and the last half was composed of three little sketches, with interludes of singing. Dr. W. S. Whitmore was the interlocuter and there was a double set of end men. The end men were Charles S. Hill, Whitall S. Hill, Al. Botticher and George R. Lamb. The end men were the only persons who were blacked up.

The jokes of the minstrels were purely local. Some of them had seen duty for a long time under other circumstances, but these were revamped to suit local conditions and went off as well as those which were original. Most of the prominent people in town were made the butt of jokes, but the bits were all good-natured and there was nothing at which any offense could be taken. During this part of the show solos were sung by the end men, and by Fred Frick, Geo. Cooper, Frank Weller and Walter B. Parsons. All the singers were encored and some of them sang as encores verses descriptive of the boat club or 'jollies' about members of the club. Whitall S. Hill sang a song, the greater part of which consisted of verses about the club and its members. The audience was generous in its applause, and was much pleased with the show. The orchestra was under the direction of Prof. H. K. Allstrom, and the music was very fine. The entire performance was under the direction of George R. Lamb. The boat club will clear about \$175. by the minstrel show. "

...REMIT ALL DUES TO THE SECRETARY...

Red Bank on the Shrewsbury, Monmouth Co., N. J., July 15th, 1900.

Dr. E. Field

TO MONMOUTH BOAT CLUB, DR.

To Dues from April 1st, 1900, to Oct. 1st, 1900, \$5.00, of 50 cents per mo. \$5. 00.

Due previously

Aug 29 By Cash

11.50

1.50

3.50

P. Brady

SECRETARY

MONMOUTH BOAT CLUB

OFFICERS FOR 1900.

J. T. BURBANK, President.

W. F. COLLIER, Vice-President.

M. F. DREWELL, Secretary.

P. T. DASH, Treasurer.

E. L. CHASE, Captain.

H. A. WATKINS, Clerk.

HONORARY COMMITTEE.

H. A. WATKINS.

W. L. DUNN.

W. B. HERRICK.

An Early Receipt for Dues - Note Burgee, Not Heretofore Mentioned

February 27, 1901 - "The Monmouth boat club of Red Bank kept 'openhouse' to its friends on Washington's birthday in accordance with the custom established

four years ago. The attendance on Friday was larger than ever before. Fully 200 persons were present, including several members of the board of freeholders. The guests began to arrive at ten o'clock in the morning and the morning was spent in viewing the ice boat races on the river, a fine view of which was afforded from the clubhouse. At one o'clock dinner was served. This consisted of roast pig, roast turkey, roast chicken, cold meats, salads, relishes, sauces and liquid refreshment. The tables were set in long rows the length of the clubhouse and covers were laid for 150 persons at a time. The tables were decorated with potted plants and on the walls were displayed flags and bunting. Pictures of George and Martha Washington were draped with the national colors. After the dinner the guests were entertained by professional talent from New York. William H. Houston was chairman of the committee of arrangements and William T. Corlies was chairman of the reception committee. George Lamb made the arrangements for the entertainment. Joseph Salz was chairman of the committee that arranged the tables and provided the food. Major Joseph T. Field was carver and server and Dr. Walter S. Whitmore was master of ceremonies. He made a short speech at the beginning of the dinner. "

August 7, 1901 - "A Coming Clambake - The Monmouth boat club will hold their annual clambake at Port-au-peck in the latter part of August. The date has not been decided as yet. "

August 21, 1901 - "Benjamin Ford will give a gramophone concert from the balcony of the Monmouth boat clubhouse tomorrow night. The concert will commence at 8 o'clock. "

August 26, 1901 - "Yacht racing is slower this summer in Red Bank than it has been for several years past. "

II - THE FIRST GREAT REGATTA

June 4, 1902 - "The Monmouth boat club members are working hard for the success of the river sports to be held on the Shrewsbury on July 4th and 5th. The indications are that the races will bring together some of the crack oarsmen of the country. Entries are being received daily. On the 4th there will be races more interesting to the residents of this section as they will bring more local men together. All entries should be sent to Charles A. Minton, chairman, Joseph Salz and Frank C. Storck. At a meeting of the boat club on Monday night a number of new members were elected. Among them were Fred W. Hope, A. L. Ivins, Joseph W. Child, Jr., James P. Hendrickson, William H. Sherman Jr., and Lewis Thompson."

June 25, 1902 - "Great Interest is Taken in the River Carnival - The Monmouth boat club is working with might and main for the success of the sports on the 4th and 5th. Many of the well-known clubs will be represented in the rowing contests on the 5th. . . including Active, Atlantic, Rosedale and Valencia of Hoboken; Nonpareil, Lone Star, Atalanta, Dauntless, Union, First Bohemian and Nassau of New York; Institute of Newark; Clifton of Clifton, Staten Island, and Nereid of Belleville. The barge of the Valencia boat club arrived on Saturday and the crew did some practice work on Sunday. The officials will be assisted by local officers, who will probably be named at to-night's meeting of the boat club committees."

July 2, 1902 - "All signs point to a big time at Red Bank next Friday and Saturday. The star attractions, of course, will be those furnished by the aquatic carnival under the direction of the Monmouth boat club . . . the arrangements are practically completed . . . The best oarsmen in this vicinity will row in the races on the Fourth and a number of crack racing crews from New York and New Jersey will participate in the events on Saturday. The Monmouth boat club has erected a grandstand on Stout's dock which will accommodate about 475 people and which will be used exclusively for the club members. Charles P. Irwin has built a grandstand on Thomas P. Brown's dock which will seat nearly 500 people. Mr. Irwin will make a charge for the seats in the stand. The boat club house will be reserved for the use of the visiting oarsmen, their boats, the representatives from the different clubs taking part in the races, the regatta committee and officials and newspaper men. The Long Branch cornet band has been engaged for both days and will occupy the upper balcony of the clubhouse."

J. Trafford Allen has cordially invited the public to view the races on both days from the extensive grounds of the Riverside mansion house on Riverside avenue. This property commands a view of the entire course. . . besides affording a view of the beautiful scenery on both sides of the river. Mr. Allen invites the public to come in automobiles, in carriages, on bicycles or on foot, and he says that all respectable persons will be made heartily welcome. The finish of every event will be in front of the club house. The club has given the authority to publish the official programme to Charles R. D. Foxwell, one of the members of the club. A booklet of forty pages has been prepared. It contains a picture of the clubhouse, a group picture of the officers of the club and those prominent in the regatta, together with a number of river scenes of summer view and incidents of iceboating. It will be sold for ten cents."



Monmouth Boat Club's First and Only Grandstand, 1902 Regatta

"THE CARNIVAL OF SPORTS - A Fine Series of Races on the River - Thousands of People Were Attracted to the Town and the Carnival Was a Great Success in Every Respect - The Monmouth boat club's aquatic carnival was one of the finest series and the boat club deserves a lot of credit for the outcome of its energetic endeavors. Thousands of people . . . went home impressed that Red Bank was one of the best towns on earth and the Monmouth boat club knew how to get up a river carnival."

The races on the Fourth were of a local character and naturally of greater interest to the people of this section. About noon the excursionists began to arrive. They came from all directions. The trains were crowded and the trolley company never did a bigger business. The steamboat also had an unusually large passenger list. It was a jolly aggregation of pleasure-seekers. . . It was perfect weather. There was not the least suspicion of a shower, the sun shining from a cloudless sky. The river presented a remarkable scene of animation. All kinds of river craft were afloat, loaded down to the water's edge with excursionists. The grandstands . . . were filled with people. Capt. Theo. Wilson had turned his schooner into a viewing point and the spectators were protected from the sun's rays by an awning stretched from stern to stern. (Sic)

A small steamboat called Mosquito had a number of passengers on board. The owners of batteaus, sailboats and launches did a nice business by charging so much a head. . The river was fairly alive and the whole affair was enlivened by music from the Long Branch band. . .

The sports were begun with a batteau race, double sculls, the distance being one mile. Two boats started; in one Charles P. Irwin and Reuben White, the other Edward Roswell and Henry Morris of Oceanport. The Red Bank rowers got the water first but the Oceanporters were soon even. . the latter won handily by about nine seconds.

Next was a canoe paddling race, one man to a canoe--Jacob Frick of Red Bank had things pretty much his own way, beating Conover by 45 seconds. The canoe tandem race was an easy thing for Frick and G. H. Gee, who beat Conover and David Shriver Jr. by close to half a minute.

In the swimming race for men there were three starters--Geo. Dunbar of Red Bank, and Samuel Stern and W. Tobias of New York. Owing to the low tide the men were unable to dive at the start and stood in water up to their waists awaiting the starter's gun. Dunbar took the lead closely followed by Stern. When the race was about half over, Dunbar suddenly seemed to raise his body as if walking on the river bed. He kept his arms going all the time, however. He crossed the line first. Some of Stern's friends insisted that Dunbar had walked and they entered a protest. The judges gave the race to Stern.

The next event was a round bottom boat race, double sculls, for boys under sixteen. In one boat were Reuben White and his brother John, in another were Ollie Brown and Bert Cullington and in a third Floyd Brady and Charles Thompson; they finished in the order named.

Perhaps the most interesting race was the launch contest, which brought out twenty starters. There were all sorts and conditions of naphtha launches in the race; most were spic and span gold-trimmed launches of summer folks and others were principally fishing boats. . The course was down to Boyd's Cove, then to Guion's point and return to the club. First was Robert Seeley of Port Monmouth in Carrie; Harry Phillips of Belford was second and William Casler of Port Monmouth was third. None of the winning boats is over 25 feet long and their power ranges from three to five horses.

The shell races on Saturday afternoon were marked by spectacular weather that was not scheduled on the weather-sharp's programme. Lightning, thunder, wind and rain did their utmost to make life miserable for spectators and oarsmen and they partially succeeded. After the first race the sky suddenly darkened and there was a small squall which drove the people from the grandstands and caused those in open boats to quickly seek the shore. A half-hour later another storm came up which was a little fiercer than the first and again there was a sudden scampering for the shore. The rain fell in sheets, but after it had slackened a bit the races were resumed and the eighth and ninth races were rowed during a drizzle. Afterward the sun came out, the water



8-oared shell being launched at MBC float during 1902 Regatta - Steam yacht at left is "Jean", owned by Pres. Gus Minton, flagship of MBC for many years. Beyond is passenger ferry "Mosquito"

became smooth, and the last race was rowed under the most favorable conditions. A good part of the spectators out in the river were on sailboats, rowboats and launches and they had lots of fun. The arrangements could not have been better. The course was kept clear by a police boat in command of Chief of Police Franklin Pierce Stryker, and Commander 'Bob' Evans at the international races did not do more effective work. The judges accompanied every race over the course in a steam launch. E. Gerry Roberts' steam yacht Eagle, in personal charge of Mr. Roberts, was the press boat, and the newspaper men were very hospitably treated.

The shell races were a novelty for most of the spectators and there was plenty of enthusiasm, although every starter was a stranger to the town. The finishes in most cases were exceptionally close and one or two of them were regular heart-breakers for the contestants. Ed. Hanlon, the former rowing champion, was among the throng at the clubhouse and was very favorably impressed with the course and the manner in which the races were arranged.

The Nassau boat club of New York carried off the honors, winning three of the races: the senior single, the intermediate single and the intermediate double sculls. Alex Fraser of Nassau captured the senior single in fine style--he won by at least 150 yards and he had a whole lot of effort left up his sleeve.

The local officials were: Committee of Arrangements, Charles A. Minton, Joseph Salz, Frank C. Storck; Umpire, Dr. J. D. Burtis; Timers, Joseph T. Field, John B. Bergen; Starter, Robert Stroll; Judges, Joseph T. Burrows, Dr. Edwin Field, Benjamin H. Ford, Charles K. Straus, Wm. B. Conover, Albert L. Ivins; Announcer, James E. Degnan; Clerk of the Course, Elwood Minugh. "



12 = GALA DAY

July 9, 1902 - "The Monmouth boat club has received a boom on account of the success which characterized the carnival last week. At the club's regular meeting on Monday night four persons were elected to membership and seven proposals for membership were received. The persons elected were Edward S. Allaire and George V. Sneden of Red Bank, William Arras of Fair Haven and George Parsons of New York."

In the same issue - "Dr. J. D. Burtis of Oceanic, who was recently elected to membership in the Monmouth boat club, has bought a naphtha launch. The boat was built at Plattsburg, New York, and last week Dr. Burtis brought it home, making the trip by way of Lake Champlain, the Delaware and Hudson canal and the Hudson river. The boat is 21 feet long and is said to be very speedy."

February 25, 1903 - "Washington's Birthday Celebrated by the Monmouth Boat Club - The Monmouth boat club celebrated Washington's birthday on Monday afternoon by a dinner at the clubhouse. It was the biggest kind of a success socially, and though it was not intended as a money-making affair, a sum of money will be added to the club's treasury as a result of the dinner. About 125 people paid \$2. apiece for the privilege of sitting down to the dinner table. All the good things of the season were provided and they were served in fine style. Among the articles on the bill of fare were roast turkey, roast pig, roast chicken, apple and cranberry sauce, baked beans, cold ham, corned beef, Saratoga chips, relishes, coffee, etc. Included in the etc. was the club punch, an original mixture compounded by a member of the club. A feature of the dinner was the presentation to each guest of the club colors. The souvenir consisted of a silk flag containing the M.B.C. initials of the club. The flag was attached to a neat staff. The souvenirs were the gift of Joseph Salz, who is a member of the club."

April 5, 1903 - "The Monmouth boat club held its annual meeting on Monday night. The following officers were elected: Commodore Joseph T. Burrowes, President Charles A. Minton, Vice-president John S. Applegate Jr., Secretary P. T. Brady, Treasurer E. L. Cowart and Captain Harry Worthley. The club has 166 members and is very well off financially."

January 13, 1904 - "A number of trotting races were held on the river on Saturday afternoon and fully 1500 persons witnessed the sport. The course was a half-mile straightaway running parallel with the shore from in front of the Monmouth boat club to a point opposite Fishers. Four horses started in the 2:30 class: Edward Allaire's Lady Kemp, Borden Hance's Fred C., G. Tash's brown pacer and Wm. Francis' bay trotter. Lady Kemp, driven by her owner, won three straight heats.

A 2:40 class had three starters: Joseph Hance's Joseph H., Al Grover's J. G. Blaine and J. Healy's trotter. Joseph H. won three straight. Trotting races will be held on the river tomorrow at two o'clock."

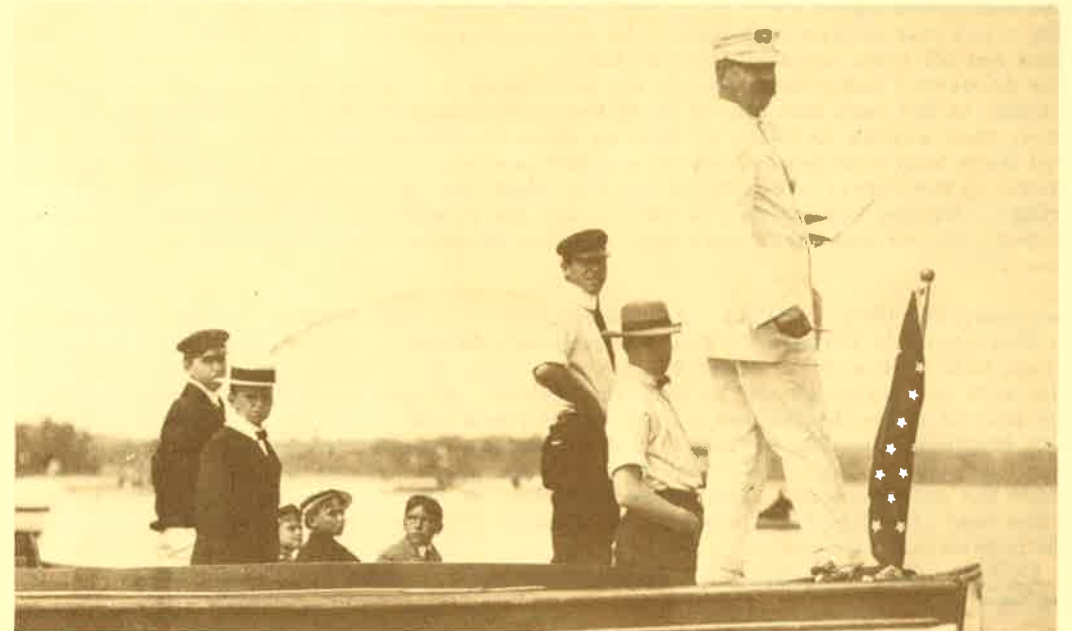
February 24, 1904 - "Washington's Birthday Feast of Red Bank Oarsmen - The Monmouth boat club had its customary dinner on Washington's Birthday. Monologue and musical artists had been imported for the occasion and they amused the members at the conclusion of the feast. Some article of food disagreed with many of the diners, who were made sick. The sickness was not of a

serious nature and all the patients have recovered."

1904 was the 25th Anniversary of the founding of the Monmouth Boat Club. Oddly this year produced only the brief note above about the Washington's Birthday affair (in contrast to some of the others) and no report at all concerning the Annual Meeting. It would appear that there was no particular celebration of the date.

July 13, 1904 - "Red Bank is to have a big gala day and water carnival on Thursday, July 28th. All of the races will start in front of the Monmouth Boat Club house and all of the docks will be open to the public that day. In the afternoon there is to be a carnival of aquatic sports, including power launch races, swimming and diving contests and novel rowing races. At night there will be a parade of decorated launches and rowboats, with music by the Red Bank band and fireworks. All of the races will be started in front of the Monmouth boat club house. . . . The committee in charge of the affair consists of Dr. J. D. Burtis, William N. Worthley, George Parsons, Harry D. Curtis, Fred Frick and Harry Chandler." It should be noted that this committee was representative of both the Monmouth Boat Club and the Red Bank Yacht Club (the so-called Floating Boat Club which had its clubhouse on a large barge).

August 10, 1904 - "A BIG DAY ON THE RIVER - The aquatic sports and the carnival at night drew the largest crowd of people to Red Bank that has ever visited the town on a single day. From noon until eight o'clock at night, every incoming car (trolley) was crowded with people. . every vantage point on the river front was crowded with people. The fleet of boats was the largest ever seen in the river. There were boats of all kinds, including steam yachts, automobile boats, launches, sailboats and rowboats."



The starting and finishing point was just off Stout's (the tennis court) dock. D. J. D. Burtis was the starter. W. N. Worthley and George Parsons were judges, Edward S. Allaire, Major Jos. T. Field and Albert Ivins were the timers and Clinton Elliot announced the events through a megaphone.

The crowd at night was much larger than in the afternoon. Every car that came into town had people standing on the steps, and people also came by carriage and on foot. The steamboat dock was jammed with vehicles and everywhere a horse could be tied was packed.

As darkness came on the boats began to light up and assemble for the parade.

Most of the boats were decorated with paper lanterns. M. C. D. Borden's steam launch Dolphin was strung with myriads of electric lights of different colors and the electric was arranged so that different colors could be shown separately or together. With frame work and mosquito netting, Reuben White rigged up a row boat to resemble a duck.

Most of the people living along the river had illuminated and decorated their grounds. In front of the Riverside avenue residences was a string of electric lights and an arch of lights was formed in front of Samuel Morford's house. Red and green lights were frequently burned from residences along the shore. The river was ablaze with light. At the conclusion of the parade fireworks were set off from the Middletown shore.

The decorated and illuminated boats formed up in Morford's cove with the yacht Wander at the head and moved down the river along the Red Bank shore to Boyd's cove, then across to Guion's, then up along the Middletown shore, passing the Red Bank boat club house, which was handsomely decorated. From there they wound up the river, crossing to the Red Bank side near the Southern railroad bridge. During the entire procession and the fireworks, the Red Bank band played. Never had there been such a scene of animation and beauty on the river."

February 24, 1905 - "BOAT CLUB BANQUET - It Was Held at the Boathouse on Washington's Birthday - The Washington's birthday celebration of the Monmouth boat club was held last Wednesday. The celebrations consist of a banquet with an entertainment by imported talent. All the good things of the season are served at the dinner and all the latest jokes and songs are provided by the men employed for that purpose. The clubhouse was decorated with bunting and small American flags. William Pintard was master of ceremonies and he introduced the entertainers. The latter were Dan W. Quinn, who was not a stranger to the boat club members, and W. E. Ronney. They sang and gave monologues and proved excellent in their respective lines. The accompanist was William J. Helms. As a side dish, Al. Botticher was persuaded to sing one of his ragtime solos."



13 = CARNIVAL

April 4, 1905 - "The Monmouth boat club held its annual meeting in the clubhouse on Monday night. The reports of the various officers showed the club to be in fine condition. The club has 155 members and is one of the largest organizations of its kind in the state. Charles A. Minton was elected President; Fred W. Moselle, Vice president; Peter T. Brady, Secretary; Fred J. Cullington, Treasurer and Joseph T. Burrowes, Commodore. The Board of Governors is comprised of Ensley E. Morris, Charles R. D. Foxwell, Charles Straus, Elwood Minugh and Joseph Hesse. After the business had been transacted a chowder supper was served. The chowder was made by Frank Clusey, who has the reputation of being the boss chowder maker of Red Bank. The club house will be improved this spring and a new float will be built."

June 7, 1905 - "Red Bank is to have a carnival this year which will surpass that of last year. It is proposed to have a committee composed of the Monmouth boat club, the Red Bank boat club, the business men of Red Bank and the summer residents. Wm. N. Worthley has been selected by the Monmouth boat club as the representative of that organization."

July 19, 1905 - "BOAT CLUB BULLETIN - Some Matters Concerning the Monmouths - The Red Bank Rowing Organization has a Membership of 155 - A New Treasurer - A New Dock Built at a Cost of \$160. - The Monmouth boat club has just issued its mid-summer bulletin. The club has 155 members, which is a decrease over last year. Nineteen members were dropped for non-payment of dues and two died. There was paid out during the year ending June 30th about \$900. and there is a balance on hand of \$53.07. The new dock cost the club \$160. Since the annual meeting, Fred Cullington has resigned as treasurer and Harry D. Curtis has been elected in his place. The board of governors has entire control of the club's affairs.

1905

A New Smoking Tobacco!

I have had made for me, by a first-class manufacturer, a New Smoking Tobacco, which I have called

MONMOUTH BOAT CLUB SMOKING TOBACCO.

This Tobacco is a mixture, and is made of Turkish, Havana, Perique and Virginia tobacco, in a combination arranged by me. It's a fine, high-class tobacco, and is selling fast.

It is put up in airtight cans. Twenty-five cents buys a can of 3 1/2 ounces. One dollar buys a full pound can.

Try it. It's great.

If you want an all-Havana cigar, the REGENSBURG is the cigar I recommend. I sell these cigars at wholesale and retail. The retail prices run up to 20c. each.

WILLIAM CULLINGTON,

WHERE THE TROLLEY STOPS. **RED BANK, N. J.**

The club had a bonded indebtedness of \$2500.00, which became due on May 1st of this year. At the annual meeting this was taken up and replaced by a bond and mortgage, which is to be paid off at the rate of not less than \$200. each year.

William Cullington, who is a member of the Monmouth boat club, has named a new variety of smoking tobacco after the club. The packages containing the tobacco are ornamented with the club flag. Many of the members smoke the tobacco and they say it is 'bully'."

July 26, 1905 - "THE CARNIVAL - It Will Be the Big Event in the Town's Summer Life - Arrangements for the Red Bank Carnival are progressing rapidly and satisfactorily. The business men are taking an interest in the affair far beyond what was taken last year, and beyond what is usually taken in a movement for the general town benefit. A full meeting of the committee has been called for tomorrow night."

August 9, 1905 - "RED BANK'S CARNIVAL - All the Arrangements are Practically Completed - Governor Stokes Expects to be Present - The Town Gaily Decorated - Many Entries for the Various Events - The Albertina Chartered"

August 16, 1905 - "RED BANK'S GREAT DAY - The Automobile Parade and River Carnival Prove Great Attractions - Thousands of Persons from All Over the Country Brave Threatening Weather and Visit the Town to See the Interesting Events - Governor Stokes, Congressman Howell and Other Notables Among the Guests - The Boat Parade and Fireworks.

Last Thursday was a red letter day for Red Bank. It was carnival day and nothing to equal it had ever been seen before in the town. The carnival committee worked with commendable enthusiasm and most persons are willing to give the members credit for the success of the affair. Most of the houses along the line of the automobile parade and all the stores and other business places were decorated. Looking down Broad street from Monmouth street the waving streamers of red, white and blue were an inspiring sight. Charles A. Minton's house on East Front street was decorated from top to bottom with the national colors. . . and the judges were unanimous in their decision to give Mr. Minton the prize for the most handsomely decorated residence.

At half-past one, most of the members of the reception committee went to the depot to receive Governor Stokes and his party. Military honors were accorded to the dignitaries by an escort of the Second cavalry troop, in command of Capt. Edwin Field. It was an imposing procession. Among the automobiles in the parade were John H. Mount, P. G. Warner, Harry Rosenbaum, Easton Hendrickson, Carl Wagner, Oscar Hesse, Morris Pach, Frank C. Storck, Arthur W. Kelly, George Hance Patterson, William O'Brien and A. Percy Sherman. During the early hours of the afternoon, nearly everybody went to the river. Docks were crowded, lawns were packed and river craft of every description was laden to the gunwhales with merry excursionists. The river events were seen by the governor and his party from the balcony of the Monmouth boat club house. Owners of boats desiring vantage points to see the finishes had their vessels strung out from the judges' float to a point east of the Sea Bird's dock. These boats were decorated with flags, while other decorated craft floated lazily about in other parts of the river.

The course was the old ice yacht course, extending to Guion's point, then to a stake in front of John Wagner's and then to the finish line. The cabin launch

and pleasure launch races were once over the course. The cabin launch race was the first number on the program and was won handily by A. C. Longyear's Nereides.

The starters in the pleasure launch race were W. R. Coffee's Grace, C. E. Copeland's Thirsty, Peter McClees' Etta, Samuel Coggins' Spark, Oscar Hesse's Barnegat, Augustus Minton's Vega, Charles R. D. Foxwell's Ottowell, Ensley E. Morris' Olive, George Hance Patterson's Riette, C. E. Porter's Edna L., Harry D. Curtis' Growler and L. M. Craven's Hattie. The Vega won with the Hattie second.

Very interesting were the races between the fast auto launches. These boats are provided with engines similar to those on automobiles and some have recently been built which attain a speed of nearly thirty miles an hour! The first race was participated in by Charles P. Irwin's Scuttle Bug, P. M. Cornwell's Gertrude, Oliver Lipincott's Vici, Perlle Riddle's Lillie, S. W. Granbury's Dixie, Henry McDermott's boat, R. B. Duane's Nais and Charles M. Petersen's Flying Dutchman. The Scuttle Bug was the limit boat and she went flying down the river like a shot. It was apparent after round one that the fight between the Irwin and Petersen flyers would be a close one. The Flying Dutchman finally overhauled and passed the Red Bank entry and the Red Bankers who had been pinning their hopes on the Scuttle Bug looked down in the mouth. A few minutes later the Flying Dutchman was seen to stop and the Scuttle Bug regained the lead. An accident had befallen the Flying Dutchman's machinery and the boat was unable to finish.

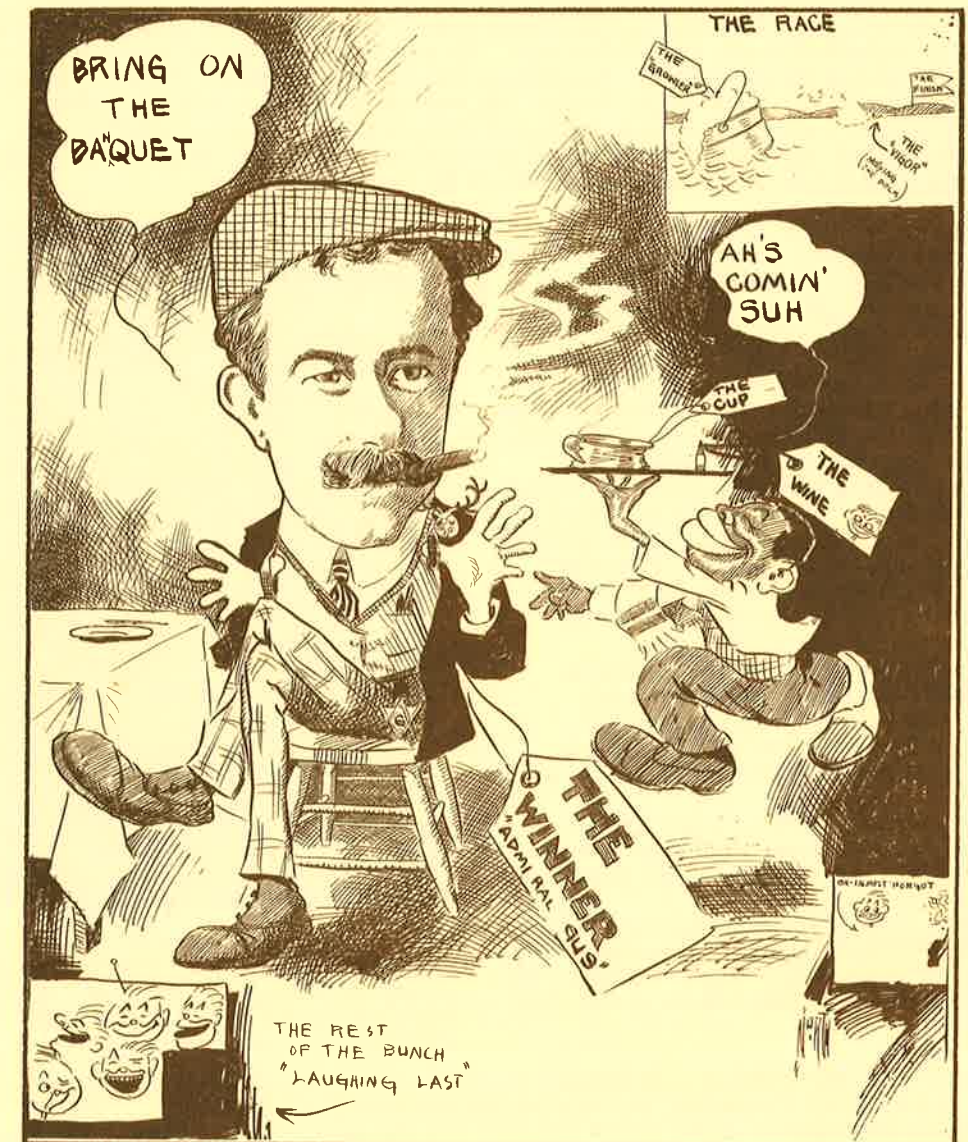
The winner of the knockabout race was Edwin Davis's Mermaid. Raymond Heyer's Wanderer was second. The newspaper men were royally entertained on General B. S. Payne's 'Yankee Boy'.

The illuminated boat parade at night surpassed in every respect anything of its kind ever before held in this part of the country. Not only were the boat decorations fine, but extraordinary efforts had been made by persons living along the river to add to the beauty of the scene by trimming their lawns with lanterns grouped in many artistic designs. Along the upper part of the river from the Allen dock to the railroad bridge, there was continuous illumination. John Morrow showed a large letter 'M' made of paper lanterns. Samuel W. Morford displayed a representation of the Eiffel tower. On the Middletown shore the sight was not much less brilliant. A New York cottager named Welsh had a large flag at the top of a tall staff and under it Greek fire was burned. From



a distance all that could be seen was the waving flag reflecting the colors of the fire. The residents along the south shore vied with one another in their illuminations and all of them were very attractive. The Albertina, which had been chartered by the committee to take out passengers to the middle of the river to see the parade and fireworks, had on board about 400 persons. On the hurricane deck of the boat was one of the bands. A large number of boats took part in the parade and their owners had worked hard to make the decorations as handsome as possible. The boats first assembled in Morford's cove. Headed by the band, they passed the club house and skirted the south shore as far as McClure's point, where they crossed the river. Then they proceeded to Patterson's point, taking a course from there to the club house, where the parade was disbanded. The Borden launch had her upper rigging strung with wire and bulbs and by turning a certain switch, the colors could be changed in an instant. The principal device in the illuminations was a star and crescent, which was fastened to one of the masts. Mr. Chandler's yacht was prettily adorned with lanterns. Two large American flags arranged like a transparency comprised the decoration of the Patterson boat. Lewis Frick's rowboat was trimmed with lanterns and the effect was most artistic. The prize for the best decorated lawn was given to Mr. Morford. Immediately after the boat parade the fireworks display began. The pyrotechnics were shot off from two floats opposite the Sea Bird's dock. The display lasted for an hour and consisted of the very latest novelties in aerial illumination, together with rockets, bombs, etc. It was by far the best display of fireworks ever given in Monmouth County. A set piece with the words 'Good Night' signalized the close of the carnival and everybody went home tired but happy. The expenses of the carnival were about \$1000. and all of the money was raised by the soliciting committee."

Reprise - August 31, 1905 - "The power launches Vega and Growler, owned respectively by Augustus Minton and Harry D. Curtis, had a race on Sunday. The boats were started from Stout's dock and the end of the course was at Locust Point. The Growler had to give the Vega four minutes handicap. Both boats were commanded by their owners. The Vega won by the small margin of four seconds. The prize was a case of sarsaparilla."



14 = THE END OF AN ERA

January 24, 1906 - "Captain George Coley, who was for many years a town commissioner of Red Bank, died last Friday morning. . . Mr. Coley was 59 years old. He was born in Red Bank and always made his home here. For many years he was a yacht captain, and sailed one of the yachts in a trial race to select the defender of the America's Cup. He had been captain of a number of yachts, among them being the Tarantula, owned by William K. Vanderbilt, and he had been to all parts of the world. He was at one time president of the yacht masters and engineers association of Brooklyn. He was a member of the Monmouth boat club and the North Shrewsbury ice yacht club. He gave up sailing yachts two years ago on account of his failing health."

As far as we know, Capt. Coley was the only member of the Monmouth Boat Club who ever skippered in the trial races for the America's Cup. On the right is a letter written by Capt. Coley when he sent the panel of 12 pictures of the America's Cup boats to the Club in 1901. The letter was presented to us by Mrs. Charles A. Minton, the widow of the longtime M. B. C. officer, in the early 70's when we were collecting the historical material for the third floor. Mrs. Minton was the daughter of Captain George Coley. The panel of 12 pictures now hangs on the wall of the back room on the third floor. In the 1880's and 1890's, Capt. Coley was very active in ice boats. In 1888, his boat, the "Ben Harrison" had a span of 25 feet and carried 900 square feet of sail--it was the largest on the North Shrewsbury.

February 28, 1906 - "Fred Frick Buys John W. Stout Property - To Be Converted into A Casino and Theater"

July 6, 1906 - "CARNIVAL DATE SET- Contributions Not As Freely Given This Year as Formerly - Some Business Men Have Refused to Contribute at All This Year."

August 15, 1906 - "After a prolonged period of cloudy and rainy weather the sun came out on Thursday, the day set for the Red Bank carnival. . . By far the most interesting of the races was that for the semi-auto launches, distance ten miles, which brought together Charles P. Irwin's 'IrWin', Perly Riddle's 'Lillie', S. W. Granbury's 'Little Dixie' and Richard P. Duane's 'Nais'. The 'IrWin' had a bone in her teeth during the entire race, the boat fairly flying



This letter, addressed to Charles A. Minton says: ". . . i sent you a Collection of pictures of the yacht races wich i wish you would place in the Club house if you can find room. . ."

through the water. She was an easy winner in 44:39, with the Lillie second and the Dixie third. Prizes of silver cups were presented to the owners of the winning yachts.



Captain Charles P. Irwin in "IrWin" - 1906 Carnival

The night scene on the river was a picturesque one. Canoes, rowboats, small and large power launches, sailboats, houseboats and other craft were illuminated with lanterns, and otherwise adorned with flags and similar decorations. Lawns on both sides of the river were resplendent with myriads of lanterns and in the fronts of the Monmouth boat club house and Fred Frick's lyceum were strings of electric lamps. The Keansburg band played on the boat club dock. The decorated boats were fewer in number than last year and were so scattered about when the time came for the parade that it was thought best to give up that feature of the carnival. Mr. Morford's lawn decoration was decidedly unique. A large star formed of many paper lanterns was hoisted to the top of the flag pole, and from this star a string of lanterns led to an immense anchor on the lawn, also made of lanterns. To the onlookers down the river, the sight was a very pretty one."

February 27, 1907 - "Oscar Hesse Jr., of Red Bank, launched his power launch a few days ago. The launch is one of the prettiest craft of her kind on the Shrewsbury. It used to be the yacht Nereid and was built by the late Harry Knapp. Mr. Hesse put in his spare time during the winter getting the boat in shape. The boat has port and starboard lights and an acetylene search light. It is fitted with a six-horse Lackawanna engine, which will drive the boat about seven miles an hour.

Louis Frick has bought Mal Fisher's catboat. The boat will be fitted up as a power boat and will be used by Mr. Frick this summer. The engine will be a Palmer four-horse power, and a canopy cabin will be put on the boat. Most of

the catboats formerly on the river have been converted into power boats. J.B. Rue has sold his launch to Fred Frick. The boat was built for Mr. Rue by Capt. Tommy Riddle of Oceanport three years ago.

'Admiral' Gus Minton recently launched his power boat Vega. The Vega, which is a converted sailboat, looks spic and span in new white paint and varnish. The boys about the river have been jollyng the admiral about his airtight top which he puts over the boat in case of rain and when it is put up at night. In the forward end of the top was originally a piece of celluloid which permitted a little light to enter the cabin of the launch. The celluloid persisted in rolling up or cracking and then Mr. Minton substituted a pair of duck trousers. The trousers did not answer because they weren't waterproof and now the admiral has resorted to a piece of zinc, which, though it does not filter the light, keeps the rain from dashing in the cabin."

Vega, Before (right) and After
Conversion to an Auto Launch



February 27, 1907 - "BOAT CLUB DINNER - Feasting and Speechmaking on Washington's Birthday - The eleventh annual dinner of the Monmouth boat club was held at the clubhouse on Washington's birthday. The dinner was first class in every respect and the club members say it was the best they had ever eaten at their banquet."

June 12, 1907 - "Red Bank will have no carnival this year. . The work of managing a carnival is considerable, and it occupies a great deal of the time and

attention of the business men who have it in charge. Last year there was a very great amount of work done and they did not feel like undertaking it again this year."

August 21, 1907 - "A party of Red Bankers went down the river last Friday for a salt water outing. They had a clambake near the Highlands. Allie Haviland was the skipper of the boat and Frank Haviland was first mate, second mate and crew. The clambakers were Benjamin H. Ford, Gus Leighton, William Cullington, Charles Straus, Joseph Salz, John Pope, George A. Moody, Leon de la Reussille and James D. Norris."

September 27, 1907 - "J. B. Rue has bought the Throckmorton lumber yard on Front street and will erect a plant on the property for the storage and repair of automobiles and yachts. The property has a frontage of 130 feet on the street and on the river. The riparian right goes with the property. At the river end of the property Mr. Rue will pull out the piling of the old dock which still remains and construct a basin for the care and shelter of boats, 130 feet wide and 190 feet deep. This basin will be deep enough to float at low tide any of the launches on the river." (This is now Irwin's No. 2 Yard just west of the Club.)

February 26, 1908 - "BANQUET OF THE BOAT CLUB - The Monmouth boat club celebrated the birth of Washington with a banquet at the Clubhouse. These banquets are an annual feature of the club's social life . . ."

September 9, 1908 - "During the past year a large number of new motor boats have been built or bought by residents along the river. The invention of the gasoline engines has changed the whole system of travel on the Shrewsbury, and where a few years ago there were scores of sailboats and batteaus, with here and there a steam launch, there are now very few sailboats and a large number of power boats. Most of the old time sailboats have been converted into power boats, and even the sailboats used for cruising are usually equipped with gasoline engines in order to 'get there' if the wind should die out. A recent trip down the river by a Register reporter discovered nearly 200 power boats; this is vastly more than the total number of sailboats ever in use on the river. A number of additional boats are planned for next year. Most of the catboats which were formerly on the river have been converted to power boats. These make roomy and safe craft. They have much greater beam than the ordinary launch built for a power boat, and while they cannot be made as speedy, they afford much more cabin room and their greater breadth makes them more stable and comfortable."

December 16, 1908 - "John S. Sutton, Jr. died yesterday noon at the Sutton homestead where he was born 53 years ago last Monday- -Mr. Sutton was one of the original members of the Monmouth boat club."

February 24, 1909 - "BOAT CLUB BANQUET - The annual Washington's birthday banquet of the Monmouth boat club was held Monday afternoon in the clubhouse. William N. Worthley had general supervision of the affair and Wm. Pintard was toastmaster. The first toast was drunk to Jacob Degenring who prepared the dinner. In making the toast Mr. Pintard complimented Mr. Degenring on his culinary skill. Silent toasts were drunk to the late Charles S. Hill and John S. Sutton."

15 - THE QUIET YEARS

In lieu of the big carnivals, the town of Red Bank engaged the services of a professional manager to manage celebrations in 1908 and 1909 which were called "Jubilees" and while they were successfully held, they had river activities only as a minor part of the whole activity. The only portion of the river sports which attracted any attention was the motorboat races. The Monmouth Boat Club was only incidentally involved. In 1909, races were announced in rowing, swimming, etc., but nothing more was heard about them and it is assumed that they attracted no entries. The world had gone crazy about speed. The big attractions of the affairs in those years were parades of decorated automobiles.

The Monmouth Boat Club eased quietly into a period of relaxation and was only heard from on the occasions of the annual meeting and the Washington's Birthday dinners. The only river activity which continued unabated, when weather permitted, was iceboat racing, probably because speed was already its biggest factor.



The Monmouth Boat Club, c. 1908, Was Dwarfed by Its Big New Neighbor, Fred Frick's Lyceum Theater, Built in 1906 on the Site of the Stout Ketchup Factory

July 14, 1909 - "Charles C. Copeland, who lives on the Middletown shore of the river opposite Red Bank, has evolved a plan for the improvement of the Shrewsbury river. . . to form a committee of 100 persons of prominence in the locality and have this committee use its influence on congress to get appropriations from the national government to get the river dredged out and a good channel formed. Mr. Copeland presented the matter to the Monmouth boat club last night, and the boat club passed a resolution endorsing the movement, and naming William N. Worthley to represent the boat club on the committee."

It appears that during the years of 1910 and 1911, not even the Washington's Birthday dinners or the annual meetings attracted the attention of the press.

By this time, the entire character of the river had changed. The sailing packets which had, for 100 years, carried the produce of the local farms and the clams and oysters from the river to the markets in the city, were virtually extinct. The last cargo brought back on the return trips was coal which was usually picked up at Perth Amboy. In earlier years, the packets had brought us firewood, bricks, lumber and other manufactured goods in addition to the manure collected from city streets which was used for fertilizer. The steamboats were still running but carried mostly passengers instead of freight--in the beginning, the freight was prime and the passengers incidental. John Abbott Worthley (the Boat Club's problem neighbor in the early years) had passed on and his coal yard (now our parking lot) lay idle. Excepting for an occasional flurry of excitement generated by a motorboat race, the river was a serene and placid place; the calm was interrupted only twice daily by the arrival and departure of the sidewheelers, Sea Bird and Albertina.



Winter And Summer Scenes Looking Northeast From M.B.C. About 1900



The Same Scene About 1910

April 3, 1912 - "The annual meeting of the Monmouth boat club was held last Monday night. The following officers were elected: President, William Cullington; Vice-president, Joseph Salz; Secretary, Charles A. Minton; Treasurer, George W. Chandler; Captain, Harry A. Worthley and Commodore, Joseph P. Burrowes. The board of governors also includes Augustus Minton, Elwood Minugh, James M. Bunnell, Frederick W. Moselle, and Alfred Botticher. The club is in good financial condition. It was noted that Mr. Burrowes has been commodore for more than twenty-five years."

April 9, 1913 - "Boat Club Elections - Thomas S. Hubbard at the thirty-fourth annual meeting of the Monmouth boat club on Monday night was elected commodore of the club, a position which had been held for thirty years by the late Joseph T. Burrowes. (Since 1891-Ed.) After the election the members enjoyed a smoker and entertainment. The club decided not to take part in the river races next July."

The great increases in the membership of the Monmouth Boat Club had taken place in the 1880's and 1890's and the stalwart oarsmen of those early years were "getting along". It is understandable that the attractions of a little casual fishing or crabbing, motorboat cruising to Hap Wardell's famous waterfront inn for a copious seafood dinner, or poker and dominoes around the stove in cold weather greatly exceeded the charm of competition on the water. Those members who had joined the Club in the more recent past had apparently done so primarily for the social activities; it had also become "good business" to belong if one wanted to be successful or "get ahead" socially in Red Bank at that time.



"St. Petersburg"

April 25, 1913 - "THE BOATING SEASON BEGINS - Several new boats are now under construction for use this season . . . The Monmouth boat club is headquarters for the owners of rowboats and canoes. Mr. Allen Haviland, Red Bank boat builder, is building two rowboats for the Monmouth boat club."

February 25, 1914 - "The Boat Club Dinner - Monmouth Club Celebrates on Washington's Birthday - It Was The 22nd Annual Affair Given by the Club and Was Attended by Nearly 200 Persons - Fine Dinner Followed by Songs and Stories -The 22nd annual dinner of the Monmouth boat club was held at the clubhouse on Monday afternoon. A fine dinner had been provided by the club's committee and it was enjoyed by nearly 200 persons. The affair is a feature of the winter season at Red Bank and is attended by people from all over the county. After the dinner an entertainment of songs and stories was provided by New York entertainers. The clubhouse was decorated for the occasion with American flags and pictures of Martha and George Washington. The tables were adorned with bouquets of carnations and George Washington hatchets tied with red, white and blue ribbon were distributed as favors. The following menu was served by several members of the club who proved themselves proficient at the art of waiting.

...Menu...

✱

RELISHES

CELERY	OLIVES	MIXED	PICKLES
	SALTED	NUTS	

ENTREE

VIRGINIA HAM	
BAKED BEANS	POTATO SALAD

ROAST

JERSEY PIG	
VERMONT TURKEY	CRANBERRY SAUCE
ASPARAGUS	
MASHED POTATOES AND TURNIPS	
GIRLET GRAVY	

CREAM CHEESE	ROQUEFORT CHEESE
	SALTINES
	FRUIT
CIGARETTES	CIGARS
	COFFEE

Monmouth Boat Club
Washington's Birthday
Monday, Feb. 23, 1914

During the serving of the dinner, music was furnished by Mr. Hughes, one of the entertainers, on the piano. William J. Cullington, president of the club, was unable to be present on account of sickness. Joseph Salz, vice president of the club, took Mr. Cullington's place and introduced Dr. Edwin Field as toastmaster. The Monmouth boat club's dinners are held for the purpose of giving everybody a good time and consequently no long speeches are ever on the program. Dr. Field made a few remarks and then introduced the entertainers. For about two hours the diners were treated to songs and piano music and to humorous stories. John J. O'Donnell of New York was the story teller and he had to answer repeated encores. The singing was by Mr. Murray accompanied on the piano by Mr. Hughes. A number not on the program was a song by David Johnson, who was accompanied on the piano by Harold Laros."

April 16, 1914 - "The annual meeting of the Monmouth boat club was held last Monday. There was no change in the board of officers. Two new members are George Sandt and Ensley White. The club now has 193 members. A luncheon and a smoker were enjoyed after the meeting."

July 8, 1914 - "Big Day on the Water - Several hundred people gathered on the docks and lawns along the river Saturday afternoon to see the races and contests held by the Red Bank motorboat club. . . The Monmouth boat club held an open-house celebration at the club house during the regatta and the judges and newspaper men were the guests of the club."

April 7, 1915 - "The annual meeting of the Monmouth boat club was combined

with a sociable and there were more than fifty members present. There was no change in the entire board of officers for the third successive year. "

May 12, 1915 - Boat Builders Busy - This year will see more canoes on the water than in any recent season. Several members of the Monmouth boat club have bought canoes for this season's use. Years ago canoeing was a very popular sport on the Shrewsbury. There were big flotillas of canoes many of which had brightly colored sails which added a picturesque touch of color to the river scenery. Each year sees fewer sail boats and this year there will probably be less than a dozen sailboats in the vicinity - - "

July 8, 1915 - "Red Bank Motorboat Regatta a Huge Success - Large Crowds in Town to Witness the Races - Canoe Events and Rowboat Races Were Under the Supervision of the Monmouth Boat Club - The regatta held by the Red Bank Motorboat club on the Shrewsbury river was a very successful affair and drew large crowds to the shores of the river to witness the events. Not since the carnivals of several years ago has the river drawn so many persons to the town or had so many spectators afloat on the river. . . . A parade of decorated boats and canoes was one of the features of the event. . . . Canoe races, canoe tilting and rowboat races were run during the morning preceding the motor boat races. These events were under the supervision of the Monmouth boat club. "



1915 Regatta, Red Bank Motorboat Club, from their clubhouse located on present site of Riverview Hospital

August 26, 1915 - "Boat Club's Outing - Fifty Persons Attended Monmouth Organization's Annual Trip Thursday - About fifty members and friends of the Monmouth boat club of Red Bank went on the club's annual outing to Island Beach Thursday. The trip was made in motor boats owned by Andrew White, Charles R. Ross and James Hubbard. The guests spent the day playing baseball and going in bathing. Steamed clams, prepared by Edward and Robert Doughty of Fair Haven, were served with other good things during the day. The committee in charge of the outing was composed of Commodore Thomas S. Hubbard, Wm. White and Augustus M. Minton. "

April 4, 1917 - "William Cullington Re-elected To The Presidency of the Monmouth Boat Club - All the Other Board of Officers Also Re-elected - . . . A committee on river activities was appointed consisting of William White, Ensley White, Guy Belcher, Harold Voorhees, Irving Smock, Ormond Minton and Fred Noble. Five new members joined the club, they being Richard A. Strong, Roy Truswell, Lester E. McQueen, Jesse Sabath and Garret Morford. "

April 3, 1918 - "These officers were elected by the Monmouth boat club Monday night: President, Dr. Edwin Field; Vice-president, Joseph Salz; Secretary, Charles A. Minton; Treasurer, George W. Chandler; Captain, Joseph F. Raymond; Commodore, Thomas S. Hubbard; Board of governors, Charles Bunnell, Fred Noble, Augustus M. Minton, George Bray, Ensley White, William A. Cole, and Joseph Applegate. Two minutes of silence were observed in memory of the late William Cullington. "

February 26, 1919 - "Lt. Benjamin Atwater Tells Washington Birthday Diners of War - The annual Washington's birthday dinner held by Monmouth boat club on Saturday afternoon was largely attended and the dinner and entertainment was one that will help to maintain the reputation of the club for holding an enjoyable event on Washington's birthday. Lt. Benjamin L. Atwater, who was injured in an aerial battle overseas and who won the Distinguished Service Cross, was at the dinner and he gave a short talk on his experiences in the overseas service. George Bray was the chairman of the dinner committee. Augustus Minton was in charge of the entertainment and Charles P. Irwin decorated the hall. "

April 9, 1919 - "The Monmouth boat club of Red Bank re-elected all of last year's officers Monday night and appointed a committee to take up the matter of holding a river carnival. Joseph Raymond was appointed caretaker of the club to succeed Ferdinand White who has held this position for many years. "

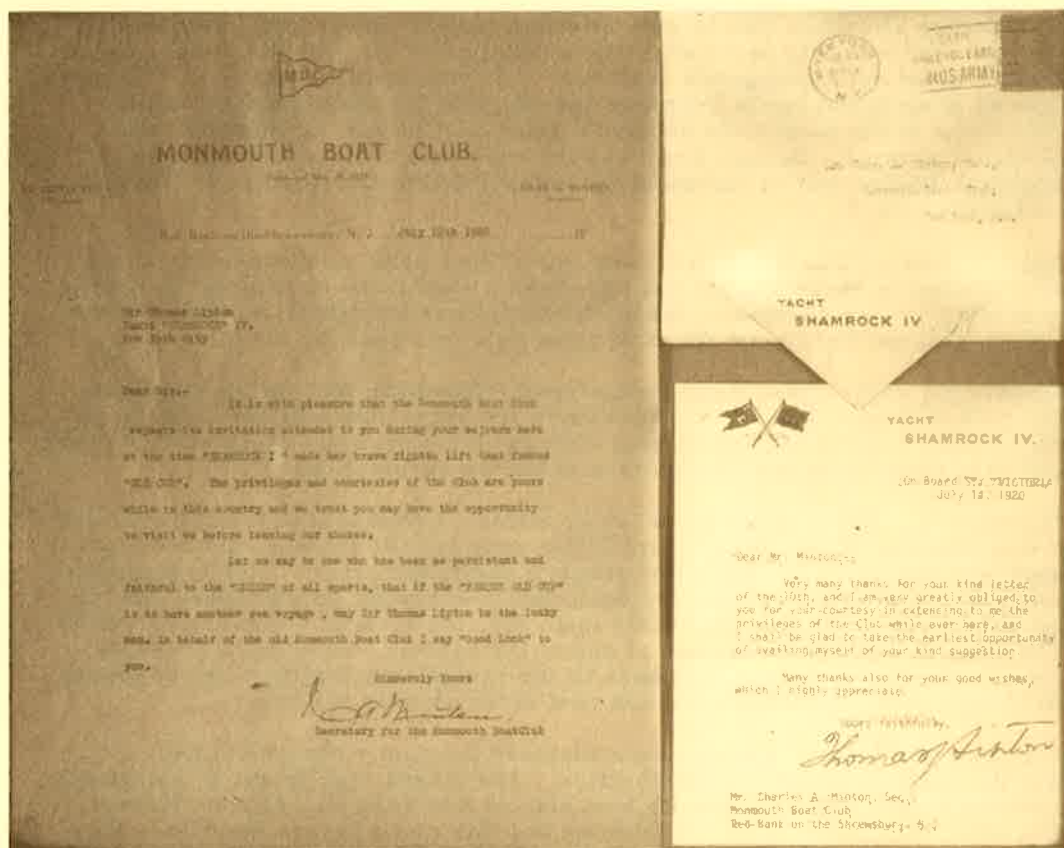
January 21, 1920 - "Red Bank Ice Carnival - Saturday Will Be Ice Carnival Day at Red Bank. The North Shrewsbury ice yacht club will have charge of the events. . . . The Monmouth boat club and the Merchants steamboat company will turn their properties over to the public on carnival day. "

February 4, 1920 - "Saturday's Ice Carnival - Saturday was ice carnival day. It was also one of the coldest days of the year and the intense cold and high wind was the cause of only a few people going to the river - - -The Monmouth boat club cooperated with the ice boat club by throwing its clubhouse open to the public and many saw the events from the club's social room and balconies. The skaters were given the use of one of the banquet rooms for a dressing room. Walter Noble was chairman of the reception committee and he looked after the comfort of those who took part in the skating races. "

February 25, 1920 - "Washington's Birthday Banquet - Monmouth Boat Club Has Its Largest and Driest Celebration - The largest and driest Washington's birthday dinner of the Monmouth boat club of Red Bank was held on Monday. The affair was attended by 173 persons and this was a larger attendance than had ever been in any of the annual affairs. (See 1914-Ed.) The occasion was also in the nature of a testimonial for the members of the club who served in the war. Dr. Edwin Field was toastmaster and an address was made by the Rev. Robert MacKellar. "

April 7, 1920 - "Ice Yachtsmen Hold Meeting at Monmouth Boat Club - The North Shrewsbury ice boat club held their annual meeting last week in the clubhouse of the Monmouth boat club, and will hold a dance at the reception hall of that club on Friday night, April 30th. Only a small number of tickets will be issued. A buffet luncheon will be served. After the meeting, oyster stew was served to all present."

The members of the Monmouth Boat Club had always shown great interest in the races for the America's Cup which at that time were held in the ocean off Sandy Hook. The letters below were exchanged between the club and Sir Thomas Lipton whose Shamrock IV was the challenger in 1920. From the first paragraph of M.B.C.'s letter, it appears that there was also an offer of the courtesy of the club extended when Sir Thomas challenged with Shamrock I; that would have been in 1899 when William T. Corlies was President of the club.



16 - SAIL HO AND OFF WE GO!

February 23, 1921 - "Annual Washington's Birthday Banquet - One hundred and fifty persons attended the annual Monmouth boat club dinner yesterday afternoon. A fine dinner was served and the program outlined in a previous issue of the Register was carried out."

July 13, 1921 - "Will of William A. Cole - Many Special Bequests - The will of William A. Cole was filed for probate yesterday. . . Among the special bequests is \$500. to the Monmouth boat club to be held in trust and the income therefrom to be used as the officers of that organization direct."

August 24, 1921 - "SAILBOATING FOR PRIZES - Series of Sunday Races to be Held on River - The sailboat Middletown, owned by Capt. William Patterson and sailed by Charles E. Burd, won its second victory on the Shrewsbury river on Sunday, finishing two minutes ahead of Fair Haven No. 1, owned by Harry Angelo and sailed by Capt. Charles Irwin. The race was over a seven-mile course. The Red Bank, owned and sailed by William H. R. White, was third and John B. Dickerson's Fair Haven No. 2 was fourth.

All owners of sailboats on the North Shrewsbury river have been invited to take part in a series of races which will be held the next six Sundays and Labor Day. These races will be over a ten-mile course which was used years ago when sailing was popular on the river. Sigmund Eisner, who was an interested spectator of Sunday's race, will donate a silver loving cup for first prize. The prize has been named the 'championship trophy'. The second prize, known as the 'Tom Pepper trophy', has been donated by Lester Eisner; and the third prize known as the 'ladies trophy' has been donated by Ensley E. Morris."

EUREKA!

August 31, 1921 - "PRETTY SAILBOAT RACE - Charlie Burd Pilots the 'Middletown' to Victory - Hundreds of spectators on Sunday saw the first of a series of sailboat races on the river at Red Bank for silver cups. The course covered ten miles and was laid out in such a way that more than one-half of the race could be seen from the steamboat dock. Many persons were on the dock and along both shores of the river, and a multitude of motor boats and row boats were filled with interested spectators. Just enough breeze was blowing to make an interesting race and the craft presented a beautiful sight as they heeled over under the freshening wind.

The Middletown, captained by Charles E. Burd, won first honors. She was never headed but once and then only for a brief period when Harry Angelo's Fair Haven No. 1, with Capt. Charles P. Irwin as its skipper, took the lead. It was a pretty race all the way through. The contest for second, third and fourth places was particularly close, only 55 seconds separating the boat which finished second and the boat which finished fourth. Second place went to Fair Haven No. 2, Wm. H. R. White's Red Bank finished third; only five seconds behind the Red Bank was Mr. Angelo's boat. Another boat, La Vitesse, owned and sailed by Miss Lucille Brown of Fair Haven, got stuck on a sand bar due to the owner's unfamiliarity with the river, however she handled the boat very creditably."

January 11, 1922 - "To Hold Ice Carnival - Businesses and clubs have joined together to promote a carnival and make it a big celebration. Three big electric lights have been set up at the Lyceum dock and at the Monmouth boat club for the carnival events. The ice on the river is seven inches thick and the surface is in fine condition. Large crowds were out on the river this Saturday and Sunday. Many have enjoyed skating this week by moonlight. Thirty-three iceboats were out on Sunday. There were two aero sleds on the ice and the Casey brothers made several ascents from the ice in their airplane. The ice yachtsmen have been in their glory."

Boys' Skating Races in Front of Monmouth Boat Club during the 1922 Ice Carnival. (Note utility poles set through ice into river bottom to carry lights for night events--probably a first and only time.) Social activities during this carnival included an al fresco dance with live band on the open deck of the Albertina during a snowstorm. The instruments froze fast to the musician's fingers!



April 6, 1922 - "NEW NAME FOR OLD CLUB - Ice Yacht Club to be Active Summer and Winter - The transfer of the dock property of George and Forman Matthews to the North Shrewsbury ice yacht club was made on Monday. The property is directly west of the Monmouth boat club property and this club has suggested buying part of the property just bought by the ice yacht club. A meeting will be held tomorrow night at which this matter will be taken up. The ice yacht club will build a clubhouse on the plot. The ice yacht club will take up summer sports in its new location and the legal title of the club has been changed to 'The North Shrewsbury Ice Boat and Yacht Club'."

July 5, 1922 - "TO IMPROVE RIVER FRONT - Monmouth Boat Club and Iceboat Club Activities - The Boat Club has Bought Half of the Matthews Property and the Two Organizations are Planning Improvements for Entire Tract - The Monmouth boat club has bought from the North Shrewsbury iceboat and yacht club the eastern half of the plot of ground on the river front which the ice boat club recently bought from George and Forman Matthews. The property bought by the Monmouth boat club has a frontage of 82 feet and a depth of 237 feet. With their frontage the boat club now has a river frontage of about 121 feet. The Boat club also bought from the ice boat club a small plot of land in the rear of the boat club house and a nine-foot right of way to the river. The iceboat club will move its clubhouse to the western part of the plot. The two organizations have a combined river frontage of 203 feet and they will work together toward its improvement. The grounds will be cleared and graded and the bulkhead will be repaired. The riparian grant will permit building a dock out in the river beyond

the present bulkhead line.

The Monmouth boat club will enlarge its present clubhouse to provide greater storage space for canoes and also to give more room for the social activities of the club. The iceboat club will use its present clubhouse for a time, but it expects soon to build a fireproof clubhouse on the riverfront of its property. Its present clubhouse will then be used for storage purposes. The two clubs have a combined membership of about 300 and they will work together for the improvement and development of the joint plot."

RED BANK
KNOCKABOUT
LOA 24'
SA 320 sq. ft.

August 8, 1923 - "SUNDAY'S SAILBOAT RACES - The Sunday motorboat races which were scheduled to be held at Red Bank as part of the season's program of the Raritan Bay yachting association, were called off last week. No official announcement of the change in program was made and a large number of motorboat enthusiasts cruised to Red Bank in anticipation of the event. In order not to bring disappointment to these visitors as well as local yachtsmen, the North Shrewsbury ice boat and yacht club pulled off a series of sailboat races, two in the morning and one in the afternoon. The first race started shortly before eleven o'clock when Robert Proddow's Ace, B. S. Lacey's Lady Ann and Clancy Boynton's Let's Go sailed away for a seven mile event. This was won by the Ace but much credit is due Eunice Boynton who piloted the Let's Go very skillfully. The other race was over the same course and was won by William H. R. White's Dolphin, ably handled by Delford Fisher, over John Dickerson's Widow, Harry Martin's Anna M. and Frank Smythe's Susie II."

August 15, 1923 - "SAILING RACES POPULAR - Much Interest in Sunday Races at Red Bank - Much interest is being manifested in the Sunday sailboat races at Red Bank. The increasing automobile traffic is causing many to return to water sports for Sunday pleasures and for several Sundays past the spectators have increased in numbers to witness the amateur sailboat events held here. So great an interest is being taken that Joseph Applegate, president of the Monmouth boat club of Red Bank, offers a silver trophy as prize for boats of the first class and Robert Proddow of Broad street offers a trophy for boats of the second class. The manner of classification and the schedule for the trophy winnings are in the hands of the regatta committee. In a moderate southwest wind increasing to heavy squalls at frequent periods ten boats started Sunday morning over the seven-mile course, seven of the starters being the smaller boats which have been called the second class. The first class boats got away at the scheduled time. Frank Smythe's Susie II, sailed by Delford Fisher, took the lead at the start and held it throughout the entire race.

Next Sunday the tide will be low at the usual hour of sailing the races. On account of this the skippers have shifted the scene of action to Raritan bay off Atlantic Highlands. This is done on account of the shallow water here causing much centerboard work, which will be eliminated by the deeper water in the bay.

After the race the boat owners, their crews and those who go along to witness the race will go to Spmaceti cove, where an old-fashioned shore dinner with steamed clams as the big feature will be enjoyed."

FLASHBACK - June 19, 1900 - "TEN NEW BOATS - Randolph Parmly, Andrew Murray, Chris. Hupfel, George and John Gillig, Jacob Seigel, John Sawyer, William F. McGowan, Carl Wagner and James Sinclair, members of the Red Bank yacht club, have had ten jib and mainsail knockabout boats built. They will be brought to Red Bank on Friday and Wm. A. Cole, captain of the Gladys, will convoy the fleet across the bay. The boats are supposed to be exactly alike and the boats will be assigned among the owners by chance. No one knows which is the most speedy of the lot and there will be considerable rivalry in the first race which will be held on Saturday afternoon. The rules allow only the owner of the boat to sail his craft, which will add much interest."

These are the boats which became known as the Red Bank Knockabouts, or sometimes the Red Bank 24's; by the early 1920's several of them had wound up in the hands of members of the Monmouth Boat Club and the North Shrewsbury Ice Boat Club. They were the first one-design boats on the river; all previous racing was on a handicap basis. These are the group referred to at this time as "first class".

August 13, 1924 - "FAIR ON RIVER FRONT - The Monmouth Boat Club and the North Shrewsbury Iceboat and Yacht Club Raising Money to Rebuild Bulkhead and Fix Grounds - The Monmouth boat club and the North Shrewsbury iceboat and yacht club will jointly hold a fair on the club property on the river starting Thursday night of next week and continuing until the night of Labor day. The fair is to raise money to rebuild the bulkhead in front of the clubhouses and to grade the property and convert it into a semi-public park.

Wm. H. R. White and Marshall Springsteen are in charge of the affair. Jos. Salz has donated a ten-dollar gold piece to be disposed of on the co-operative plan. An iceboat and a canoe will be disposed of in like manner. The fair will open with a carnival on the river Thursday night. Prizes will be awarded to the best decorated motor boat, canoe and rowboat. There will be plenty of colored fire and there will also be many aerial bombs. The closing day of the fair, Labor day, will be a gala day. There will be sailboat races, canoe races and other water sports in the morning and at night the boatmen will entertain with a display of fireworks."

May 7, 1925 - "Regatta on the River - The arrangements are under way for a regatta to be held on the Shrewsbury river at Red Bank on Decoration day. Committees of the Monmouth boat club and the North Shrewsbury iceboat and yacht club will work together to bring about a day of activity at water sports. There will be sailboat, motorboat, canoe and rowboat races and if the water is warm enough, there will be swimming, diving and other aquatic activities. Both clubs propose to make their clubhouses semi-public places and the Shrewsbury river at Red Bank will be the center of attraction this summer if the plans of both clubs are carried out."

May 20, 1925 - "Racing Boat Capsized - The Elizabeth Has Mishap in First Race - Wm. H. R. White's Dolphin Winner Over Elwood Powers' Miana - William H. R. White's Dolphin again showed her superiority in the 24' knockabout class Sunday morning by winning the weekly race held under the auspices of the North Shrewsbury iceboat and yacht club and the Monmouth boat club defeating Elwood Powers' Miana by a small margin. Mr. White sailed his own craft with Delford Fisher at the sheet. Mr. Powers' boat was sailed by Harry Martin with Ferdinand White at the sheet. Both boats had large crews and it

was nip and tuck throughout, in a heavy south-west blow. Several times during the race the boats heeled over so that water was taken in over the combing (sic) and members of the crew were put to work bailing out water when the boats were luffed.

Sarah Clay Brown's Elizabeth, sailed by her husband, Thomas Irving Brown, with her brother Harry Clay at the sheet, was to have started off with the above boats, but while jockeying for the start the boat took an unfavorable puff and Mr. Brown had to send the boat ashore or collide with P. A. Proal's dock. The boat was soon brought to deep water and another start was made. Before the boat was brought to the starting line she jibed and in jibing her main sheet caught in the stem of John H. Gregory's pleasure yacht, Elaine, and the Elizabeth capsized, throwing out its occupants. Others in the boat besides the skipper and sheet tender were Mrs. Brown's father, Robert Clay, her brother, Charles Clay, and nephew, James Clay. Rowboats and motorboats were sent to the upturned craft from Dickman's boat works and from the yacht clubs and in a short time the capsized craft was righted. When the Elizabeth fouled Mr. Gregory's yacht the port stay on the Elaine parted and the spar fell inboard. The damage to Mr. Gregory's yacht was slight and was repaired Monday by Mr. Brown.

Another race is scheduled for next Sunday morning at ten o'clock."



Red Bank 24 Foot Knockabouts Racing in Light Air - 1920's

July 8, 1925 - "The Fourth and Sunday Were Big Days on the River - The Races Were Close and Exciting and They Were Witnessed by a Large Number of

Spectators - More Racing Next Sunday - The Fourth of July and Sunday were two great days on the river at Red Bank and those who enjoy water sports had plenty to keep them busy. The increasing number of automobiles on the highway has driven many back to the pleasures of the water and the two-day holiday saw more boats on the river than any holiday in the past ten years. The increased activity of the Monmouth boat club and the North Shrewsbury ice yacht and boat club in affairs pertaining to the river and in the hospitality offered to visiting craft resulted in a large number of motor and sail craft being moored here over the weekend. A series of races was held under the auspices of the two clubs with John Morrow, Jr. as fleet captain."

August 12, 1925 - "Boat Club Properties Have Been Bulkheaded Along the Entire Frontage - The August meeting of the North Shrewsbury iceboat and yacht club was held Thursday night. The club voted to co-operate with the Monmouth boat club in holding a regatta on the river Labor day and President Thomas Irving Brown appointed Mayor Wm. H. R. White chairman of the committee. The Independent fire company will hold its annual fair this fall and the club has donated the use of their grounds to the firemen for this event.

A large scow that has lain sunk on the western side of the property will be raised this fall through the efforts of Councilman Robert S. Johnson and the fire department. It is proposed to build a temporary bulkhead within the scow and then pump out the water on low tide with one of the fire engines. When this is done it is expected that the incoming tide will lift the scow from the mud.

The committee which operated the fair last fall for the two clubs made its final report and was discharged. Through the efforts of the fair committee, the two boat club properties have been bulkheaded along the entire frontage and before fall the property will be filled and graded."

August 25, 1925 - "Dolphin Wins Sunday - Mayor White's Boat First Home in a Light Breeze - The trophy of the day was a Monmouth boat club burgee."

September 9, 1925 - "Labor Day on the River - Sporting Events Drew a Large Throng to the Shore - Labor Day was surely 'back to the river day' at Red Bank. The regatta arranged by the North Shrewsbury iceboat and yacht club and the Monmouth boat club attracted a large number of persons who saw the events from the clubhouses and from the clubs' large park as well as those on board the forty or more pleasure yachts anchored in front of the two clubhouses. The day's program was arranged in three parts. In the morning there were sailboat races, swimming races, rowboat and canoe races and contests; in the afternoon there were speedboat events and at night there was a fine display of fireworks."

Although it is not strictly Monmouth Boat Club history, there were dramatic changes in the Red Bank waterfront in the years 1926 and 1927 which marked the disappearance of the last vestiges of the commercial activity which had been the basis of the town. On May 7, 1926, the new Cooper's Bridge was opened with a gigantic block party. The first person to cross the new bridge was Elizabeth Robbins White, mother of Mayor W. H. R. White. She had, as a small child, been the first person to cross the previous bridge in the 1860's. On May 27, 1926, the Merchants Steamboat Company was sold, although the Sea Bird and the Albertina did continue to make one daily run each for the

remainder of that season. This marked "finis" to 108 years of steamboat service between Red Bank and New York.

Toward the end of that summer, the old Southern Railroad bridge, which had not been in service for many years, was torn down. It had run from the end of Riverside Avenue across to the Middletown shore and up through the gulley which is in the middle of Conover Lane.

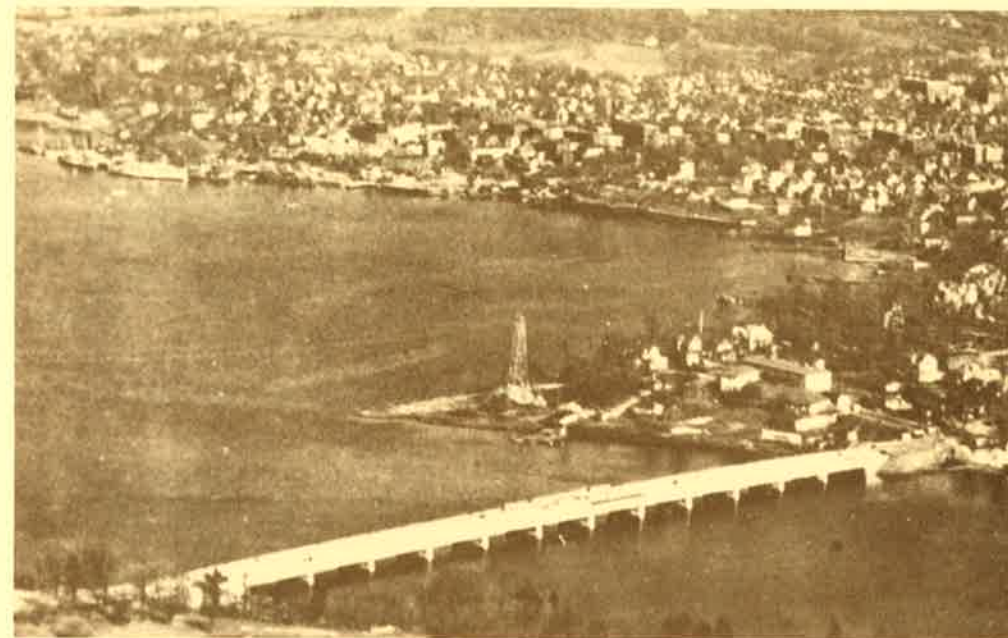
On September 19, 1927, the Red Bank Borough Council voted to purchase the Steamboat Dock property for \$40,000. for use as a public park. This purchase included a right-of-way fourteen feet wide from the dock to the old "Lyceum property" (adjacent to the Boat Club property on the east) which the town had purchased some time previously. Shortly thereafter, the old Lyceum was torn down, and the morning sun shone in the east windows of the Boat Club for the first time in many years.

The property which the two clubs had jointly cleaned up was, of course, the remnants of the Worthley Coal and Wood Yard.

The commercial waterfront of Red Bank was now gone.

The two clubs as they appeared in the late 20's. The heavy timbers by the M.B.C. are the remnants of the old Lyceum Theater.

Below - Aerial shot over the new Cooper's Bridge.



17 - A JOINT PROPOSITION

April 6, 1927 - "Monmouth Boat Club Elects New Officers - Augustus M. Minton is Chosen President - Discuss Union of Two Clubs - Augustus M. Minton, vice commodore of the Red Bank Ice Boat and Yacht Club, was elected president of the Monmouth Boat Club at its annual meeting at the clubhouse on Monday night. He succeeds Joseph Applegate, who declined re-election. W. S. Noble was re-elected vice president; Edward (Edgar-Ed.) V. Denise, secretary; George W. Chandler, treasurer; Ferdinand L. White, captain; Thomas S. Hubbard, commodore. The new board of governors includes Ensley White, George W. Bray, Charles A. Minton, Joseph Applegate and Harold Voorhis and the new board of trustees comprises Joseph Salz, Joseph Raymond, Thomas S. Hubbard, Joseph Applegate and Cornelius S. Mount. An addition of ten new members during the past year was reported, making the total membership 253. Four new members joined Monday night. They are William G. Daub, Jr. of Little Silver, George Esterbrook, John Metzgar and Captain Beebe, of Red Bank.

For some time there has been talk of a union of the Monmouth and North Shrewsbury clubs and the principal discussion at Monday night's meeting was on the advisability of such a union, with a joint ownership of a large and modern new clubhouse to replace the two present clubhouses on the riverfront. A committee from this club will meet with representatives from the Ice Boat club for further deliberations on this question."

May 4, 1927 - "Boat Club Growing - Eleven New Members Admitted Monday Night by Red Bank Club - . . . they being Jacob Delatush, Allaire Doremus, Jacob Wyckoff, Burton Doremus, Dr. Walter A. Rullman, Borden Hance, Norman Hoyt, Dr. William Pearce and Louis Mahn of Red Bank, C. A. Bowen of Fair Haven and Edward Billington of Upper Montclair."

April 13, 1927 - "The April meeting of the North Shrewsbury iceboat and yacht club Thursday night was one of the most interesting meetings held by this club in a long time . . . At the annual meeting of the Monmouth boat club held two weeks ago the matter of a new clubhouse for that organization was proposed. The North Shrewsbury iceboat club is fast outgrowing its clubhouse, both in the number of new members and in additional craft which must be stored part of the year. There seems to be a feeling in both clubs that the two organizations could function in the same building and that a modern club house, large enough to accommodate both clubs, should be considered. Augustus M. Minton, newly elected president of the Monmouth boat club, put the proposition to the meeting of the ice boat boys Thursday night and a committee of ten members will meet with the Monmouth boat club's committee to go further into the proposition."

June 1, 1927 - "The monthly meeting of the North Shrewsbury iceboat and yacht club will be held at the clubhouse tomorrow night at which time committee reports will be received relative to the proposition of the two clubs using one clubhouse and doing away with a duel (sic) expenditure and duel effort as at present. It is practically understood that there will be no union of the clubs as to membership, each organization desiring to retain its individuality and to operate under its own name and banner. . . . There is a greater interest

being manifested in the river because of the increasing congestion of the highways which is driving folks back to the waterways. The two clubs are anxious that this greater interest in the river should not be without the clubs' increasing their activities and hence the desire on the part of a large number of club members of both clubs to unite the activities of the two organizations. There are other members of both clubs who think that more can be accomplished by each club retaining its own individual activities in its own home as has been the case since the clubs began."

BIRD BOAT
LOA 16' 6"
SA 185 sq. ft.

June 15, 1927 - "Sailing Season Opens - In one of the prettiest starts ever seen in a sailboat race from the Monmouth boat club's float four of the fleet of 24 foot knockabouts crossed the line within two seconds of each other for the first official race of the season for a prize donated by Thomas Irving Brown, president of the North Shrewsbury iceboat and yacht club and for points on a season trophy to be presented by Mr. Brown and another one by Augustus M. Minton, president of the Monmouth boat club." (Period-Ed.)

June 29, 1927 - "Yacht Clubs' Outing - The annual outing of the North Shrewsbury iceboat and yacht club was held Sunday at Sandy Hook. A feast of steamed clams, baked hard clams, broiled lobsters and frankfurters was enjoyed. A feature of the day's program was a race between boats of the 24' knockabout class held under the auspices of the Monmouth boat club for points on the seasons trophies. The points are based on four to the winner, three for second, two for third and one for the fourth boat to finish. A boat withdrawing after the starting gun is fired or establishing a foul loses all credits for that event."

August 31, 1927 - "A Labor Day Regatta - Labor day promises to be a gala day on the river here and if plans arranged by the Red Bank yacht club are carried out in their entirety there will be ten races. . . . The Red Bank yacht club has a large floating clubhouse moored off the Middletown shore . . . The regatta committee, in behalf of the club, extends an invitation to every boat owner in this vicinity, in fact any boat owner, to enter as many events as possible. . . . The first event will be a race for the knockabout class which will bring boats from the Monmouth boat club, the North Shrewsbury iceboat club and from the Rumson country club of Rumson. This class will start promptly at 10:30 and five minutes later, entries in the bird class will be started on their way and at 10:40 entries in the sneakbox class will be sent on their journey. Motor boats from the outboard class to runabouts and cruisers will take up the afternoon part of the program. . . ."

September 7, 1927 - "SIX BOATS RACED SUNDAY"

September 14, 1927 - "Veteran Sailor at Tiller - Seventeen or more years ago when catboats were in vogue in this section Augustus M. Minton who is now president of the Monmouth boat club and vice commodore of the North Shrewsbury iceboat and yacht club, owned one of the fastest boats of her class. . . . The advent of motorboats took away the popularity of the sailing craft and soon catboats and their like were 'scarce as hen's teeth.' Captain Minton dismasted his catboat and not until a few days ago did he again take the stick in a sailboat. On a recent afternoon Mayor White got his knockabout underway for a sail and Mr. Minton was on the float. . . the crew of the Dolphin 'shanghied' Mr. Minton

and took him along. . . by the expression on his face the mayor saw that Mr. Minton was yearning to stand as in bygone days with the tiller firm against his side and to pilot the craft within two points of the wind. . . Skipper White turned the Dolphin over to him and the rest of the afternoon was spent with Mr. Minton at the stick relating. . . how he used to do it in the olden days. . . several times he had the Dolphin heeled over so that water was up to her combing but not once did the water come inboard through Skipper Minton's inability to hold the craft where he wanted her. "

September 28, 1927 - "Interclub Race - Red Bank and Rumson Sailors to Clash Next Sunday"

Same edition - "Red Bank Yacht Club Holds Elections - Establishes Junior Memberships - . . it is expected that these young fellows will create quite a bit of activity on the river next season. "

Same edition - "To Present Cups - The October meeting of the Monmouth boat club. . . short business meeting will precede an evening of sociability. . . presentation of the club's trophies for the sailboat season and a clam chowder feast. There has been so much interest manifested. . . the club plans a more elaborate season next year. "

October 15, 1927 - "Monmouth Boat Club Dines Winning Crews - The first annual trophy dinner of the Monmouth boat club for the owners, skippers and crews of the knockabout fleet. . . 'Back to the River' was the keynote of the address. Commodore James B. Weaver of the North Shrewsbury iceboat and yacht club and Commodore Gerald C. Holbrook of the Red Bank yacht club were honored guests. . . the menu served was . . clam chowder a la 'Miana', fried eels au 'Dolphin', broadbill fish 'Elizabeth style', 'shallow water' celery 'reefed' pickles, potato salad 'White', 'Lindy' coffee, 'O-Boy' cigars, 'Agnes' cigarettes, 'home-stake' refreshments, and 'North Shrewsbury' water on request. "

The old main dock was a nice place to sit on a summer evening. A closeup look at a R.B. 24 and the only picture we have been able to find of a sailing canoe--the sails were lateen in the 1880's.



May 30, 1928 - "Racing Season Opens - Sail and Motorboat Races Here Today - . . . The Monmouth boat club will have a free-for-all knockabout and race-about race today starting at two o'clock. "

June 6, 1928 - "The sailboat season under the auspices of the Monmouth boat club was started Decoration day with an open race sailed in the morning but the race sailed on Sunday morning in a fresh east to south breeze was the beginning of the regular series for points on a season trophy. The race was won by Sarah Clay Brown's Elizabeth with Captain Harry Clay at the tiller and Noel Lartaud at the sheet. Assessor George Bray's Lindy, wearing a new suit of Ratsey sails and with her owner on board, was a close second. Her skipper, Fred Fisher Sr., endeavored to gain the windward position. . . Mayor William White's Dolphin, with the owner at the stick, Ferdinand White at the sheet and Edgar Denise at the jib looked spic and span. . . Dr. William Pearce's Ripple, sailed by Delford Fisher, with Andrew Murray at the sheet and her owner completing the crew, fell way astern at the start and seemed hopelessly out of the race. . . the wind freshened a bit. . . which favored the Ripple by virtue of her position. . . closed the gap on the last leg of the race and nosed out the Dolphin by four seconds for second place. The Lindy made a creditable showing since her new sails have not yet been pulled out on the boom and gaff to their proper dimensions; much is expected of them when they 'get set'. "

June 27, 1928 - "The Red Bank Yacht Club, Monmouth Boat Club and North Shrewsbury Iceboat Club Endorse Action of Borough Council - . . the clubs all have endorsed the recent action of the Mayor and council of Red Bank compelling mufflers to be used on all motor boats except during races. "

July 4, 1928 - "Five new members joined the Monmouth boat club at last night's meeting. The new members are William T. Jones and Alonzo DeWitt of Red Bank, Tony Hunting and Newton Rice of Fair Haven and Leonard Levinson of New York. The dues were raised from \$6. to \$10. a year. Two Monmouth boat club signs have been put up on the clubhouse and a telephone is to be installed in the building. The salary of John Hubbard, caretaker of the clubhouse, was raised. A reception committee was appointed consisting of Geo. W. Bray, chairman, and Joseph Salz, Harold Voorhis, Burt Decker, Harold S. Allen, William Pintard, Ensley White, Elwood Minugh and J. P. Dodd. "

July 11, 1928 - "Fourth of July a Great Day Here - Races Seen By Hundreds"

July 18, 1928 - "Plans for Regatta Here Are Progressing - Plans for the regatta on the river on July 28th and for the Venetian night celebration on the evening of that day are progressing. . . The Monmouth boat club has completed the plans for the sailing races. . . Prizes valued at over \$400 have been donated by the club for the winners of the races and it is expected that this will be the most important meet of the season among local sailors. "

August 1, 1928 - "In the first race for knockabouts and sneakboxes over 24 feet, J. L. Riker's Ideal II, flying the color of the Rumson country club outdistanced the fleet. . In the second race, Herbert McClees' entry outdistanced Arnie Leach's craft. . the bird class was won by William Robertson's Windward. "

18 - THE GOLDEN ANNIVERSARY

September 19, 1928 - "The Boat Club Dinner - Monmouth Boat Club Has Fine Outing - About fifty members of the Monmouth boat club attended the club's shore dinner held at Conner's hotel in Water Witch last Thursday afternoon. Many of the guests went early in the afternoon and enjoyed a program of sports. A baseball game was started but the excessive heat stopped the contest. . . quoits proved most popular. . James Wilde and Benjamin Atwater were the champions. . with Wilde tossing and Atwater talking, the combination was unbeatable. Before the dinner was served a group photograph was taken. The dinner comprised all the dishes of a real shore dinner and was served in very generous portions. The first speaker was Augustus M. Minton, president of the club. . . referred to the fact that the Monmouth boat club was fifty years old next January and he stated that a fitting celebration would be held. . . Commodore Thomas Hubbard, who has been a member of the club for 47 years, responded with a few remarks. Another speaker was Peter J. Eichele, who expressed regret that the Washington birthday dinners had been discontinued. He suggested that these dinners be resumed and a committee has been appointed to arrange for reviving this enjoyable feature of the club."

February 28, 1929 - "BOAT CLUB'S BIRTHDAY - Monmouth Boat Club is Fifty Years Old - Anniversary Celebrated Friday with Resumption of Oldtime Washington's Birthday Dinner - Two Charter Members Living - One half a century ago the Monmouth boat club was born and its fiftieth birthday was fittingly celebrated last Friday with a dinner in the clubhouse. In bygone years a dinner was held each Washington's birthday, but a few years ago the dinners were discontinued. These dinners formerly were a great get together affair for men from all parts of the county. The dinner this year proved the same sort of affair. It was attended by many who had been at previous dinners and also by a large number of the younger element. It was a day of renewing friendships and recalling pleasant times of the past.

After a dinner that left nothing to be desired there followed a season of speaking and entertainment. George W. Bray, chairman of the dinner committee, introduced the toastmaster, . . Augustus M. Minton, president of the club. Mr. Minton spoke of the founding of the club, which took place in Dr. Edwin Field's boat house in 1879. He also referred to rowing contests. . . and also of the benefits that have accrued to Red Bank through the water sports sponsored by the Monmouth boat club and their neighbor club, the North Shrewsbury iceboat and yacht club.

An incident which revived memories of the older ones present was the presentation of a framed photograph of the late Captain William A. Cole, a member of the club for many years. It was a gift from Mrs. Cole. .

John W. Cantillion read a history of the club which follows:

We read in the old minute books from which much of this material is cribbed, that to the founders' urge for recreation and their love of the water, we owe this anniversary today.

The idea of the boat club was born in the fertile brain, and is the child of the indomitable spirit, good sportsman and eminent citizen of this community, Dr. Edwin Field, who now rests within the shadows of this clubhouse. A man whose memory is revered and honored by all who knew him.

In association with such men as William Pintard, William S. Sneden, Ephriam E. Ovens, Archibald Antonides, Dr. Horace B. VanDorn, Enoch L. Cowart, Thomas H. Applegate, George V. Sneden and William N. Worthkey, meeting, I am told, in Dr. Field's boathouse, they organized the Monmouth Boat Club on May 26, 1879. But two of the original members remain, Dr. VanDorn and Captain Worthley. The founders of this Club were the most skillful oarsmen of Red Bank and the adjacent places abutting the Navesink commonly called the North Shrewsbury river.

The intent and purposes of this Club were to promote physical culture and more especially the manly art and exercise of rowing. There is even a legend that they discovered the real healthful benefits to be derived from the Shrewsbury.

I am told that a desire to enter a regatta on the Schuylkill river inspired Dr. Field to gather about him the skilled oarsmen of that day and to form a club which **would qualify its members** for entry in such regattas. Dr. Field rowing against the **greatest oarsmen** of the country finished second and brought fame to the **Monmouth boat club**.

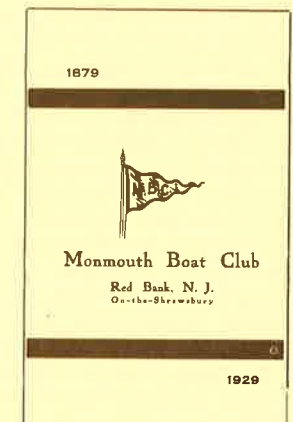
Later on we learn that Charlie Sutton and Dr. Field rowing on the Passaic river, finished one, two respectively. It is a pleasant commentary that the Triton rowing club of Newark, a leading organization of the state, sought to have Charlie Sutton join their club. It has been further stated that, had Dr. Field in another race taken advantage of technical omissions of his opponents, he could have been declared the winner; but that was not the kind of sportsmanship that appealed to Dr. Field.

From its inception the Monmouth boat club has had on its roster great oarsmen, one of the most conspicuous, and one who drew many laudable comments in the New York dailies, was Robert Whiting, familiarly known as 'Uncle Bob'. In his time, he rowed from Brooklyn to Red Bank one hundred and fourteen (114) times. On one of these trips he left Brooklyn in the face of a storm at seven o'clock in the morning and fighting his way through wind, sleet and snow reached Red Bank at 7 o'clock in the evening; consuming exactly 12 hours for the trip. This trip was made after he had passed the age of three score years. Today we would say of him 'some man'.

As we progress through the minutes, we find the club's activities turning to sail boats; later on we find the club fostering the young man and his canoe and still more recently, aiding the young man and his outboard. It is interesting to note that the club members found sports to occupy their time on the long winter evenings at the club house. We find them forsaking cards, and playing pool and billiards; then we find that they have taken up ping-pong. Insufficient exercise at this latter game induced them to adopt the great and strenuous game of dominoes.

As **fosterers of the community spirit we find them granting the use of their club house for church euchres, for dancing classes and training Boy Scouts in radio.**

Some of the notable items were: In 1899 they had a 'Widow of the West' at the



1929 Rulebook: "Overlap. . when an overtaking yacht no longer has a free choice on which side she will pass. " - "Boats going free must invariably give way to those by the wind. "

club and made \$109.50, but somebody stole the Chinese lanterns, so the committee was discharged. The "Widow" was not of the female species; it was a 'Carnival of Fun'.

In 1902, they bought a gross of silver knives, forks and spoons at a cost of one cent each; some of these you are using today.

In 1905 we find they constituted a Board of Governors to run the club.

In 1920 the club gave a testimonial dinner to the members who were called to the colors in the great war and unveiled a tablet dedicated to them; it hangs on the wall of the meeting room upstairs.

There is a story that Captain Cole in his yacht 'Gladys' took a number of the boys down to the bay to look over Sir Thomas Lipton's yacht 'Shamrock'. As they approached the yacht, they saw the tender with Sir Thomas aboard depart from the yacht. The 'Gladys' beat them up to the Highlands.

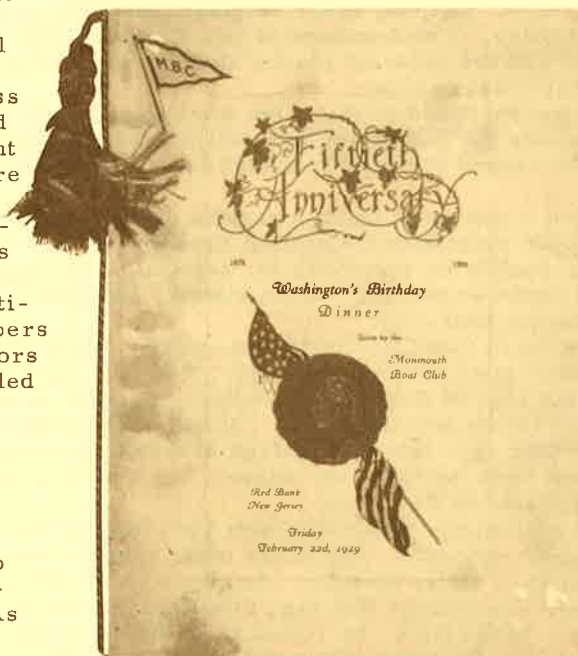
They invited Sir Thomas to Swift's hotel and while entertaining him Sir Thomas remarked:

'That's my first defeat; I hope it won't turn out that way in our yacht races.' To show his appreciation of their friendship and good sportsmanship Sir Thomas Lipton visited the Monmouth club and his letters anent thereto are part of the records of the club.

In 1924, the club held a joint fair with the Ice boat club to raise funds to bulkhead the new property, and in 1927 sent the Ice boat club a proposal to build a joint club house for the use of both clubs.

Also in 1927, Commodore Gerald Holbrook of the Red Bank yacht club donated a beautiful silver trophy for sailboats. The first race was won by the Monmouth boat club entry; the South river club boat captured the second race. The final race will be held this year and as it requires two wins to annex the trophy, we hope to accomplish this happy task this year.

The early days also held the attraction of a summer clambake; discontinued some twenty-five years ago, it was revived and held last fall at Water Witch. Again in the early days there was inaugurated the Washington's birthday dinner. Who can forget the memories of those old time dinners? They grew to



50th Anniversary Dinner Program

be a great event in the annals of the club and in the history of Red Bank. Save in the rapid progress made in the early days of the club there has never been a period of more rapid development and increase in membership than that of the past two years under the leadership of our virile, active, zealous President Augustus M. Minton. During his tenure of office he has added 60 members to the roll.

As so, personifying the Monmouth boat club, I say to her:

Today you turn a golden page in life's long book of verse and prose,
And added to the hope for ripe old age, this wish from every member goes:
That joy shine with the sun by day and peace glow with the stars at night,
And that forever on your way you fare beneath the one great light.

Gentlemen, I give you a toast: 'Success!'

The following are the Anniversary committee members - Chairman, Geo. W. Bray; Toastmaster, Augustus M. Minton; Dinner, Augustus M. Minton, Peter J. Eichele, Elwood Minugh, Tony Hunting; Entertainment, Tony Hunting, Peter J. Eichele; Reception, Commodore Thomas S. Hubbard, Charles A. Minton, Thomas Irving Brown, Richard Applegate, William H. R. White, Harry C. Burrowes, Albert S. Miller, Monroe Eisner, Joseph Salz, Walter Noble, Joseph Applegate, Benjamin L. Atwater, John W. Cantillion, Mort V. Pach, Ferdinand L. White, George A. Delatash, Fred D. Adams, A. L. Kahn, Ensley M. White, Delford M. Fisher, A. B. Dirham, Borden L. Hance, William A. Pintard, Noel J. Lartaud, John L. Hubbard; Decoration, Harold E. Allen, Elmer Hesse, Fred Fisher Jr., James N. Bunnell; Door, Charles A. Minton and George W. Chandler."

April 5, 1929 - 'Knockabout Races Planned Weekly by Monmouth Boat Club - Series of Contests Also Will be Staged Against Rumson Country Club - Watch Marconi Rig - In addition to the Gold Cup Race and regatta August 24 and 25, which will feature the special racing season here, the Monmouth Boat Club, which held its fiftieth annual meeting Monday night, is planning a special weekly knockabout series as well as a special series with the Rumson Country Club fleet.

It is known that one or two yachtsmen will have ready for the season, which starts Decoration Day, Marconi-rigged boats. The performance of these yachts with those of the jib and mainsail rig will be watched with keen interest. Whether the Marconi-rigged boats will do as well as some of the ice yachts with that style of rigging is a question.

Last year the Monmouth helmsmen successfully retired a handsome trophy offered by Commodore Gerald C. Holbrook of the Red Bank Yacht Club for a series between the Monmouth Boat Club and the Rumson Country Club; three straight to retire.

Augustus M. Minton was re-elected president of the Monmouth Boat Club. George W. Bray succeeds Walter S. Noble as vice president, Edgar V. Denise continues as secretary, George W. Chandler as treasurer, Ferd L. White as captain and Thomas S. Hubbard as commodore. The club has a new float with three pontoons, built by Andrew White at a cost of \$400. and placed at the foot of the dock this week."

At the above meeting, it was reported that the Monmouth Boat Club now had 305 members.

19 = BIGGER AND BETTER

February 5, 1930 - "CLUB'S LARGE MEMBERSHIP - Monmouth Boat Club Took in Nine New Members Monday Night - The Monmouth Boat club (sic) took in nine new members at a meeting Monday night. The club now has a membership of 320. A building committee was appointed to investigate the question of a new building or remodeling the present clubhouse and to derive a plan for financing the project. Final plans were made for the club's Washington birthday dinner to be held at the clubhouse Saturday afternoon, February 22nd. More than 150 tickets have already been sold for the dinner.

George A. Delatush, a member of the new building committee, offered to draw the plans and specifications needed for either a new building or renovations to the present clubhouse free of charge. Augustus M. Minton is chairman of this committee and the other members are George W. Bray, George W. Doliver, James T. Clayton, Charles A. Minton, Joseph Salz, William H. R. White, Joseph Applegate and Benjamin L. Atwater. The new members of the club are George H. White, William L. Russell, George Merrill, Edwin H. Brasch, Ernest Hall, Beverly Brown, Charles Grover, Homer C. Methot and William Ashmore."

February 28, 1930 - "Portrait of Organizer Is Presented at Dinner - Presentation of a large framed portrait of the late Dr. Edwin Field organizer of the Monmouth Boat Club, a eulogy on the late Commodore James B. Weaver and a review of the past year's activities by the toastmaster, Augustus M. Minton, president of the club, were outstanding features of the 51st annual Washington's Birthday dinner held Saturday at the clubhouse and attended by 187 members and guests. The life-sized portrait of Dr. Field, which was hung in a conspicuous place, was a gift of members of the club. . . Mr. Minton referred to the proposed new building the club plans to erect and also to efforts being made by Congressman Hoffman and Senator Sterner to secure a deeper channel in the Shrewsbury river, which would prove a great boon to boating. Other speakers included newly-appointed prosecutor Jonas Tumen and Mayor Wm. H. R. White. Entertainment was provided by Punjab, a magician and musical selections were rendered by Hackett's orchestra. Familiar songs were sung by the entire assemblage under the direction of Eugene M. Magee."



April 9, 1930 - "BOAT CLUB'S BEST YEAR - The Membership is Now 341, the Largest in the History of the Club - All Officers Were Re-elected - At the annual meeting. . . it was reported that the completion of the club's 51st year showed it to be the most prosperous in the history of the club; there are now 341 members. During the year eighty new members were elected and four were re-elected. Thirty-four members were expelled, seven resigned, four failed to qualify and three died. . . Two new members were received at this

meeting, Arthur Wesel Jr. and J. H. VanHarlingen, both of Red Bank. The report of the treasurer George W. Chandler showed that the club was free of debt and had a good balance in the treasury.

A discussion was held regarding the new clubhouse project. Some favored the new building while others favored an extension of the present building. All agreed that something must be done immediately to relieve the crowded condition of the clubhouse. At the conclusion of the discussion, the matter was referred to the building committee."

June 11, 1930 - "MORE BOAT CLUB PLANS - Further plans for the enlargement of the present quarters of the Monmouth boat club were discussed Monday night at the regular meeting. The building committee reported that progress was being made in the work. Four new members were admitted at the meeting, they being Albert J. Whelan and Andrew F. Dempsey of Orange, T. E. Erickson of Fair Haven and James D. Beebe of Red Bank. Plans for the annual clambake to be held on the grounds of the club during the latter part of August were discussed. The club is also making arrangements for a cruise on July 21st. 20 yachts, it is expected, will sail down the river, weighing anchors in Horseshoe Cove, where the members will partake of luncheon."

Same edition - "SAILING SEASON TO OPEN - Cold Weather Caused Opening to be Delayed - The sailing season under the auspices of the Monmouth boat club is scheduled to open Sunday morning when the first race in the 24 foot knockabout class will be started. The club has put a time limit of one hour for boats laying at the club float. This has been brought about by the increasing number of motor craft and sail boats desiring to make landings at the club float and particularly in order to give visiting yachts an opportunity of pulling into the club without unusual delays."

June 18, 1930 - "ADDITION TO BOAT CLUB - Contract for Monmouth Boat House Let - At a special meeting of the Monmouth boat club held last week the contract for the addition to the organization's headquarters on the river was awarded to White Brothers of Broad street, who submitted a bid of \$5,500. The new addition will contain a reception room on the first floor and additional space for small boats and motors on the lower floor. The plans also call for the doubling in size of the banquet hall, which when completed will seat three hundred persons. The addition, which will be built on the west side of the present quarters, will be 25 x 50 feet and will be two stories in height. The porch, which faces the river will be extended. The contract calls for the completion of the work by October 1st. The work of laying the foundation will begin within a few days and it is possible that the entire job may be completed before the time specified in the contract."

July 2, 1930 - "SAILBOAT SEASON OPENS - Mayor White's Dolphin Wins First Race- . . . The starting point was set opposite the public dock instead of in front of the clubhouse due to the large number of motor craft moored at anchor- age in what was formerly jockeying ground for the skippers of the sailboat fleet, It was a beautiful sight seeing the knockabouts being cleverly handled for advantageous position before the starting gun went off. It was a nip and tuck struggle for supremacy and at the start four of the boats went over the line almost side by side. The race was governed by the M. B. C. 's regatta committee which followed the race over the course in Andrew B. White's large cabin cruiser (?) Olivia B. The races will be held every other Sunday morning."

July 16, 1930 - "YACHT CRUISE SUNDAY - Much interest is being taken by yacht owners in the vicinity in the cruise to be taken by the Monmouth boat club next Sunday. Twenty boats, it is expected, will make the trip to Horseshoe cove. . . The program includes a race between the 24 foot knockabouts and games such as horseshoe pitching, baseball and swimming races at the beach."

August 6, 1930 - "Monmouth Boat Club Urges Condemnation of Highlands Bridge - Red Bank Organization Wants War Department to Hold Hearing on the Matter - Two New Members - Clambake Chairman Appointed - The Monmouth boat club at a meeting Monday night, went on record in favor of the condemnation of the bridge at Highlands as being a menace both to water and land traffic. A letter will be sent to the war department requesting a hearing on this matter. Two new members joined the club. They are J. A. Peterson of Hillside and Edson Hedges of Atlantic City. The latter will have a boat in the Gold Cup Race at the forthcoming regatta. The house committee was authorized to decorate the clubhouse for the Gold Cup regatta."

Same edition - "Commodore Edward Fielder of the Rumson Country Club's yachting division has extended an invitation to the Red Bank boats to sail for the Holbrook trophy to establish the supremacy of the sailboat types of the North and South Shrewsbury rivers. Sarah Clay Brown's Elizabeth, representing the Monmouth boat club has two legs on the trophy."

August 20, 1930 - "The Gold Cup regatta was run off. . . over the weekend on the Shrewsbury river by the Red Bank yacht club and the Columbia yacht club of New York. . . chose Red Bank for the regatta this year because the Shrewsbury course was the only ideal one nearby. The Red Bank yachtsmen have a chance to again play host next year as the race was won by Hotsy Totsy of Port Washington, New York and flying the burgee of the Montauk yacht club."

November 12, 1930 - "Boat Club Holds Ladies' Night - Monmouth Boat Club's Enlarged Clubhouse Formally Opened Last Thursday - Gift of Clock and Barometer - The Monmouth boat club last Thursday night entertained over two hundred persons at the opening of their enlarged clubhouse. The occasion marked the first ladies' night the club has had in many years and the members took advantage of the invitation and brought to the festivities the female members of their families.

The enlarged social room was gaily decorated in festoons of yacht and code flags with the national emblem having a conspicuous (sic) place at the north end of the hall. Alan R. Woolley's orchestra furnished dance music. : .until an early hour Friday morning.

Games of bridge were also enjoyed by those who did not care to dance. Featured in the hall decorations were two large baskets of chrysanthemums and autumn foliage. They were fraternal remembrances from the North Shrewsbury iceboat and yacht club and the Red Bank yacht club.

President Augustus M. Minton, in behalf of the Monmouth boat club, in an address of welcome, told of the club's desire for a more modern home some years back and that their dream had been realized in the recent accomplishment of a complete renovation and remodeling of the home which had housed the club's activities for more than forty years. He thanked George W. Bray, chairman of the committee, for his untiring efforts as well as Mrs. Peter J. Eichele, Mrs. George W. Dolliver, Mrs. John W. Cantillion, Mrs. George Delatush, Edward Collins, Joseph Applegate and others for their contribution toward the great success of the affair.

A. L. Kahn, a New York manufacturer and club member, presented a brass combination ship's clock, barometer and thermometer, mounted on a brass base which will adorn the lounge room wall. A mahogany mounting for the clock was included in Mr. Kahn's gifts. The donor, who owns the cruiser Miss Pensacola, stated that he had received more hospitality by this club than from any organization to which he had ever belonged and expressed his appreciation of the good fellowship which he had enjoyed among the club officials and members. At Monday night's meeting of the club the winners of the summer season's knockabout races were presented with prizes by President Minton. Mayor Wm. H. R. White, owner of the Dolphin, received a ship's clock and Charles Perrine, owner of the Selena II, received Augustus M. Minton's loving cup."



Newly Expanded M. B. C. Clubhouse - 1931

September 24, 1930 - "Red Bankers See the Yacht Races - Noel Lartaud, Wm. Borner, Fred Fisher and Captain Andrew White returned home Saturday from a week's cruise to Newport, R. I., where they witnessed the international yacht races. The boys took along a large quantity of shedder crabs from the Shrewsbury which furnished soft crabs for their table on the Olivia B. While in Newport harbor they passed by Sir Thomas Lipton, who was in an old fashioned naphtha launch, and they saluted him and received a personal salute from Sir Thomas in return. Captain White says the international races were not interesting but the large fleet of yachts was a wonderful sight."

September 24, 1930 - "Rumson Sailors Trim Red Bank - The Rumson Country Club's fleet of knockabouts gave the boats of the Monmouth boat club a trouncing Sunday afternoon on the Rumson course. Nine boats started, five representing Rumson and four representing the Red Bank club, for the fourth leg on the sterling silver cup offered by Commodore Gerald C. Holbrook of the Red Bank yacht club. The race was won by Wm. B. Potts' Jazz with Edward C. Fiedler's Snail close behind. Sarah Clay Brown's Elizabeth was the third boat home with Wm. H. R. White's Dolphin fourth. The wind blew steadily from the southward and gave the skippers and their crews plenty of action in the five minute jockeying period before the start. The nine boats were bunched right at the start. .but soon it was plainly seen that the heavy air was just suited for the Rumson craft as they pulled away rapidly from the Red Bank boats. The stiff breeze tested the strength of the standing rigging and spars and it forced the Osprey, the Frances and the Oriole to withdraw due to minor mishaps, principally to the spars and spreaders. This gives each club two legs on the trophy which must be won three times before it becomes the permanent possession of the club. "

May 6, 1931 - "MINTON-HUBBARD WIN AT DOMINOES - Charles A. Minton and John L. Hubbard comprise the domino team which won the 1930-31 Monmouth boat club championship with 27 victories and 14 losses. George H. Holmes and William C. Wolcott finished second with 26 wins and 16 losses and Clarence Haviland and Willis A. Clayton came in third with 24 victories and 18 losses.

Forty-two games were played, eight teams participating. A match is being arranged between the champions and a team made up of Dr. Wm. D. Sayre and Clinton Elliott. Dr. Sayre and Mr. Elliott say they were not considered as likely contenders when the domino league was organized and they were not asked to compete. They are confident of winning and they have gone so far as to accuse Mr. Minton and Mr. Hubbard of ducking the match. George W. Bray, vice president of the club, presented prizes to the winning teams at a meeting on Monday night. First prize was two leather wallets donated by Robert F. Wilbur. Second prize was a box of cigars donated by Mr. Bray and an electric table lighter donated by Allen's electric shop. Edward Weinheimer of Atlantic Highlands, Edgar Throckmorton of Long Branch and Vernon Bugg of Rahway are new members, making the total 369. "

June 3, 1931 - "Sailboat Season Opened on Sunday. . The preparatory horn was sounded and the boats pulled away in a smart breeze but five minutes later when the starting signal was given, the wind had dropped and the start was made in a calm. The boats drifted over the starting line. However, the wind freshened up a few minutes later which gave the skippers a sail full. The Lindy, with her new owner Joseph G. Kennedy at the helm, pulled away from the others and



St. Petersburg Domino League

seemed to have the better position, but a shift of wind toward the north soon favored the others. " (So what else is news? -Ed.)

June 17, 1931 - "Ariel, Owned by Harry McMahon, Won Handily in Monmouth Boat Club Race - The official racing season of the Monmouth boat club as far as sailboats are concerned began Sunday morning when five starters were under way when the gun was fired from the Olivia B, Captain Andrew White's large cabin cruiser which was used by the regatta committee as the official boat. The race was won handily by Harry McMahon's Ariel sailed by her owner at the tiller and Charles Burd at the sheet. The Ariel, which was bought recently by Mr. McMahon, was formerly one of the racers of the Rumson country club fleet and she had no trouble, once she got ahead, to hold her lead and widen the gap to the finish. Sarah Clay Brown's Elizabeth finished second to the Ariel. The Elizabeth, which is one of the utility type boats and not specially built for racing against the more modern type of boats, still holds supremacy among the club's fleet of 24 foot knockabouts. The Ariel is of a different type than the boats that have been racing under the Monmouth boat club rules and there is some talk of forming classes among the boats of the club's fleet. Some of the members of the fleet feel that it will be a hopeless task to wrest the season's laurels from such a racing machine as the McMahon boat. "

July 1, 1931 - "Six Boats in Sunday's Race - Charles Burd Sails Boat Which is Over 70 Years Old - Captain Burd's entry finished fourth. This boat is one of the oldest cat boats on the river, refitted with a sloop rig of marconi style. The boat was given to Mr. Burd by the late Maxwell L. Brown with the provision that should Mr. Burd decide to discontinue the use of the boat it must not be sold or given away, but broken up. The boat was in the Brown family for more than 70 years and there is much sentiment attached to her by the family. "

July 8, 1931 - "Ten New Members Join Boat Club - Ledyard Avery to Add Craft to Steadily Growing Fleet - Electric Radio Donated by John Cook Jr. - The Monmouth boat club took in ten new members Monday night at a meeting in the roof garden (yet) of the clubhouse, increasing the roll to 380 members. The new members are George F. Graman Jr., James R. Wolcott Jr., Frank S. Haviland, Graham VanKeuran, W. H. Brokaw, Herbert Scott, Harry McMahon, Karl G. Hoag, Harold Lartaud and Ledyard Avery. Mr. Avery has a 24 foot knockabout similar to the boats raced at Red Bank and he will bring his boat from Belmar to be a contestant at the club. The electric radio has been installed in the lounging room on the third floor. Wm. H. R. White and John Mount reported that a steel building, 12 x 18 feet, has been built for the accommodation of 32 outboard motors. Plans were made for a clambake on the club grounds in late August or September. James T. Clayton, Chairman of the entertainment committee, reported that \$67.50 was realized at the last dance and that twelve such events have been held since the new ball room was built. "

September 2, 1931 - "Nearly 300 Attend Boat Club Outing - Annual Clambake at Port-au-Peck Most Successful Affair of its Kind Ever Held - Games, Songs and Contests at Wilbur Gardner's Log Cabin "

September 9, 1931 - "Elizabeth Wins Minton Trophy - Most Successful and Hard Fought Season - Dolphin, Ariel and Miana Share Wins in Bi-Monthly Series "

October 7, 1931 - "Rumson Club Takes Third Leg on Holbrook Trophy at Red Bank-

The fifth and final race to determine the winner of the Holbrook trophy for supremacy between the North and South Shrewsbury river sailors was won by the Oriole, sailed by Dinsmore Banks of the Rumson country club fleet with Charles Burd on the sheet. It was a clean sweep for the Rumson boats, with the Snail sailed by Edward Fielder finishing second. The Lindy of the Monmouth Boat club, with owner Joseph G. Kennedy at the helm, was the top of the Monmouth contingent in third place."

October 7, 1931 - "BOAT CLUB ELECTS HONORARY MEMBERS - F. F. Coleman and Charles H. Ross were elected honorary members of the Monmouth boat club at a meeting at the clubhouse on Monday night. Club members Harold S. Allen and Carl Clark, donated a flood light to the club to illuminate the parking area adjoining the clubhouse."

February 24, 1932 - "300 AT ANNUAL BOAT CLUB DINNER - Washington's Birthday Dinner of the Monmouth Boat Club of Red Bank Was the Most Successful Ever Held"

April 6, 1932 - "Boat Club Ends Successful Year - Annual Meeting of Monmouth Boat Club Held Monday Night - Membership is 384 - Gain of 42 in Past Year - The annual meeting of the Monmouth boat club was held Monday night at the clubhouse. One hundred members were present and it was the largest meeting ever held by the club. A roast beef dinner preceded the meeting.

Officers elected for the coming year were Augustus M. Minton, president; Geo. W. Bray, vice president; Edgar V. Denise, secretary; George W. Chandler, treasurer; Ferd L. White, captain and Thomas S. Hubbard, commodore. The board of governors are James T. Clayton, Joseph V. Raymond, Harold B. Voorhis, Elwood Minugh and Harold S. Allen. The new trustees are A. B. Dirhan, Ernest Hall, Joseph Applegate, Joseph Salz and Charles A. Minton.

Five new members were elected at the meeting, they being Edward Coyne, James Curley, George D. Norcom, Thomas J. Williams and Frank Warner Jr.

The reports of the various officers showed splendid growth during the past year. The secretary reported that the total membership is 384. Financially the club is in excellent condition according to the annual report of the treasurer. The trustees' statement of the assets and liabilities of the club was read by Charles A. Minton. The Captain reported that the two club floats and dock and the club's fleet of 11 rowboats are all being overhauled and will be in fine condition for the summer. The chairman of the dance committee, James T. Clayton, gave a report of the dances held during the past year and of the banquet hall equipment bought with the proceeds of the dances. The report showed that this committee has funds with which to buy more equipment. House and regatta committees were appointed; house - Ferd L. White, George W. Chandler and James Bunnell; regatta - Ensley M. White, John L. Hubbard, Frank P. Dickman, Andrew S. White, Herbert Edwards and James T. Clayton.

President Minton donated a silver trophy as a prize for the season's knockabout races.

Two trees will be planted on the club grounds, one in observance of the Washington bicentennial anniversary and the other in memory of the late Dr. Edwin Field, founder of the club."

June 1, 1932 - "Dolphin Captures First Race of the Year - Monmouth Boat Club Opens Season with Free-for-All Event for Knockabouts of the 24 Foot Class "



Skippers and Crews of 24 Foot Knockabouts - November 1, 1931
Standing-L to R.-Ernest Hall, ---Thompson, Ellwood Powers-Capt., ---Kennedy, Bill White-Capt., ---Rogers, Ferd White, Joe Raymond, Joe Kennedy, Bill Borner, Fred Fisher, Floyd Brady. Kneeling-Joe Kennedy-Capt., Andy White, Herb Edwards, Del Fisher, Noel Lartaud, Chick Cullington. Boy-unknown.

June 22, 1932 - "Ariel Winner - Harry McMahon's Boat, Sailed by E. Fiedler and Chas. P. Burd Won Handily After a Bad Start"

July 13, 1932 - "Five New Members Joined Boat Club Monday - Frank VanSyckle Jr., John Burns, Gilbert Dahlgren and F. G. Jaudy of Red Bank and Raymond Cater of Avon were elected members of the Monmouth boat club Monday night."

July 13, 1932 - "Naomi Wins Special Race - Henry Applegate's Boat Was Never Headed"

July 20, 1932 - "Seashore Outing - Over Two Hundred Persons Enjoy Trip to Sandy Hook - As the flotilla left the boat club amid the booming of the club's cannon, John Price began to play lively tunes on his trusty accordion. The trip was made in twelve private cruisers headed by Gus Minton's Jean flying the club's burgee from the signal masthead."

September 7, 1932 - "Season's Trophy Won By Ariel - The season's first prize offered by Mr. Minton will go to Ariel which took forty of the points. Tern with 36 points was second. the Dolphin gathered in 33 points and the Lindy 21. The Naomi met with several streaks of hard luck and is credited with only 7 points. The final race on Monday was witnessed by an exceptionally large number of persons. The start was very close, the boats getting away within a few seconds."

20 - THE GREAT WRENCH

By 1933, the effects of the Great Depression were really being felt and the weather that year did its best to add to the general feeling of gloom. Heavy rains interfered with the beginning and the end of the sailing season. Once again, the Monmouth Boat Club, to a large extent, retreated to the poker and domino games. It is also well to remember that a large part of the very active members were again getting along in years. The Washington's Birthday Dinner dropped off to a mere 200 persons and the whole roast pig which had been a fixture of the menu was replaced by the humble turkey. At the annual meeting in April, Joseph Applegate, former President, was elected Commodore to replace the late Thomas S. Hubbard but all the other officers were re-elected. It was noted that William Worthley was the last survivor of the 1879 membership. The 24' Knockabout fleet finally got started in late June after heavy rain earlier. In July, M.B.C. and the Iceboat Club joined forces to hold the annual outing at Sandy Hook. The two clubs were having trouble with the bulkhead; dirt was washing out from behind it and there was a complaint that excess surface water from the town streets was partially responsible and an appeal was made to the town to do something about drainage. Lengthy discussions were also held as to where they might obtain some solid fill. In early August, the Red Bank Yacht Club made a desultory attempt to revive the Sweepstakes Regatta (which had been omitted in 1931 and 1932 due to lack of contributions for prizes), but the entry was small. The racing season was extended for a week because the Labor Day weekend finale was washed out; McMahon's Ariel again won the Minton trophy and finally, to cap the season, the Rumson Country Club's Aphrodite, owned by Edward Fielder, easily wiped out the Monmouth boats in the two-river championship regatta.

In 1934, 206 members and guests consumed 380 lbs. of turkey on Washington's Birthday and the menu/program featured pictures of President Minton and Commodore Applegate, identified as "The Heavenly Twins". In April, George D. Chandler, treasurer for "over fifteen years," declined re-election and was replaced by Charles A. Minton. The other officers remained. Dr. William Sayre was appointed club physician. The Board of Governors was Harry B. Clayton, James T. Clayton, George W. Dolliver, Harry L. Martin and Harold S. Allen. There was a hassle over the plans for the racing season because the club's five one-design 24 foot knockabouts felt they had no proper chance against "racier" types of boats. This was finally resolved by putting up two trophies, one limited to the 24's and the other "to the boat winning the most points irrespective of size or design." This quibbling delayed the start of the racing season until the third week of July. It is apparent that the Club was in need of a whole new purpose and it was even then quietly beginning, almost unnoticed.

Way down at the bottom of a column on the sports page this small item appeared:

June 6, 1934 - "Red Bank Has A New Yacht Club - A new yacht club was organized recently under the direction of Frank P. Dickman for owners of boats having not more than 165 square feet of sail. Two races have been held so far. The first was won by Alice Kennedy's boat, sailed by Jack White, and the second, held last Sunday morning at 9:45 o'clock, by Charles Allaire. The members, starting Sunday, will begin a series of races for a point trophy to be awarded at the end of the season by Mr. Dickman. A meeting will be held Friday night at

Dickman's boat works. At present the club membership includes Alice Kennedy, Charles Allaire, Fred Wikoff, Edward Rullman, Albert Newman, Walter Mahns, Douglas Hoyt, Philip Adams, Harold Willis, Donald Hubbard, James Stokes and Donald Osborn."

SNEAKBOX
LOA 15'
SA 155 sq. ft.

June 27, 1934 - "Charles Allaire Wins Yacht Race - Nine boats participated Sunday morning in a race held by the newly formed young people's yacht club over the triangular course of the Monmouth boat club. The race was won by Charles Allaire Jr. David Wolcott was second and Alice Kennedy's boat, sailed by Jack White, was third. New members of the club are David Wolcott, J. Sparling, Robert Hance and Philip Adams."

July 11, 1934 - "Wolcott Wins Sunday - Breaks Allaire's String of Victories in Weekly Sneakbox Race - David Wolcott sailed his sneakbox home an easy winner by nineteen minutes over Charles Allaire in the Red Bank Junior Yacht Club's point races on the North Shrewsbury river. Allaire pulled in second, outpointing Edward Rullman over the line by one-half minute, and Donald Osborn turned in a fourth, a half minute behind Rullman. Due to the extreme wind and choppy waters Ralph Johnson, sailing for Frank Dickman, found the going too rough and turned over near the finish of his final lap. The rest of the racers in the order of their finish were Douglas Hoyt, Jack White and Donald Hubbard, all of whom were close behind the first four boats."

July 25, 1934 - "Newman Outsails a Fleet of Eight in Sunday's Event - Albert Newman in his sailboat Sunday morning showed his ability over eight starters and won the first race of the Red Bank Junior Yacht Club held on the regular course here. There was a light northeasterly breeze and Captain Newman maneuvered his craft from last position and passed the other entries during the journey. On the final stretch of the race David Wolcott was in the lead but Newman took advantage of all the air possible and romped home ahead of the fleet. Jack White finished third."

August 1, 1934 - "Allaire Sails in Winner - Finished Race Twenty Seconds Under Time Limit"

August 8, 1934 - "Newcomer Makes Record on Five Mile Course - Fred Wikoff who recently returned from a Western tour, sailed his first race in a strong northwest wind Sunday morning for a record time of one hour and seven minutes breaking Charlie Allaire's record by seven minutes. Allaire, point leader for the Red Bank Junior Yacht club trophy, was forced out of the race on the second turn when his rigging gave way. . putting Dave Wolcott in the lead. Shortly after taking the lead, Wolcott was forced out of the race when a gust of wind caught his sail and overturned his boat."

August 22, 1934 - "The South Shrewsbury Yacht club will hold an all-day regatta Sunday at Pleasure Bay. Sixty entries have already been made. . . among those who will compete are a number of the members of the Red Bank Junior Sailing club of Red Bank."

August 29, 1934 - "GIVING SAILING INSTRUCTIONS - Captain Charles E. Burd Teaching Sailing and Racing Tactics- Captain Charles E. Burd of Conover Lane, who is one of the best known skippers in these waters, and who has

a reputation as an international authority on racing tactics with sailboats, is giving instructions to amateurs. Mr. Burd already has the beginning of a class which promises to be a most interesting group of coming yachtsmen. Captain Burd has had the experience of sailing on an international cup defender."

And finally, on September 5th, the Junior Yacht Club got moved from the bottom of the column to the top and got a headline:

"Labor Day Race Won by Wolcott - Victor Nosed Out Edwards Rullman on Final Lap - Dickman Trophy Awarded to Charles Allaire Jr. - David Wolcott scored two victories in as many days by nosing out Edwards Rullman Labor day morning in a special race for members of the newly formed Dickman's Mosquito sailboat and Iceboat fleet. (Sic) Eleven boats started in the Labor day event. The season point scores were Allaire 47, Wolcott 28, Jack White 26, Edwards Rullman 23, Albert Newman 22, Ralph Johnson 14, Donald Osborn 13, Douglas Hoyt 11, Donald Hubbard 10 and Fred Wikoff 10."

September 5, 1934 - "Boat Club Ends Season on Labor Day - Harry McMahon's Katherine Wins President's Cup; Joseph Kennedy's Lindy Takes the Commodore's Cup"

September 12, 1934 - Editorial - "An Organization for Red Bank's Young Skippers - For several months Red Bank's young skippers have been sailing under the colors of Dickman's 'mosquito fleet'. . . They will continue racing every Sunday morning until late in the fall and carry over to ice boating next winter.

The fleet, which has grown steadily since its organization last winter, has more than twenty members, boys and girls, age twelve to seventeen. The practical experience which the sailors receive during races will be supplemented this winter by talks on the art of sailing by experienced yachtsmen. The Red Bank Yacht Club, the Monmouth Boat Club and the North Shrewsbury Ice Boat and Yacht Club are among the oldest clubs in Monmouth County. These clubs were founded by men who were not only interested in the sport of yachting but for the most part were expert sailors. With the exception of the Iceboat Club, these clubs have developed into social clubs. Occasionally a new member will be an experienced yachtsman but more often he is attracted by the social atmosphere. . .

A good sailor isn't made in a day. It takes years of experience and the best time to get this experience is when young. The members of the newly formed 'mosquito fleet' will be an asset to the sport no matter where they shall go. If they continue to live at Red Bank, they will no doubt replace the real sailors of the



Skippers and Crews - Skeeter Fleet '34
Rear - Red Lippincott, Don Osborn, Don Hubbard, Leon VanBrunt, Brub Hance.
Front - Dutch Johnson, Jack White, Gene Worthley, Charlie Allaire, Ed Rullman

Red Bank boating clubs who have been the backbone of these clubs for years. They should be thankful that out of all Red Bank's boating and river enthusiasts there was one with the foresight, patience and time enough to organize them and work for the perpetuation of their fleet. Hats off to Mr. Dickman and to his friends who have contributed prizes for the fleet's weekly sailboat races. Red Bank as a whole and the Monmouth Boat Club, the Red Bank Yacht Club and the North Shrewsbury Iceboat and Yacht Club in particular should appreciate this community-spirited act."

February 28, 1935 - "Monmouth Club Holds Successful Washington's Birthday Dinner - Over 200 Members and Guests Attend"

April 4, 1935 - "Boat Club Holds Annual Meeting - All Officers Re-elected by Monmouth Boat Club Monday Night - Club Has 300 Members - Fine Financial Condition"

May 23, 1935 - "Racing Season at Hand - The usual signs of spring are taking place along the river--boats are being conditioned and docks are under repair, but this year there is a difference. There are many young people working on their boats and some of the boats have been rousted out of backyards and barns and haven't been near the water in years. The junior racing bids fair to provide by far the best sport on the river this year and shows every indication of increasing rapidly in quantity as well as quality. Several new boats have also been ordered from Mr. Dickman and yards down at Barnegat and other youngsters are towing their fathers around looking at available second-hand boats."

May 30, 1935 - "W. H. R. White Claimed by Death - Former Mayor Succumbs Following Surgery - Former Mayor William H. R. White died unexpectedly in New York following an operation. . . at the age of 53. . . member of the Monmouth Boat Club, the North Shrewsbury Iceboat and Yacht Club and one of the most active yachtsmen on the river. . ."

June 6, 1935 - "Mopalong Eases Out Twin Boats - Charlie Allaire Just Beats Off Bid of Ike and Mike - The Mopalong picked up a small private puff and slid into the finish right under the noses of George Worthley's Ike and Amory Osborn's Mike after the latter two boats had battled the entire course for the lead."

June 13, 1935 - "Girl Sailor Upsets Sunday in First Race - Miss Barbara Sayre in her new Popeye and her crew Red Lippincott had an unexpected swim. . ."

June 20, 1935 - "Charles Allaire Wins Sunday Race"

June 27, 1935 - "Rullman Wins Sunday's Race"
Same Edition - "SAILING RACES HERE EVERY WEDNESDAY - Charles Burd of Conover Lane has extended an invitation to everybody around these parts who is interested in the sport of sailing to enter a series of races on the river which he will conduct. Mr. Burd says it doesn't make any difference what kind of a boat it is. . . he will divide them into appropriate classes so that everybody will have a fair chance and it doesn't matter how many classes it takes. He says it is a shame that more people are not getting the benefit of our river and repeats that everybody who is interested is welcome."

July 11, 1935 - "Sunday Racing Starts - Monmouth to Sail for Minton Trophy-

Four knockabouts are ready to begin the Monmouth Boat Club's racing season. . ."

Same edition - "MANY SAILBOAT RACES - Six Classes Out Saturday in 'Everyone Welcome' Meet - Saturday was a great day on the river here when a series of races was conducted under the slogan 'Everyone Welcome'. These races were the first of a series which will culminate in a regatta to be held on the river here on Labor Day, for season prizes, the capital prize being a pair of binoculars offered by Captain Charles Burd of Conover Lane.

The first event was in the knockabout class in which the entries were the Tom Kat, the Catherine and the Seal. The Catherine gave a handicap of five minutes which permitted the Tom Kat to win by the margin of one minute.

The Teal and the Bentley boat were the only entries in the Bird Class which the Teal won by ten seconds over her contender.

In the Snipe Class, the event was taken by the Winner (being the boat's name) by ten seconds over the Hawk.

The race for Cape Gods was taken by the Harvey with the Razoo finishing a minute later.

The midget event was taken by the Sea Elf outdistancing the Puck by two and one half minutes.

There were ten starters in the Sneakbox class; they were the Mopalong, Mike, Ike, Oscar, Sire, Tip-Top, Sno Use, Sailaway, Stardust and Popeye, the latter being the only one not to finish. The event was taken by Mopalong with Ike and Mike being nip and tuck for second.

The next event will be held this Saturday afternoon at 3 o'clock and the committee look forward to having not only the above named boats but any sailboats of any class. Those interested in information may contact Charley Burd of Conover Lane for further information."

Same edition - "Father's Race Won by Wolcott - Protest by 'Burd' Hance"

July 18, 1935 - "Monmouth Boat Club Preparing For Annual Outing at Beach"

Same edition - "Sweepstakes Regatta Now A Certainty"

Same edition - "Many Saturday Races - 26 Boats Out for 'Everyone Welcome' Series"

Same edition - "Wolcott Wins Sunday's Skeeter Fleet Race - Tom Lloyd Takes Newly Added Snipe Class Event"

July 25, 1935 - "SAILBOAT RACES HELD DURING STORM SATURDAY - O. E. Davis Narrowly Escapes Drowning - Donald Asay Trapped Under Capsized Boat A rare northeast electrical storm swept the Shrewsbury river Saturday afternoon while the sailboat races were in progress capsizing nearly all boats under full sail and but for some swift and efficient rescue work would have resulted in several drownings. In the midst of the storm, O. E. Davis jumped into the river from Andrew White's Olivia B. in an attempt to swim to the fast-drifting sailboat of his two sons, Jack and Bob. Borden Hance and Jack Arnold upset their boat to rescue Mr. Davis who was exhausted when they reached him. The three were later taken aboard the Hoagland skiff.

Donald Asay, son of Mr. and Mrs. Everett Asay of Catherine Street, Middletown, had a narrow escape when his Teal turned over so quickly that he was caught under the boat. Phil Adams, who was sailing with Asay, dove under the boat and brought his companion to the surface. They held onto the boat until rescued

SNIPES
LOA 15' 6"
SA 128 sq. ft.

by Dr. Walter Rullman.

Charles Burd, who had charge of the races, said all of the sailors had instructions to take down their sails in the calm that preceded the storm and that those who followed instructions had no trouble. Nearly all the others upset. Mr. Burd said that he could have called off the race but thought the storm would provide good experience for the young sailors."

This race, and particularly the above article which was headlined in the paper, caused great consternation among the parents, especially among mothers of the young skippers of the burgeoning fleets. It also caused, if the editor may be permitted a personal note, many young people who had just about convinced their parents that they should have boats to find out they were not going to get them--at least, not for quite a while.

A very large percentage of the young skippers' fathers were members of the Monmouth Boat Club. A group of their wives came up with the idea that, if their children were going to race, the races should be run by an organization which had the manpower, facilities, power boats for patrol, etc., and would organize and supervise the events, establish safety rules such as life jackets and generally keep things under control.

The Monmouth Boat Club, on the other hand, had a great many members who did not have young children, who were in the club for social reasons, and who were very happy with the status quo--the club was, as it had always been, a men's club, a retreat from the business world and from the world of women and children. This was enforced to the extent that if a youngster wanted to use his father's rowboat, which was kept at the club, his father would give him a note to the steward. The youngster would knock at the door of the club, hand the note to the steward who would then bring out the oars to the child who waited outside.

Both sides in the issue had their point and, although it was never recorded, a long and heated debate followed behind the closed doors. Through the rest of that summer, the various sailing fleets continued to run their races without further incident. In September, the Fair Haven Junior Yacht Club was organized with sixty-five initial members, and started immediately on a series of races for all classes on Sunday afternoons. There was so much racing on the river that the Fair Haven Club provided tows to get the morning sailors from the Skeeter Fleet to Fair Haven in time for the afternoon races. The Skeeter Fleet was also racing on Wednesday evenings and the newly organized Barefoot Yacht Club began their own series on Friday mornings. Charley Burd continued to run his Saturday afternoon "All Welcome" series. New boats were popping out of the woodwork at the rate of two or three each week.

The matter remained at issue through the opening of the 1936 season. By that time there were so many sneakboxes on the river that the Skeeter Fleet divided them into A and B divisions, based largely on sail area. Sneakboxes, although generally alike, were not strictly one-design; they were built by many different people. The Fair Haven Yacht Club continued with open racing on Sunday afternoons, juniors and adults both competing in six classes. The final great decision at the Monmouth Boat Club was reached at the July meeting of the Board of Governors, and the "fathers" won out. Some of the older members bowed gracefully to the inevitable but a large contingent retreated to the third floor where they took up their last stand behind a barricade of card tables; from there they fired scornful shots at unpolished spittoons and the smoke of battle was redolent of Havana cigars. It was made eminently clear that the third floor

was "off limits" to women and children. This rule remained in force for nearly 25 years--until the attrition of time had wiped out their ranks. Officially, the entire matter was handled with grace. The officers remained at their posts, regardless of which way they leaned, at least for a year or two.

July 9, 1936 - "Monmouth Boat Club To Admit Junior Members - Decision to Amend Constitution and By-laws Made at Monday Night's Meeting of Board of Governors - At a meeting of the Board of Governors of the Monmouth Boat Club Monday night, a committee was appointed to amend the club's constitution and by-laws to admit persons under 21 years of age as junior members. The committee consists of Dr. Walter Rullman, Dr. William Sayre, Benjamin L. Atwater and Theodore A. Moore. The decision to change the constitution was made after considerable deliberation to permit members of Red Bank's large group of junior sailors to have the advantages of sailing as the representatives of a nationally known group."

To the juniors, themselves, they addressed the following letter:

"Dear _____: At the July meeting of the Board of Governors of the Monmouth Boat Club, an amendment was made to the Constitution to permit a junior, non-voting membership for people under twenty-one years of age. There will be no dues or fees for junior members, but we want them to feel free to use the clubhouse, and also want to extend an invitation to their mothers and sisters to use the club.

In order to keep a boat at the club, either the Junior member must become an active member or his father must, if not already. Upon attaining the age of 21 the junior must then join as an active member.

You have been elected as a Junior Member of the Monmouth Boat Club. We are enclosing a card on which we would like you to tell us the date of your birth for the club records.

We want you to feel free to use our club, fly our burgee, and to take part in our sailboat races.

Trusting you will join us in our club activities, I am

Very truly yours,

Edgar V. Denise, Secretary"

A regular membership card was enclosed in the letter; it made no reference to "junior" membership.

August 6, 1936 - "Monmouth Boat Club Has 22 New Members - Twenty-one junior members were admitted to the Monmouth Boat Club this week. It was decided to hold weekly classes for the instruction of young sailors. These classes will be conducted by Peter Bentley, regatta committee chairman. Lars M. Olsen was admitted as a regular member of the club. The new junior members are: Charles Allaire Jr., Raymond Lippincott, Edwards Rullman, Eugene Worthley, George Worthley, Jr., Donald Osborn, Amory P. Osborn, Jr., Thomas Mead Jr., Borden Hance Jr., Weston Hausmann, Arnold Schwartz, Thomas Schweers, August Schweers, Barbara Sayre, Caro Quinn, Richard McClees, John Olving, David Wolcott, Donald Hubbard, Edward McQueen and Douglas Hoyt."

Same edition - "River Activity Is Setting New High - Unprecedented interest in sailboat racing with the largest fleet in years being augmented weekly, features the advent of the summer season here on the North Shrewsbury. Fleet white-winged flyers of half a dozen classes and types race each week under the aus-

pices of the Fair Haven Yacht Club and the Skeeter fleet of Frank Dickman, with the schedule of the Monmouth Boat Club to start soon. The colorful spectacle of sailboat races each week draws hundreds of spectators to the river banks."

Same edition: "Allaire Wins Three Events - Charles Allaire Jr., sailing his new Barnegat boat, the Mopalong 3rd, made a clean sweep of three sneakbox races over the past weekend. Allaire won the first Monmouth boat club race of the season on Saturday. . ."

This was the only reference to the fact that Junior Skippers were now racing at the Monmouth Boat Club. Five classes were started that year: Knockabouts, Birdboats, Comets, Snipes, and Sneakboxes. It was the first year that there were Comets on the river and there were three of them, owned by Marion Cook, Bill Olsen and Bud Blaisdell--all three boats built by Lars Olsen.

August 10, 1936 - "Wind and tide, they say, wait for no man. We don't know about the tide but the 'ol debbil wind' sure didn't wait Sunday morning. The river was crowded with sailboats for the sailing event of the (Sweepstakes) regatta. Boom went the gun and the knockabouts were started officially. Boom went the gun, again and again, starting the sneakboxes and the comets and the other classes. But not a boat moved. They were becalmed and the race was called off, at which signal the wind came up from nowhere to blow briskly."

August 17, 1936 - "Red Bankers Make Sweep of Trophies on South Shrewsbury - Led by Edwards Rullman whose trim Oscar annexed the Central Jersey Sneakbox crown, the combined fleets of the Monmouth Boat Club, the Skeeter Fleet and the Fair Haven Yacht Club swept the sailing honors of the South Shrewsbury Iceboat and Yacht Clubs Fourth Annual Regatta Sunday when they took top honors in five of eight events. Rullman's victory broke the long-standing monopoly on sneakbox honors of Charlie Allaire. Thel Mar, sailed by Sid Wain and Ted Labrecque took the honors in the Over 18' Division; Peter Bentley broke another winning streak by defeating Don Asay in the Bird Boats; Al Newman, sailing Marion Cook's Skidoo to top honors in the Comet class and Tom Lloyd furnished the last of the Red Bank sweep in the Snipe Class, sailing E. Rullman's Umer."

September 6, 1936 - "The sailboat races which were postponed due to lack of wind during the National Sweepstakes will take place on Labor Day at 10 o'clock. Three organizations--the Monmouth Boat Club, the Dickman Skeeter fleet and the Fair Haven Yacht club, are co-operating in sponsoring this event."

September 13, 1936 - "High winds of near squall proportions that blew up out of the east kicked the waters of the North Shrewsbury river into sharp rolling swells and made the special sailing regattas over the weekend the most exciting events of the year. Jack Warren, whose heavy service boat sailed with a crew of five under full sail, captured the Knockabout event. Bucky Mead, with a borrowed sail, snared top honors in the Sneakbox class. The Raritan Yacht Club of Perth Amboy, who came down with the entire Comet fleet, monopolized honors in that division. A. O'Brien, the Raritan champion, was the leader. Snipe honors went to Tom Lloyd. Between the Sweepstakes event, the Monmouth Boat Club Saturday races, the Skeeter fleet events and the Fair Haven Yacht club race, eighteen starts took place and 172 boats crossed the lines."

COMET
LOA 16'
SA 130 sq. ft.

Just as the founding of the Monmouth Boat Club went unnoticed by the press in 1879, there was another bypassed founding in the fall of 1935. The standard small-boat mooring in those days was a stake. Many of the Sneakboxes and Snipes used by the junior skippers were kept on stakes up in the cove between the Club and Maple Avenue. Dr. Rullman's home and Borden L. Hance's home were up in that cove too, along with the Hance's boathouse--the same famous boathouse of Dr. Field in which the M.B.C. was conceived. Naturally, the boathouse was soon occupied by the young sailors and their gear. Charley Burd came by one day and suggested to the boys that they should have their own club--he even gave them their name--the Barefoot Yacht Club. Dr. Field's old boathouse quickly got a good housecleaning and a new dock. Charles Champlin, the local signpainter, was commissioned by Maurice Schwartz to create a sign--it's a great sign--big letters and two bare feet. (The sign will turn up later.) The Barefoot Yacht Club, 23 boys and 1 girl, was in business. Many of them later went on to win sailing championships but if you ask them, the thing they are most proud of was having been a Barefoot.



The Barefoot Yacht Club (before sign)



September 10, 1936 - "JUVENILE SKIPPERS HAVE TESTIMONIAL AT MOLLY PITCHER - The spacious ball room of the Molly Pitcher hotel, bedecked with the national colors and streamers of yachting code flags, was the scene last night of a testimonial banquet given in honor of the junior skippers of the North Shrewsbury river. . . George W. Bray, who was at the door, estimated that more than 175 persons were present. On the menu folders was printed a forward by the mayor which stated: 'The youth of today is the citizen of tomorrow. We, as

adults, should be just as quick to applaud the merits of our youth, as we are to recognize the accomplishments of their elders.' A special feature of the dinner was the awarding of the Good Sportsmanship Trophy for the first time. After the first ballot, it was a tie between Donald Hubbard and Borden Hance. The voters were allowed another ballot with the result that Donald Hubbard will have his name inscribed on the perpetual trophy, a tall handsome cup resting on an ebony base. There was a loud cheer from the youngsters. Pressed for comment, Frank Dickman, who is credited with starting it all would only say: 'I never thought, when I went down on my dock a couple of years ago and shot off a gun, that it would ever come to all this.'



April 8, 1937 - "Augustus Minton Honored by Club for Tenth Time - Augustus M. Minton of Fair Haven was elected Monday night for the tenth consecutive year as president of the Monmouth Boat club and Edgar V. Denise was elected secretary for the eleventh consecutive time. Other officers elected were Ben L. Atwater vice president, Ernest Hall treasurer, Ferd L. White captain, Joseph Applegate commodore and Dr. Wm. D. Sayre club physician. The total membership of the club is 229."

June 3, 1937 - "Plan Active Racing Season - Monmouth Boat Club Has Charts and Rules That Must Be Observed - The racing season of the Monmouth Boat club will start on June 26th. The club events this year will be sailed under club rules amending the rules of the North American Yacht Racing association."

July 1, 1937 - "SAILBOATS RULED NORTH SHREWSBURY LAST SATURDAY - Season Gets Underway with 39 Boats Competing - More Than 50 Yachts Expected on the River Monday - Red Bank seems at last to recognize its natural advantage as a sailing center. All of last year's champions, with the exception of Commodore Edwards Rullman of the Barefoot Boat club, successfully began the defense of their titles as the rulers of the North Shrewsbury."

July 8, 1937 - "Red Bank Boats to Compete in National Races - Monmouth Boat Club Joined Comet and Snipe Racing Associations at Tuesday Night's Session" Same edition - "Sailboat Races Held Saturday, Sunday and Monday by Dickman Fleet, Comet Association, Monmouth Boat Club and Fair Haven Yacht Club"

September 16, 1937 - "Sail Skippers Awarded Prizes - Trophies won at regattas of the Monmouth Boat club during the season were awarded Thursday night at the annual clam chowder supper in the organization's headquarters on the river front. In addition to many prizes for special events, the season winners were Peter Bentley IV in Bird Boats, Marion Cook in Comets, Robert Mead in A Sneakbox, Arnold Schwartz in B Sneakbox, Robert Bentley in Snipe and Proctor James in Knockabout Class. Dr. Samuel Hausmann offered a prize to the skipper who came in last and this was awarded to Miss Caro Quinn, Dr. Hausmann told a Register representative that he wanted to show his appreciation of the efforts made by

those who do not win because they try just as hard as those who do."

April 7, 1938 - "BOAT CLUB REJECTS NEW CONSTITUTION: BRAY ELECTED HEAD - Confusion Marked Annual Meeting Monday of Monmouth Boat Club - Seek Amendments - George W. Bray Elected President Over Minton - Members of the Monmouth Boat club, at a meeting marked by much confusion, Monday night voted down a proposal to adopt a new constitution and set of by-laws, and elected George W. Bray, who led the fight against the new constitution, president over Augustus M. Minton, who favored the change.

The boat club, which was organized in 1879, is governed by a constitution which proponents of the change term 'antiquated'. They point out that under the provisions of this constitution members in good standing have no voice in the government of their club, except to elect officers at the annual meeting. Peculiarly enough, however, they are vested with the power to change the constitution and give themselves the right to participate in club affairs if they so desire.

Opponents to the resolution calling for the adoption of a new constitution made it clear that they are not opposed to changing the constitution but they are unalterably opposed to a new one. Just as the Constitution of the United States is good enough for Americans today because it was good enough for their forefathers, so is the constitution of the Monmouth Boat club all right for the present membership because it was all right for the founders of the club. The argument of the proponents of the change that the Monmouth Boat club was founded as a rowboat club and today is a recognized yacht club, and should recognize changing conditions, failed to move the staunch opponents.

Under the present constitution, only the board of governors has the power to 'transact any and all business brought before the club.' The board of governors consists of fifteen members, these being the officers of the club, five members of the board of trustees and five members elected at large. The proposed constitution provided for a board of governors of 14 members, clothed with the power to transact the business of the club but also provided that at meetings of the board 'any member of the club in good standing may attend and vote upon any question. . . as if he were a member of the board of governors.' This, in effect, gave the members the right of franchise.

Mr. Bray, in speaking against the constitution, declared that members had voted at all meetings that he had ever attended. President Minton replied that that was correct, that he had permitted members to vote but had been 'called down' for so doing, because the procedure was not in accord with the rules of the club.

'I shall never preside at another meeting of the Monmouth Boat club,' declared Mr. Minton, 'at which the members are not permitted to vote on all club affairs.'

This proved to be a prophetic statement, for later in the evening Mr. Minton was defeated for the presidency by Mr. Bray.

The constitution also provided for a change in the titles of the officers. The president was to have been succeeded by a commodore, the vice president was to give way to a vice commodore and the office of rear commodore was to have been created in order to carry out the nautical idea and the plain captain of the old days was to have been superseded by a fleet captain. But the efforts of the by-law committee went to naught as the majority would have no part of the idea. The greatest opposition was against proposals to establish junior members of the club, these members to consist of the sons and daughters of members of the club, or boys and girls under 21 years of age who own boats but whose parents are not members of the club.

Theodore Moore and R. V. R. H. Stout joined Mr. Bray in opposing the new con-

stitution. It was Mr. Stout who likened the boat club document to the United States constitution.

The new constitution was defended by the three members of the committee which had drafted it, Charles A. Minton, Peter Bentley and Benjamin L. Atwater, as well as the president. Mr. Bentley made a motion calling for its adoption, but there was no seconder. Then followed a squabble over parliamentary procedure. The by-laws provide that the meetings shall be governed in accordance with Cushing's manual, but Cushing's spirit was far away from the Monmouth Boat club's headquarters on Monday night. President Minton did his best to conduct the session in a deliberative manner, but to little accord.

Mr. Bentley's motion to adopt the constitution having failed to have been seconded, Mr. Bray made a motion that the new constitution and by-laws be rejected. Thus a vote on the question was obtained, although in the reverse order. Mr. Bray's motion (sic) was seconded by Mr. Stout and Mrs. (sic) Bentley withdrew his motion.

Mr. Bray's motion was put and carried easily. Those in opposition to the new constitution roared a chorus of 'ayes' while only a few scattering 'nays' could be heard in opposition to the motion.

Many of the members who had opposed the constitution then went to work to seek the very changes that the new constitution had provided and which they had opposed. Amendment to the present constitution, giving the members the right to vote on all questions, was offered, and was actually voted upon and passed before some diligent member discovered that their action was unconstitutional in that notices of all changes to the document must be made in writing at a meeting previous to the adoption of the proposed change. This spoiled the fun of the evening, for the members were just about to pass another amendment making the officers commodores, etc. instead of presidents, etc.

The members even started to make Joseph Applegate commodore for life when the same diligent member discovered that this, too, would be unconstitutional. The constitution which they had decided to cling to provides that officers shall be elected for a term of one year. It was suggested that Mr. Applegate be named honorary commodore, but this idea was discarded.

Mr. Bray was elected president over Mr. Minton by a vote of 32 to 23. Theodore D. Moore was elected vice president. The members seemed to be at their best in electing officers and the procedure took less time than it takes to tell it. Edgar V. Denise, who has served the club efficiently as its secretary for 12 years, was re-elected to that position unanimously and without opposition.

Ernest Hall was elected treasurer and Ferdinand L. White captain, also without opposition. Mr. Applegate was re-elected commodore.

Those elected to the board of governors were Harry B. Clayton, Ensley White, Harry Martin, Carl Clark and Albert W. Worden. Martin and Clayton were re-elected and the others succeeded Harold S. Allen, Peter Bentley and the late Joseph Raymond.

Walter VanKuren and Stewart Cook were elected to the board of trustees. The other members are Willis Clayton, Fred Oakley and A. B. Dirhan.

Three members, enrolled at the last meeting, were present. They were Mr. Worden, Hans Wulf and Thomas S. Field, Jr. The secretary reported that the present membership of the club is 243. The applications of R. P. Lamborn and Dr. Samuel Hausmann for membership were voted upon and each was elected. Persons who have long been members of the club stated that Monday's meeting was one of the largest held in many years. They said that many of the 'old timers' had attended just for the purpose of voting down the new constitution."

June 30, 1938 - "River to be Busy Place During 4th Week-End - Monmouth Boat Club and Fair Haven Yacht Club to Have Joint Regatta Sunday and Monday - Many Other Races Planned - The Monmouth boat club and the Fair Haven yacht club are co-operating in holding a banner joint regatta. The racing Sunday afternoon will be held on the Fair Haven course, with boats from both clubs participating. The Monmouth boat club, which has been holding some exciting races this season, despite the weather, will have charge Monday. Stewart Cook, Jr. of the Monmouth club has stated that many clubs affiliated with the Raritan bay yacht racing association will be on hand to compete. Mr. Cook is chairman of the regatta committee. Among the clubs expected are the Richmond County Yacht club, the Raritan Yacht club, Keyport Yacht club, Passaic Yacht club and the Newark Motor and Yacht club. The Belmar Yacht club and the South Shrewsbury Ice Boat & Yacht club have also been invited.

A squally southwest wind kept the sailboat skippers alert Saturday afternoon during the regular weekly series. Some of the skippers were not alert enough, however, and there were several spills; out of a fleet of 31 starters, only 10 were able to finish."



A Gusty Day on the Fair Haven Course

July 7, 1938 - "BOAT CLUB FAIR TO OPEN JULY 16; ONE WEEK OF FUN - Preparations are Being Made to Hold Fair on Monmouth Boat Club Property on Riverfront - Dancing and Games Among Many Features - The Monmouth Boat club fair, to be held from Saturday, July 16 until Saturday, July 23, on the club grounds is expected to eclipse any of the previous fairs ever held by the club. No pains are being spared by the committee and there is little doubt, that weather permitting, all who attend will be assured of an evening or more of joyful entertainment. A number of booths will be set up. . and prizes of all descriptions will be disposed of on the co-operative plan, including the grand prize, a Comet sailboat. A large dance floor will be put up and dancing will be enjoyed to the music of Pete Galatro and his orchestra. Bingo games will be conducted in the ballroom of the clubhouse with Theodore Moore in charge. The grounds will be well illuminated with strings of electric lights and lanterns. The clubhouse will be decorated with flags and bunting."

July 28, 1938 - "BOAT CLUB FAIR EXTENDED THREE DAYS DUE TO RAIN"

July 7, 1938 - "River A Busy Place During The Weekend - Sailboat enthusiasts made a Roman holiday out of Independence day by bringing to a climax three mornings and three afternoons of racing. Taking advantage of ideal weather conditions motorboat skippers as well as sailboat fans turned the broad stretches of the Shrewsbury into a packed 'highway' for boats of all descriptions. The joint regatta of the Monmouth Boat club and the Fair Haven Yacht club opened Sunday afternoon with five classes. . . one of the largest fleets ever to sail on the river turned out . . No less than 15 Comets started . . the usual large number of Sneakboxes were on hand. . ."

July 24, 1938 - "The 66th Annual Rowing Regatta of the National Association of Amateur Oarsmen to Be Held Here This Weekend - The Monmouth Boat club which was founded 59 years ago as a rowing club has thrown open its doors to the National Association of Amateur Oarsmen for their 66th annual event. . . the North Shrewsbury river provides one of the finest rowing courses in the east. . ."



Single Sculls off Irwin's During 1938 Amateur Rowing Championship

July 28, 1938 - "Local Rowing Club to Be Organized - All Interested Persons Are Invited to a Meeting to be Held Next Wednesday Night"

September 1, 1938 - "North Shrewsbury Rowing Association Has 30 Members Present at Meeting - Will Hold Dinner at the Monmouth Boat Club"

September 8, 1938 - "Three days of ideal weather during the week-end and holiday brought the 1938 sailboat racing season near its close. In addition to the local races, several skippers invaded the waters of Raritan Bay Sunday afternoon to compete with the Perth Amboy yacht club. Charles Allaire, newly crowned state comet champion, sailed his Pick Up to victory, and the Red Bankers won the team race by 1/4 point. A brisk wind greeted the local skippers on the Shrewsbury and no less than 16 boats failed to finish the Monday afternoon event. Jack Warren piloted Mrs. John F. Hitchcock's Chevron to victory in the knockabout event; June Methot won the bird boats but a protest was lodged against her; thirteen Comets started but only five managed to cross the finish line--Randolph

Bailey was an easy winner; five out of the nine sneakboxes that started got home, and three snipes from a field of five also finished. Bob Davis and Robert Bentley were the respective winners in these classes."

April 6, 1939 - "BLOOD ON THE MOON AT BOAT CLUB VANISHES - Harmony Reigns After Monmouth Boat Club Election Monday - George W. Bray stopped in at the Register office Tuesday morning and informed Thomas Irving Brown, editor and publisher, that there is no longer any blood on the moon at the Monmouth Boat club.

Mr. Bray's statement refers to the harmonious feeling in evidence after he had been elected president of the organization at the meeting Monday night. Mayor Augustus Minton of Fair Haven, defeated candidate for president, after the session clasped Mr. Bray's hands and the two exchanged pleasantries that gave the impression that the bitterness that had lasted ever since last year's session had been eradicated.

Mr. Bray received 63 votes and Mr. Minton polled 46 ballots. All other officers were elected without opposition. They are Theodore D. Moore vice president, Edgar V. Denise secretary, Ernest Hall treasurer, Ferdinand White captain and Joseph Applegate commodore. All members of the board of governors were re-elected. Mr. Bray was nominated by Albert Ivins while Mr. Minton's name was placed in nomination by Benjamin Atwater. Both candidates before the election stated that despite the outcome they would give the club their wholehearted support during the new year. Mr. Moore was named chairman pro tem and Edgar Denise and Carl Clark were named tellers."

Thus it appears that the conversion of the Monmouth Boat Club from a men's club to a family club was achieved ipso facto and the man under whose administration the families were invited in, and who fought for the constitutional change (but who had been twitted in print with the comment that he "couldn't stand the sound of knitting needles"), had lost his longtime office to the man who led the opposition to the new constitution and was elected because of that, but had been the individual most personally responsible for the organization of the 1936 Testimonial Banquet for the junior skippers and who wound up governing a clubhouse full of women and children. To quote the press, it was indeed "confused." Let it be a matter of record from one who was there, that Mr. Bray was always gracious to the juniors and went out of his way to assist them. Things tended to happen more slowly in those days, but not as slowly as the re-writing of the constitution; it is apparent that it was hoped that the lengthy interval would be a "pot cooler" and the inclusion of a number of other changes which were known to be acceptable was a well conceived smoke screen. As with most changes, the results were both good and bad. On the negative side was the loss of an able and well-liked leader who had served the club faithfully for many years as well as the discomfiture brought to some members of long-standing who could never reconcile themselves to the change. From a historical viewpoint, a great loss is that, in the heat of the controversy, all the original records and minute books of the club mysteriously vanished. The plus side certainly includes the achievements of many subsequent juniors trained and nurtured by the club over the years and the pleasure provided for many, many others whose achievements may have been limited but whose enjoyment was not. There is also the host of former juniors who have grown up to serve the club in a great many ways, including a number of its officers; and the very large contribution which has been made by women, both formally through the auxiliaries and informally, for example, in the kitchen. All in all, the change was for the good.

21 - BLUE SKIES & WHITE SAILS

May 25, 1939 - "New Boat Club Auxiliary Has First Card Party - Proceeds To Be Used to Buy Trophies for Boat Races - The Ladies' auxiliary of the Monmouth Boat club held their first social affair, since their formation a few weeks ago, Monday night at the clubhouse. Mrs. George Norcom, club president, and Mrs. William D. Sayre were co-chairmen. Other committee members were Mrs. Theodore Moore, Mrs. Maurice Schwartz, Mrs. O. E. Davis, Mrs. Charles Eichman, Mrs. Walter Rullman, Mrs. Steward Cook, Mrs. Thomas Mead, Mrs. Ensley White, and Mrs. Stanley Haviland. 122 persons attended."

June 1, 1939 - "Monmouth Boat Club Observes Its Sixtieth Anniversary - Sixty years ago on May 26, 1879, ten local and enthusiastic oarsmen met and organized the Monmouth Boat Club. (Will spare you reading the same ten names. -Ed.) The only surviving member of that original group is William N. Worthley. On Monday night the anniversary was fittingly celebrated at the clubhouse by serving a hot roast beef dinner prepared at the club, to which an exceptionally large number of members and guests sat down. The guests of the evening were introduced by President George W. Bray. Mr. Worthley was present and loudly applauded when introduced. William A. Pintard, son of the first president, was also introduced. He has been an active member of the club for many years. Charles A. Minton, former secretary of the club, reviewed the history of the club in its three-score years. (For the most part, this was a reiteration of items mentioned at the 50th Anniversary excepting for a few which both that review and this book have missed, therefore they are excerpted below. -Ed.)

There are 11 active members who joined the club prior to 1900. They are Ensley E. Morris, June 1886, 53 years; George Sutton, January 1888, 51 years; Charles Minton, April 1893, 46 years; Robert H. Vanderveer, August 1893, 46 years; John S. Applegate, September 1893, 46 years; George Hance Patterson, April 1895, 44 years; George K. Allen, April 1896, 43 years; John H. Mount, August 1896, 43 years; Joseph Applegate, May 1899, 40 years; Augustus Minton, March 1900, 39 years and Alexander B. Chambers, May 1900, 39 years. . . Charles Sutton, rowing in the National Amateur Championship in Washington, D. C. in 1881 was leading in the junior singles when he suddenly misfeathered an oar and was hurled into the stream. . . About four or five years ago, the club deeded to the Borough of Red Bank a 30 foot strip of land along the south side of the property for the extension of Union Street. . . a like donation was made by the North Shrewsbury Iceboat and Yacht club. Mr. Minton closed his remarks by saying that the Monmouth Boat club has an enviable record in that they have passed through hard times without a scar while innumerable clubs have come and gone and that this is a record of which they have a right to be proud'."

June 1, 1939 - "Many Spills in First Race - The Monmouth Boat club racing season got underway under gusty conditions last Sunday. As always before the first race of the season, numerous boats were circling the race committee boat asking questions concerning the course, signals, etc. The race committee replied to all inquiries with, 'Check your Rule-book'. There followed much scrambling to locate copies of the little gray book issued last year. . . A total of 11 boats upset or were disabled. . ."



June 22, 1939 - "Frank Dickman, Boat Builder, Dies in 63rd Year - Organized Group to Hold Races on the River - All the races at the Monmouth Boat club and the Skeeter Fleet have been cancelled for the week-end. . the Monmouth Boat club flag is at half-mast. . A generation of sailors will remember Mr. Dickman."

LIGHTNING
LOA 19'
SA 171 sq. ft.

July 6, 1939 - "Ideal Conditions Bring Out Many Skippers - Ideal conditions for sailboat racing prevailed over the holiday weekend and meets were held by the Monmouth Boat club, the Comet association of that organization, the Dickman Skeeter fleet and the Fair Haven Yacht club. . . Robert Bentley and Ed Bruce participated in the lightning boat event. . ."

August 24, 1939 - "A 'Lady Alyce' Comet Fleet Shipwreck Dance to be Held at the Molly Pitcher - The Comet association of the Monmouth Boat club has named Donald Hubbard as chairman. . ."

September 7, 1939 - "Sail Races During Holiday Weekend - The Lady Alyce Trophy race was held on Sunday afternoon and was won by Charles Allaire, Jr. The final standings of the Monmouth Boat club season were determined after the final race conducted on Saturday afternoon for seven classes. . including the knockabouts which have not been racing regularly. . The season championships are Lightning P. Bentley, Bird boats Garrett Ewing, Comets Marjorie Moore, A Sneakboxes David Wolcott and B Sneakboxes Walter Mead. Forty-two boats participated in the final race of the season."

January 4, 1940 - "Red Bank Comet Boat Entered in Cuba Race - Charles Allaire to Sail T. D. Moore's Boat in International Championships - At the regular meeting of the Monmouth Boat club on Tuesday evening, it was announced that the colors of the club are to be flown in an international competition. . Charles A. Minton was unanimously voted to honorary membership. Mr. Minton is seriously ill. . The Washington's birthday dinner will be held on February 22nd. An invitation was extended to the club to the annual dinner of the Raritan Bay Yacht racing association to be held at the Hotel Sheldon in New York city on January 11th. . ."

February 1, 1940 - "Red Bank Comet Ready for International Race - Charles Allaire Jr. to Sail in Puerto Rico Race Tomorrow, Saturday and Sunday"

February 8, 1940 - "CHARLES ALLAIRE WINS INTERNATIONAL RACE - A Home-Coming Celebration For Racing Victors - Monmouth Boat Club and the Chamber of Commerce to Honor Local Trio - . . A large truck owned by Irwin's Yacht works will convey, Mr. and Mrs. Moore, their two children, Charles Allaire, Lars I. Olsen, the builder of the boat and members of the Borough council. A delegation consisting of the Chamber of commerce, the Lion's club, members of the Monmouth Boat club, accompanied by the Red Bank High school band, will meet the trio at Cooper's bridge on Monday at 2 o'clock, following which there will be a victory parade through the town followed by speeches in front of the office of the Jersey Central power & light company of which Mr. Moore is the manager. . the Monmouth boat club's six-foot burgee was raised atop the yacht club in Puerto Rico - . Mr. Allaire won the first race and finished second in each of the second and third races to win the event."



February 15, 1940 - ". . . The parade through town with the tanned travellers and their boat, escorted by a large contingent of local officials and groups. . . The trophy is on exhibition in the window of Elliott's store."

April 4, 1940 - "Atwater Named Monmouth Boat Club President - Succeeds George W. Bray - Other Officers Re-elected - Plans were made for a testimonial dinner honoring the retiring president, Mr. Bray, and for Augustus M. Minton, who served previous to Mr. Bray, on Monday night, May 6th. . ."

May 2, 1940 - "Elect Al Newman Fleet Captain of Comet Club"

May 9, 1940 - "Monmouth Boat Club Honors Past Presidents - . . Also at the meeting, Vice president Moore presented a resolution, which was unanimously carried, creating a ladies' auxiliary to the club. For several years, wives, mothers and sisters of the club members have been interested in the sailing activities of the organization and have had their own set-up, but it has not been officially named or recognized by the club. The resolution Monday night takes care of this matter. . The women will have the right to elect their own officers and add to their membership without any club jurisdiction."

May 30, 1940 - "Tentative Plans Made for Rowing Regatta - James V. Lang, president of the North Shrewsbury Rowing association and captain of the New

York Athletic club rowing team, was instrumental in bringing the regatta back to Red Bank this year. . . Collaborating with the regatta committee will be the borough council, the Monmouth boat club, North Shrewsbury Rowing association and the North Shrewsbury Iceboat and Yacht club."

July 18, 1940 - "Allaire Wins Clayton Trophy - Sails Bill Olsen's 'Spirit' to Victory"

July 25, 1940 - "Sixteen Clubs Compete in National Rowing Regatta on River"



August 1, 1940 - "Allaire-Olsen Team Win Title in Princess Bay - Veteran Skippers Win All 3 Races in National Championship Preview"

August 8, 1940 - "Allaire Bows in Comet Coastal Races at Seaside - After winning the first two races in a field of 63 comets, he was literally blown off the course to finish 14th in the final race. . . 5th overall!"

August 22, 1940 - "Special Free-for-All For 3 Quarts of Ice Cream Won by Ed Bruce in Lightnings, Bucky Mead in Sneaks and Al Newman in Comets--The perishable trophies were rapidly demolished. . ."

August 29, 1940 - "Six Divisions Race in Sweepstakes Sailing Event - The winners in the classes were Lyle McGrath in Knockabouts, Marjory Moore in Comets, David Wolcott in Sneakboxes, Ed Finley in Rockets, Garrett Ewing in Bird Boats and Bud Minton in Snipes."

August 29, 1940 - "Allaire and Olsen Annex State Title at Stone Harbor"

September 5, 1940 - Monmouth Boat Club to Honor Edgar V. Denise--Fair Haven Official Has Been Secretary of the Club for 15 Years

September 12, 1940 - Season Champions Honored at Monmouth Boat Club Dinner -
- - Lightnings, Ed Bruce; Comets, Marjory Moore; Sneakboxes, Jimmy Clayton; Dickman Skeeter Fleet Awards Also Presented - Dickman Memorial Trophy, Bucky Mead; B Sneakboxes, Guy VanNess; Osborn Cup, Jack Powers"

April 10, 1941 - "Monmouth Boat Club Has Best Year - Flourishing Financially - Membership Achieved - All the officers were re-elected and reports submitted at the annual meeting showed the best year financially in the history of that organization. Total receipts were \$3156.31 of which \$2443. was dues and initiation fees. \$500. was paid on mortgage, \$645. in wages, \$90 for three new rowboats, \$100. in clubhouse repairs and \$123.69 for gas and telephone. All bills are paid with a balance in the treasury of \$558.09. Two minutes of silence was observed for Clark Holbrook, member since 1902 and long time commodore of the Red Bank Yacht Club. The club float was reported corked (sic) and painted. New member Fred D. Wikoff was welcomed and others elected at the meeting were Robert Bentley, Richard Tilton, Dr. Wm. Pearce, Theodore D. Parsons, John H. Bailly, Arthur Parris, Dr. Edwin Osten and John Seeley."

PENGUIN
LOA 11' 6"
SA 72 sq. ft.

May 8, 1941 - "Thomas Irving Brown Night at Club - . . after which the members and guests gathered around the festive board in the banquet hall where a fitting tribute was paid the guest of honor, Thomas Irving Brown, well known newspaper publisher."

May 15, 1941 - "Monmouth Boat Club Plans Regatta for May 30 Opening of Season - If there are sufficient entries, races will be scheduled for the following boats: Lightnings, knockabouts, bird boats, Class A sneakboxes, Class B sneakboxes, snipes and penguins, starting in the forenamed order. The regatta committee has expressed a desire to see the entire family enjoy the sailing season this summer. . . the committee has announced that races will be held for a senior division provided sufficient interest is shown."

May 22, 1941 - "Mrs. Theodore Moore was general chairman of a card party at the Monmouth Boat club held by the ladies auxiliary. The proceeds will be used to purchase trophies for the club's boat races this summer."

May 22, 1941 - "Flag Raising Ceremony to Precede Boat Races - Monmouth Boat Club Will Hold Open House on Memorial Day - . . . the Club announces the gift of a sixty foot flagpole from the Red Bank Building & Loan association to be erected on the clubhouse dock."

June 5, 1941 - "Revamping of Boat Club House Planned - Plans for the modernization of the old building on the water front were announced on 'Stewart Cook Night' by the honored member himself, who is chairman of the building committee. Mr. Cook explained that at a cost of only about \$200. for material, the storage section could be converted into a lounge and added locker room with no inconvenience to any member. Stating that the club treasury would not be touched, that the Ladies' auxiliary, which has done such splendid work since its organization, had volunteered to donate the \$200. toward the improvements. A rear entrance is also planned for the use of skippers to the locker room. Mrs. George Norcom, president of the auxiliary, announced at the gathering, that she would expect the members to support the card parties, dances and other events planned to raise the funds."

"Port and Starboard - (About Things Seen and Heard Along the Water Front) -

The introduction of the Penguin class to the North Shrewsbury over Memorial Day was a success. These slick looking craft measure 11 feet six inches in length and have a four-foot beam.

Those loud explosions you have been hearing every morning at 8 o'clock and in the afternoon at sundown have not been gun testing at Fort Hancock but Steward Oscar Hesse of the Monmouth Boat club firing the morning and sunset guns. The raising and lowering of Old Glory from the club's new 60 foot flagpole is a daily feature when the cannon is fired.

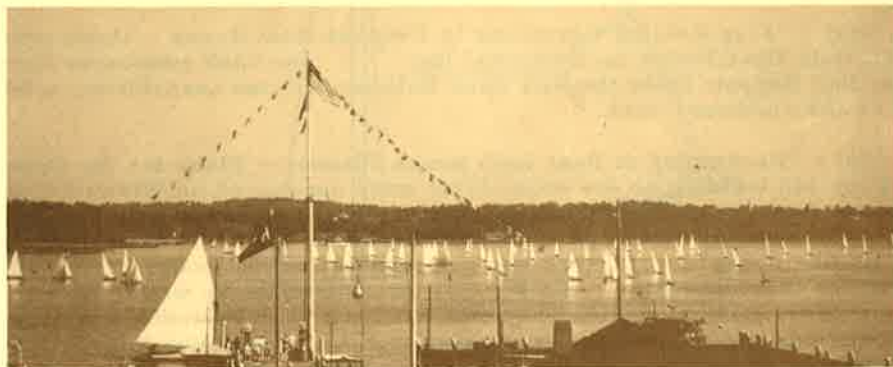
Brub Hance, after besting all the other Class A Sneakboxes Memorial day by over 14 minutes, is asking why the other boats did all that tacking.

Cpl. Donald Asay of the U. S. Marines won a silver cigarette case in a special marine event. In a letter to his parents, he said, 'I am proud to belong to this outfit, there are none better than the U. S. Marines'."

June 26, 1941 - "Big Sailing Regatta on Fourth of July -All Yacht Clubs in Area Have Been Invited to Send Entries - Exceptional interest will center on the resumption of larger craft competition. . . A fleet of 10 Arrows will be brought from the Rumson Country club and the Lightning skippers expect to have a minimum of seven in the race. One might expect that moderate to heavy wind would work to favor the Arrows but if the air is light, the Lightnings may give them something to worry about."

July 10, 1941 - "Capt. R. V. R. H. Stout is Honored by M. B. C. Members"

Same edition: "A puffy northeast wind and choppy water slowed up the Fourth of July racing. . Ed Bruce's fleet Lightning craft won over Philip Haebler's Arrow by 4 minutes and 27 seconds. . Marjory's Moore's Marglo Too, starting five minutes behind the larger boats, well handled by Charley Allaire, outsailed the larger boats and led the 'field' home. . . Tom Morrison Jr.'s new Tina performed well, taking second. . Walter Mead's Galaxy defeated Charles 'Buddy' White's Scuffle in the A Sneaks and Guy VanNess' At Last sailed home a winner over Arnold Schwartz's Anthing in the B. Sneaks. "



August 21, 1941- "76 Boats in River's Record Sail Regatta - Featuring the biggest regatta of its kind ever held on the North Shrewsbury was the comet race in which 36 were entered. It was won by A. O'Brien of the Raritan Yacht club. Lyle McGrath's Elizabeth took the Knockabout event; the Bentley Brothers in 'Tarpot' defeated all the Rumson Arrows; the A Sneakbox event went to Ed Rullman's 'Oscar' and Arnold Schwartz's Anything proved 'something' in the B Sneakbox division.

The Open Handicap event went to Ralph Parker's Tyro. The surprising new Lightning class has now defeated the Arrows in both light and heavy air. Raritan Yacht club, Keyport Yacht club, Fair Haven Yacht club, Rumson Country club, Shrewsbury Sailing club, Manasquan River club and Monmouth Boat club were represented in the successful regatta. "

August 28, 1941 - "Monmouth Boat Club is Improving Its Clubhouse - A transformation is taking place. . . will give Red Bank a modern clubhouse equal to many of the more modern ones in the East. The main floor of the older portion of the building has been used for storage of small boats and canoes. . now taken the larger portion of this room and converted it into a reception room. . enclosed in knotty pine and additional windows have been put in the north and east walls. . . a refreshment counter can be operated adjacent thereto by removal of a large panel board. . . same idea at the main entrance, a cloak room can be operated adjacent to the locker room. The ladies' lounge at the northwest corner of the main floor has been redecorated. . The second floor which is used for banquets, dances, entertainments, etc. is to be modernized in the general scheme. The third floor meeting room is now in the hands of the painters. "

Same edition - "Labor Day Regatta Has Many Entries - The Lightning Class Has Been Added as a Separate Division"

September 7, 1941 - "Tom Field Jr. Honored at M. B. C. Gathering - Club Congratulated by Ira Hand For Activities in River Sports - Captain Ferd White, chairman of the house committee reported on the building improvement and much favorable comment was heard on the attractive appearance of the meeting room with its new dress and the walls covered with yachting pictures and portraits of some of the veteran members who have passed on. Furniture is needed for the new 'marine room' and donations will be appreciated, said the chairman. "

Same edition: "Close Finishes Mark Labor Day Regatta - Close to 40 boats competed. . . Marjory Moore's Marglo captured the Comet event, Robert 'Bucky' Mead's Snap won the A Sneaks, Arnold Schwartz's Anything took the B event and June Methot's Skipit took the open handicap race. "

Same edition - "Skippers' Race to Edwards Rullman - A new event in which five Sneakboxes and five Comets were entered and the skippers rotated, drawing for their boats, for the new Charles P. Irwin trophy, was won by Edwards Rullman sailing Dot Lawrence's Teal. "

September 14, 1941 - "The Dickman Memorial Trophies Won by E. Rullman in Oscar and Donald Lawes Jr. in Sewal"

Same edition - "Tie Breaker Decides Skippers Race - Tied at 15 points each after three races for the Capt. Charles P. Irwin trophy, Robert Mead sailed Jim Clayton's Sea Hag to victory in a tie breaker over Ed Rullman in Dorothy Lawrence's Teal. Rullman won the first race of the series last week with Mead fourth. Mead won the second race with Rullman third. The final race was won by Roger Brown with Rullman second and Mead third. The deciding race was closely contested throughout. "

September 21, 1941 - "The first annual running of crew races was won by Bob Davis with Bill Olsen's Spirit in the Comet class and Harry Davey with Edwards Rullman's Oscar. Harry Southall and Bob Davey were the respective seconds. "

Same edition - "Monmouth Boat Club Wins Three-Club Team Event in Comets between M. B. C, Fair Haven Yacht club and Shrewsbury Sailing club. "

22 - BLACK CLOUDS

For anyone who had the privilege of being a teenager around the North Shrewsbury river in the 1930's, the whole era was one big jamboree of warm sun, white sails and boats. It was a joy to have been there. As did everyone else's normal life, it ended abruptly on December 7, 1941. The kids put away their toys and went off to become men.

Holding down the home front, Mrs. Walter Rullman and Mrs. Raymond B. Lippincott Sr., who had always been more or less the "house mothers" to the Barefoot Yacht Club, collected all the news and published monthly throughout the war, the Barefoot Bulletin. This little mimeographed paper was mailed all over the world, wherever the boys were, and also had a large local subscription list. It kept all the guys in touch and probably did more for their morale than anything else that happened during the war. The following are some excerpts:

September 1943 - "Both the M.B.C and the D.S.F. have beautiful new service flags flying below Old Glory and so many of you rate stars on both. We couldn't identify many of the small fry sailing in the weekly races but the same cut throat technique prevails. And the line-up of drydock sailors looked as though they had been there all winter. . . We sorta thought rationing had set in with a few--their waistlines looked smaller or something. Teepee has just been put overboard for the first time in two years - since the Army took her. They never came after her and we could bear it no longer and over she went. What memories! If the sandwiches were put end to end, they would go around the world twice and a half. Your founder, Capt. Charlie Burd, has deserted the river for the duration and is now a big shot at the Eisner Co. He had a raise last week."

"The Skeeter Fleet is about to furnish a room in the new wing of Riverview Hospital in memory of Capt. Frank Dickman."

There followed a list of 38 former juniors with their latest addresses and a little note about the doings of each one. They tried to keep it light, but sometimes it couldn't be done:

"Pilot Officer Stuart Rogers Jr., R.C.A.F. was the first member of the B.F.Y.C. to make the supreme sacrifice. He was killed on February 7th and buried with full military honors at Cornwall, England. Stu had more than one citation for bravery. We think you will like to hear part of the letter we received from his father: 'Your letter was full of poignant, but sweet, memories and helped remind us that his was a happy young life indeed among his gentlemanly young friends of the Barefoot Yacht Club. Sometimes we feel as if we could never look upon the river, yet he would not have it so, for there was no time for sadness in his life and he had little respect for those who could not take it'. . ."

"Sig Thompson is a First Lieut. now. Jack Warren was in town, gold bars and everything, on his way to Selby. Jack Arnold has his commission, too, and a new address. Bucky was the only Barefoot who sent his love, and do we go for that! He is in Pensacola and is flying SNV's. Harry Davey is now a First Class Private, assistant crew chief on a B-26. Ed Rullman doesn't know whether he is in AST or not and seems to be roaming all over the country with a lost battalion of 38 AST men. Will send his address when he alights."

October 1943 - "The sailing season is over and the winners were: Peter Doremus

in Lightnings, Bob Boskey in Comets, Dick Davis in Sneakboxes and Bill White got the Sportsmanship Trophy. The Skeeter Fleet had its chicken dinner on September 14th; it was very folksie and a little lonely without you all, but your ears must have burned for we talked of the old days and the great job you did sailing. Del Fisher says the present crop can't hold a candle to you. There is a service flag with 45 stars. . ."

November 1943 - "Andy White is one of the few strong men left on the river. Single handed he put a brief but violent northeaster in its place the first part of September. We went down to lend a hand and got stranded when part of the dock broke away. . . Oh how we missed the B.F.Y.C. . . Sig wrote us a wonderful letter. Remember when his father wouldn't let him drive the family car? Now Uncle Sam lets him take out a whole Fortress! Your two editors planted a Victory Garden. . five potato plants, and the yield was three potatoes. We didn't think it COULD happen!"

April 1944 - "Harry Davey had a furlough in March; came home without a coat cause the calendar said it was Spring but we had a snowstorm and he had to duck the MP's because he was wearing a civilian coat. Brub has came, saw and conquered England by this time. Stew VanVliet landed safely on some Pacific Island. Tom Schweers and Bob Davis are both training in California."

May 1944 - "Walter Mead is now in the Submarine Service--how do you suppose he fits into one of those things? Ed Rullman said a tearful farewell to the folks and turned up the next day at Fort Monmouth! He had just washed 3500 dishes. Bob Davis and Tommy Schweers met up in California for one hour. Bob is churning up the Pacific on a PT boat and says it does not remind him of boating on the Shrewsbury. Bob Davey is home for ten days with an eye on the gang-plank. He is an assistant squad leader, and that's good in the Infantry. President Stewart Cook is worried about the sailing season. With the seventeen year olds taking off, only the girls will be left to carry on."

November 1944 - "Lots of letters from Barefoots this month, and ARE YOU ALL IN QUEER PLACES! We hope you all have turkey, or something to remind you of Thanksgiving. Hance is in France and having a time for himself. We heard he picked up an abandoned Army truck (German) for souvenirs. He is attached to General Patton's Army. Received the canned peaches from Carol, too. Charlie Burd says we done him wrong--he beat that gal twice after his first defeat in the Lightning race. Charlie walks around town with a cane now. Jules Distel has been wounded in Italy but the telegram said 'slightly' and we hope that's all. Walter Mead leaves for Wis. to meet up with his new sub--she will be floated down to New Orleans on barges and then take off for most anywhere."

December 1944 - "We can't go into any gossip or foolishness without first paying tribute to Bobby Davey who was killed on October 22nd in France. His last letter, dated October 19th, mentioned lots of you as he had just received the October bulletin. We can only say 'Hail, and farewell, Bob, it has been really swell knowing you, and loving you'." (Bob Davey was Ed Rullman's long time crew-Ed.)

July 1945 - "We went down to check on the M.B.C. races and what farmers they are compared to the old days. There was a heck of a west wind-just the kind

you guys would revel in - but almost everybody was shipwrecked, and the race had just started! One Lightning came ashore by the Rullman bulkhead, and we couldn't make the kid take his sail down. He had two in crew, one very small and one very wiry; Ted Doremus eventually came to the rescue. There is to be a box supper party at the club on July 4th. on account of food being hard to get the committee said to bring your own."



Racing During World War II - Just A Few Kids Too Young for The Draft - and a Race Committee Too Old - No Committee Boat; Save What Little Gas Could Be Had for An Emergency Rescue

July 1945 - "Guy VanNess has been home on leave wearing plenty of ribbons and stars but same nice guy. Brub Hance is in the Bavarian Alps; found some good shells on a lake, also a double gig. Tom Lloyd is on his way to a cold climate--shipped out from Seattle. Bucky Mead will be flying PBM's in the Pacific soon. Chief Petty Officer Bill Olsen is the father of a son born in Georgia. Harry Davey is now a Sgt. Chief Boatswains Mate Charlie Allaire is still on a sub-chaser; home port Norfolk."

December 1945 - "There are still quite a few native sons in remote spots and we think about them with the holidays coming up."

Meanwhile, back at M.B.C., Theodore D. Moore was elected President in April of 1942 after Ben Atwater declined a third term. Steward Cook was his Vice President and the faithful Edgar V. Denise continued as Secretary. The Treasury also changed hands that year as Ernest Hall moved away; he was replaced by Robert Eisner. It was noted that the membership was 325 and that 17 regular members had already left for the armed services. The sailing season opened on schedule toward the end of June; a few of the older juniors had not yet been called up and there were lots of new names--some of them were kid brothers and sisters. There was a lot of junior-junior activity, dances and parties at the club. There were also many more capsizes and several boat collisions, reflecting inexperience.

In April of 1943, the officers were all re-elected and there were now 37 of the senior club members in the service. Season trophies were presented at a supper at the club provided by the Ladies Auxiliary and Capt. Andy White which consisted of hard and soft clams, baked beans, potato salad, macaroni, cake and ice cream. (One way to beat meat rationing!) Dot Lawrence won the A Sneakboxes, Tommy Morrison the Comets, and Richard R. Davis (not Dick) took the B Sneaks.

In February of 1944, the Borough "Fathers" bought another piece of riverfront between the old Steamboat Dock (now called Marine Park) and Dickman's Boat Works and planned to build a swimming pool in the slip next to the tennis courts after the war.

Theodore D. Moore was succeeded by Steward Cook at the Club and David Wilson "who competes in the Lightning races with his son and daughter," became the new Vice President. The other four officers continued. A regatta was held on July 4th and the largest fleet was the Comets, won by Arnold Wolcott sailing Bill Olsen's boat; two new Lightnings turned up so now there were three again and the race went to Martha Wilson whose brother Dave had turned 18 and left for the Navy. One new one was Dawn, belonging to the Irwins and sailed by nephew Bill Johnson; the other by newly released veteran Herb Cox. Jerry Jerolamon was king of the Sneakbox fleet. The season winners were Martha Wilson, Tommy Morrison and Dot Lawrence. The club appointed a planning committee with the high minded objective to "survey, investigate and intelligently weigh our social, financial and administrative conditions that exist, and submit before the club for its approval and pleasure any changes, improvements, reforms or program of wholesome progress, harmony and substantial gain to the club in general." Former president Benjamin L. Atwater passed away.

In 1945, Thomas P. Doremus was chosen Commodore to succeed the late Joseph Applegate. It was noted that Mr. Applegate had held that office for 12 years and had formerly served as President of the club for five years. No other offices changed hands. There were 353 members, sixty-eight of whom were in some branch of the service. That year, the boat club conducted races on Saturdays for all ages and a separate junior series on Sundays. Two more Lightnings came out of the Irwin yard, so now there were seven. Most of the Comet skip-pers were so young that 'sailing birthday parties' were the newest fad. The war in Europe ended late in the Spring and activity began to pick up. The Auxiliary held a big card party in June. Two M.B.C. Comets attended a regatta at Green Pond and went on to Larchmont Race Week. There were now 8 Lightnings. A big contingent went to the South Shrewsbury Sailing Club Regatta and won the Lightning, Comet and Sneakbox events. The war ended in September.

August 9, 1945 - "Minstrel Show By Junior Skippers A Great Success - Performance Enjoyed by Capacity Audience at Monmouth B.C. - More than \$200. was cleared by the minstrel show staged Friday night by the junior skippers of the Monmouth Boat club. An audience of close to 300 people. . filled the second-floor hall of the clubhouse. Chester Apy, Sr. .not only conducted the rehearsals and arranged the program, but also acted as interlocuter. The 'end men' were Gloria Moore, Virginia Doolittle, Robert Quackenbush, Peter Doremus, George Hawkins and Henry Miltenberger. . .good natured jokes closely identified with sailing and the club. Introduced as one of the 'oldsters', Herbert Cox made one of the big hits of the evening with vocal solos. . a trained voice of fine quality. . . The chorus concluded the entertainment with appropriate selections in honor of the junior skippers now in the armed forces. Nothing but the most favorable comment and praise was heard . .the best amateur performance staged in Red Bank for many years. "

September 6, 1945 - "BLUE STREAK, LEISURE, SO-SO SEASON CHAMPS - Season awards were made at the clubhouse where a box lunch had been enjoyed. Dick Bennett's Blue Streak, Fred Glaser's Leisure and Jerry Jerolamon's So-So were the respective season winners of the Lightning, Comet and Sneakbox classes in the open Saturday series. The Junior Series Champion was Eugene Miltenberger sailing So What II. "

December 1945 - "Barefoot Yacht Club Has Yule Party at Red Bank - Members of the Barefoot Yacht Club were entertained Christmas night when Mr. and Mrs. Weston Hausman held open house. The Editors of the Barefoot Bulletin, Mrs. Walter Rullman, Mrs. Raymond Lippincott and Mrs. William Sayre, also guests, received boxes of orchids from club members. "

By the end of the war, the mailing list of the Barefoot Bulletin had grown to 150 copies each month. Mrs. Rullman has boxes of letters from all over the world which have one recurrent theme: how many times, when the going was really rough, the memory of the sailing in the 30's and all the fun and companionship that went with it, had kept them going.

The old Knockabouts and Bird Boats, most of which had been built very early in the century, were another casualty of the war; a few years out of the water and most of them just rotted away. Some had gone even before the war--Jack Warren's 24 was demolished in the 1938 hurricane--but none survived to race thereafter.

It would be fun to be able to say that all the guys came home and jumped right back in their boats, and quite a few of them did. There were some good reasons why some did not, things like interrupted educations, new families, jobs to get established and, of course, some found their lives leading them elsewhere. Over the next two or three years, however, a lot of familiar names kept turning up--practically all of them soon became members of the Boat Club. When they were added to the generation of sailors who had grown up during their absence, the Boat Club had a boom second only to babies--and there were a lot of those at the Club too--sometimes the front porch looked more like a nursery. The two fleets which benefited most were the Lightnings and the Comets.

23 = HOMECOMING

April 4, 1946 - " Ensley White Elected President of M.B.C. - Biggest Racing Season Ever Planned By Regatta Committee - . . . The new president has been a member of the Monmouth Boat club for 37 years and active in river sports since his boyhood. . . By unanimous vote, the Comet committee was authorized to dispose of an Olsen precision-built Comet sailboat on the cooperative plan; the proceeds will be used for needed repairs to the clubhouse. Plans for the biggest sailboat season ever held on the North Shrewsbury river are being made by the regatta committee. . . Other officers elected were Joseph C. Irwin, Vice president; Edgar V. Denise, Secretary; Richard Kirby, Assistant secretary; Robert Eisner, Treasurer; A. T. MacVeagh, Assistant treasurer; Ferd White, Captain. "

April 25, 1946 - "Monmouth Boat Club To Repair Its Clubhouse - For approximately sixty years the Monmouth Boat club has afforded recreation to its members, their families and friends throughout the entire year, and according to a letter now going out to the members, the time has come when the clubhouse is badly in need of repairs. When a drive was made last year, the estimate went far below the cost of the revamping program. . . . "

May 9, 1946 - "With flag raising ceremonies at noon, Thursday, May 30, the sailboat racing season for all classes will get under way on the North Shrewsbury river for what promises to be the biggest summer in the long and eventful history of the Monmouth Boat club. Five new members elected at the meeting were Gordon Forbes*, Alfred M. Siegfried, James K. Rice 3rd, Peter McClees, Jr. *, and John H. Neafie. "

May 30, 1946 - "Three Class Events To Follow Flag Raising at Monmouth B.C. - . . . Several boys who served in the armed forces will be back at the tiller of their boats. "

July 4, 1946 - "Monmouth B.C. Holiday Races, Dance, Entertainment - An elaborate program of racing and other events has been arranged . . The Monmouth Boat club will have four floats in the big holiday parade starting at 1 p.m. Featuring the afternoon's program will be a 'veteran's race' in which most of the skippers who served in the war and are now back home, will compete with the juniors acting as crew. A dance will be held in the evening. . . . "

July 11, 1946 - "Large Fleets Compete . . seven lightnings, eighteen comets and sixteen sneakboxes. . . . "

Same edition - "Wolcott in Tern II Takes Veterans Race - Twenty-eight young men home from World War II service drew for boats they skippered and had the juniors as their crews. "

July 25, 1946 - "Red Bank Skippers Score Four Firsts at South Shrewsbury - . . . Marie Irwin's Dawn from M.B.C. took the thirteen boat Lightning event; Gene Miltenberger's So What topped 35 other starters in the Comets, Dot Schweers' Teal II added another trophy in the Sneakbox event in which M.B.C. took the top eight positions and Herman Wolf's Herd, sailed by his son, took the Junior Division, completing a sweep by Monmouth of all the events in which they had entries. "

*Pre-war junior skippers



Tows Making Up on South Shrewsbury to Return to M. B. C.

August 8, 1946 - "Sailboat Race Week Planned for 1947 - Monmouth Boat club at its August meeting Monday night authorized the regatta committee to stage a sailboat race week in August 1947, starting on Friday and ending the following Thursday, two days before the National Sweepstakes regatta. William Bennett, owner of the Lightning Blue Streak which he and his son Dick sail, reported that there is a possibility of getting the Lightning International for Red Bank in September 1947. Mr. Bennett was authorized by the Club to issue an invitation when he attends the national meeting at Skaneateles, N. Y. during this year's championship event. New members elected at the meeting were Clifford Evans, A. M. Linbarger, Wm. P. Graham and Arnold Schwartz*."

August 22, 1946 - "Close to 70 sailboats in three classes competed Sunday morning on the North Shrewsbury for prizes donated by the National Sweepstakes committee as a special feature of the regatta. Marie Irwin's Dawn nosed out R. M. Keator's Bam, handled by veteran skipper Charlie Burd in the Lightning event. Fred Trenery Jr.'s ReJe, handled by Charlie Allaire, bested a field of 29 Comets and Jerry Jerolamon's So-So topped 19 other Sneakboxes."

September 5, 1946 - "Present Prizes at M. B. C. Dance - Highlighting the presentation of prizes for Monmouth Boat club season events, was the awarding of the Good Sportsmanship Trophy to 16-year-old Janet Boynton, in her first year at the helm of her Comet. Cups for season championships went to Marie Irwin in Lightnings, Gloria Moore in Comets and Jerry Jerolamon in Sneakboxes. A new perpetual Novice Trophy in Lightnings was awarded to B. J. Lowres."

April 10, 1947 - "Jack Arnold Elected President of M. B. C. - . Mr. Arnold has acted as regatta committee chairman and has been active in the club for several years. Other officers elected were William Bennett, vice president and Howard L. Hathaway, secretary. The other officers were re-elected. The Regatta committee was increased in size due to the increase in duties; the members are A. T. MacVeagh, chairman, and Chester Apy, Kenneth Smith, Lars Olsen, Thomas Morrison Sr., Howard Hathaway, Leroy Quackenbush, Morgan Rehrig, Frank Dix, Arnold Schwartz*, Herbert Cox, Charles Allaire* and Fred Trenery. The need for some kind of a lift for use in placing racing craft in the river and pulling them out was discussed at some length and it was finally decided to appoint a committee with authority to secure such equipment at a cost to the club of not more than \$500. The need for a power boat owned by the club for the protection of young skippers on racing days was also stressed and efforts will be made to have such a boat in commission by the opening of the season. Mr. MacVeagh announced that arrangements had been made for purchase of a new Lightning class boat which would be disposed of on the co-operative plan by the club."

June 5, 1947 - "Monmouth B. C. Is Growing In Membership - Meetings Largely Attended - Dance Set For June 21 - Eight new applications for membership were received at a largely attended meeting Monday night. . . A. T. MacVeagh announced that Charles Allaire had volunteered to give sailing instructions to beginners Fridays during the season. The 14 new members elected at the last two meetings include Borden L. Hance Jr.*, Thomas McKnett, Jack Arnold, Jr.*, Walter A. McCoach, Dr. Oliver K. Parry, Fred W. Rohrman, Charles E. Meeker, Robert J. Kirkland, Bert J. Lowres, W. N. Stafford, John E. Dean, Thomas Lloyd*, Donald Asay* and Arthur J. White."



July 9, 1947 - "Sail Races on Holiday Weekend - Large Lightning and Comet Class Fleets - Charlie Allaire in the Avenger won the Lightning event after the Bam, handled by veteran skipper Charles Burd was disqualified in one race. Henry Miltenberger's White Cloud and Tommy Morrison's Tina shared honors in the Comet Class"

July 23, 1947 - "Skippers in the fast-growing Lightning class will gather at Nyack, N. Y. next weekend when the Atlantic Coast Championship will be held. The local contingent will be Marie Irwin in Dawn, June Methot* in Bon Gre, (the only two women entered), Charlie Allaire's Avenger and Herb Cox's Cox'n"

August 4, 1947 - "Herb Cox Takes Eastern Lightning Title With 112 Points"

August 25, 1947 - "The sailboat events of the Sweepstakes Regatta, scheduled for Sunday morning, had to be called off because the wind failed. The Lightning Class did get under way but the boats were scattered every which way and finally the course had to be cleared for the power boat event."

Same edition: "Several hundred persons in costumes ranging from sweatshirts and shorts to evening gowns, attended the Shipwreck Ball sponsored by the newly formed Junior Women's Auxiliary of the Monmouth Boat Club at the Molly Pitcher Hotel Saturday night."



Mel Lowres

Right: The famous Barefoot Yacht Club sign which mysteriously disappeared during a regatta before W. W. II--found by Navy Lt. Arnold Schwartz in the Reserve Station at Perth Amboy, after the war, made its re-debut at this affair.

September 5, 1947 - "The Monmouth Boat Club squeezed through with a 55-54 lead in the Lightning-Comet team event to defeat the Shrewsbury Sailing Club for the Two Rivers Championship."

Announcements for the Second Annual Joint Fleet Lightning Dinner at the Shrewsbury River Yacht Club were dated September 5th--price, \$2.50 per person.

April 8, 1948 - "William Bennett New President of M. B. C. - Membership Is Now 331 - Other officers elected were Charles Tindall, vice president; Jack Arnold, Sr., secretary; Robert Eisner, treasurer, Ferd White, captain and Alonzo T. MacVeagh, commodore. The sailing regatta at the Sweepstakes has become such a big event, with 68 entries last year, that it was proposed to hold a two-



Costume Winners - Bert Lowres, Bev and Jean Dickerson



day New Jersey state championship regatta on the weekend preceding the speedboat classic. National Sweepstakes Regatta association president Joseph C. Irwin said the association would provide prizes, dockage, patrol boats and other aid for such a regatta conducted by the Monmouth Boat club."

May 26, 1948 - "MBC Plans Busy Season - The 1948 racing schedule released by the Monmouth Boat club shows thirty-three races to be conducted by that organization, the Shrewsbury River Yacht club and the new three-race weekend Sweepstakes Regatta, scheduled for August 14-15."

July 1, 1948 - "New Marine Look Given MBC Hall - Murals by Juniors Mark Improvements - Talented artists among the Junior Ladies auxiliary have given the main hall on the second floor a new marine look. The sidewalls were done in Wedgewood blue and new coral window valances and drapes made for the 23 windows. Murals in the hall and entrance include flying fish, sea horses, geese, nets, fishermen, sea shells, a lighthouse and other figures. Mrs. Bert Lowres has done a large mural of veteran skipper Oscar 'Hatchet' Brand and is working on one of Captain 'Andy' White's famous 'Olivia B.' with the owner at the helm. Other artists working on the project are Miss Abbie Strickland, Red Bank art teacher, Miss Lois Barnard and Larry Bennett. All the members of the Junior Auxiliary, of which Mrs. Lowres is the president, pitched in to paint the walls and ceiling. The materials were paid for by the profits of the Shipwreck Ball held last year at the Molly Pitcher hotel. Another such event is scheduled for August 21st."

July 8, 1948 - "Senior Ladies Auxiliary Meets - . . . It was reported that 270 persons were served in one hour and ten minutes by means of the new serving system used at the July 5th supper at the clubhouse. The 16 women serving have received many compliments."

July 8, 1948 - MBC Elects 5 New Members - . . . The proceeds from the disposal of a nine horsepower Johnson outboard on the co-operative plan on Labor Day will be applied to the patrol boat fund. Letters of thanks and appreciation will be sent to the auxiliary for the recent holiday dinner and the junior auxiliary for the attractive painting, decorating and other improvements to the hall."

July 15, 1948 - "Cox, Allaire, Continue Battle of Lightnings - Hank Miltenberger Leads Delegation in Larchmont Races"

July 26, 1948 - "A wire recorder in almost any of the 80 sailboats at the Shrewsbury Sailing club's annual regatta would have registered some blistering and mostly unprintable comments on wind behavior."

August 17, 1948 - "Cox, Hodgins Cop Honors at Sweepstakes Regatta - Local skippers made a clean sweep of five of the first six places in both Lightning and Comet classes in light, fluky air."

August 25, 1948 - "More than 700 persons attended the Shipwreck ball held at the Molly Pitcher hotel under the sponsorship of the Junior Womens' auxiliary of the Monmouth Boat club. Guests included contestants and officials participating in the National Sweepstakes regatta. Club president, William Bennett presented prizes to Dr. and Mrs. Douglas Hoyt for the best shipwreck costumes and second prize winner in this same category was 82 year old Charles Burd."

September 20, 1948 - "Long Branch, Red Bank Split Titles in Regatta - The Shrewsbury Sailing Club took its first victory in the four-year-old Two River Regatta when their five-boat Comet team compiled 68 points to 41 for Monmouth, however, the Red Bankers swept the Lightning event 98 to 57, led by Charlie Allaire's new Avenger, Herb Cox's Coxswain and 82 year-old Captain Charlie Burd in his new Frog II."

January 6, 1949 - "Election of officers and a decision to hold a Washington's birthday dinner highlighted the annual meeting Monday night of the Monmouth Boat club. T. D. Moore, chairman of the nominating committee presented the following slate of officers who were re-elected: President, William Bennett; vice president, Charles Tindall; treasurer, Robert Eisner; secretary, Jack Arnold, Sr.; captain, Ferd White; commodore, Chester Apy. Charles Tindall brought up the question of the Washington's birthday dinner and the members voted unanimously to hold it. This affair, a popular one held annually for many years at the clubhouse, was resumed last year at the Willowbrook restaurant and was a success." (Note change to January annual meeting. -Ed.)

April 7, 1949 - "Commodore Chester Apy announced at the April meeting of the Monmouth Boat club the inauguration of spring sailboat racing May 8 for all class boats. It was also announced that the new electric lift will be installed on May 1 and a seasonal fee will be charged users. The third floor of the clubhouse is being newly painted and decorated by the steward Frank Brand and his brother Oscar 'Hatchet' Brand."

May 6, 1949 - "The death Friday of Herb Cox, 29 year old skipper of the famous Lightning Cox'n, profoundly shocked his many friends and associates in the sailing world. Herb was one of the most enthusiastic sailors we have ever seen. He sailed as he lived, intensely and fully, and his flaming competitive spirit had much to do with the success of the regattas he entered. His enthusiasm and interest resulted in his being elected last Winter as Commodore of the newly created Metropolitan Lightning District. He also was captain of Fleet 70 at Red Bank where he carried off just about every available trophy. His untimely death is a severe loss to the Lightning Class and to sailors everywhere."

May 22, 1949 - "The North Shrewsbury Lightning Fleet, saddened by the death of Herb Cox, but otherwise looking for a big season, tee off their campaign this weekend. There are now 29 Lightnings registered on this river, plus 21 on the South Shrewsbury, and several new boats are joining the fleet."

June 2, 1949 - "The Comet Association of the Monmouth Boat club opened their point season with races on Saturday and Sunday. Bob Quackenbush and Bob Howie were the winners on the respective days."

July 5, 1949 - "Beautiful Motorboat Here From Saranac Lake - Designed and Built by Edwards Rullman of Red Bank."



One of Our Faithful Race Committees - Bill Bennett, Chester Apy, Howard Ungerer, Frank Dix and Ken Smith

24 = LUCKY ALLAIRE

Week After Week - 1949 - "Allaire Sweeps Week-end Sailing; Winds Helpful To Allaire; Allaire, Lawrence, Dickerson Rate Championship Try; Charlie Allaire, sailing the Avenger, stepped out in front at the start and walked away. etc., etc., etc."

July 21, 1949 - "M.B.C. Lightnings, Comets Sweep S.S.C. Regatta - . . In the Lightnings, the perennial champion of the North Shrewsbury, Charlie Allaire, continued his winning ways. . . The devastating one, two, three punch of the Monmouth Comet fleet, Miltenberger, Morrison and Quackenbush proved entirely too much for the South River boys."

July 26, 1949 - "Allaire Crowned Met Champion Via Clean Sweep . . . won all three races of 1st Annual Metropolitan District Lightning championship event at Nyack. . . The folks at Nyack were somewhat impressed Friday afternoon when a small black skiff appeared chugging up the Hudson with a Lightning in tow and dropped anchor off the Nyack Boat club. At the helm was 84 year old Charlie Burd who had towed her all the way there from Red Bank. He spent both nights in the open skiff and towed back to Red Bank on Sunday. At 84, Burd, who used to sail on America's Cup yachts, must be the oldest active skipper on the East Coast if not in the country, and he's still plenty rugged."



Capt. Charlie Burd at 85



August 8, 1949 - "Charlie Allaire piled up a perfect score of 99 points to take the 33 boat field in the Lightning class at the National Sweepstakes Regatta here this past weekend. Larry Low's Tym Fly from Green Pond was the Comet winner. The seconds in each event were G. N. Bull's ElToro, also from M.B.C. and 13-year-old Bobby Wales' Black Widow from Green Pond. Ed Waters' So Long finished third in Lightnings, representing Shrewsbury Sailing club and Jack Howie's Jabby, from the home club, was third in the Comets. The sailors wrung the salt water out of their socks and repaired to the Molly Pitcher Hotel on Saturday evening for a steak dinner and dance arranged by Mrs. Chester Apy of the Ladies Auxiliary and Mrs. Borden Hance of the Junior Auxiliary of MBC."

August 15, 1949 - "Charlie Allaire ran his undefeated streak in open competition to nine straight by taking all three firsts in the N. J. State Championship at Pine Beach this past weekend. "

Same date - "Shipwreck Ball a Gala Affair - . . Mrs. Howard Hathaway, dressed as a mermaid, greeted the guests, assisted by her husband dressed as Father Neptune. . "

Another paper - "Hangovers were a dime a dozen Sunday. If the owners could have sold them, they would have gone for less. . . They are about to call the M.B.C.'s dance the Wreck ball!"

August 22, 1949 - "In the absence of Charley Allaire, Reid Dickerson captured the Lightning Fleet's weekend races on Sandy Hook Bay. "

Same edition - "Atwater trophy (Lightnings), Charlie Allaire; Willis Clayton trophy (Comets), Lee Miltenberger; Good Sportsmanship trophy, Elizabeth and Jean Wirth"

Same edition - "Last night a meeting was held by a group of sailors at Monmouth B.C. interested in getting a Penguin frostbite series started. They would like to locate some second-hand racing Penguins. "

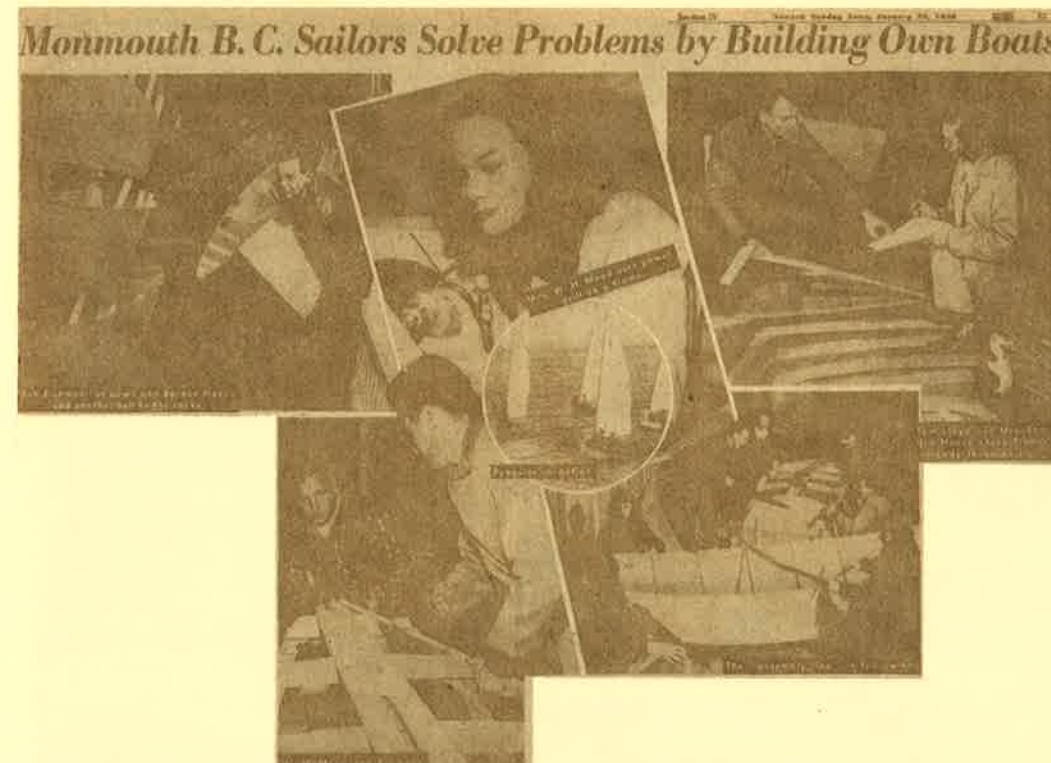
September 6, 1949 - "Allaire Third - Charlie Allaire, who has been hotter than a pistol all summer, finished second in the final race for an overall third in the Lightning International Championship event in Miami, Florida, which was won by Dick Bertram. "

25 = WINTER OF THE PENGUINS

November 17, 1949 - "Penguin Fleet Formed Here - Boats Being Built in Clubhouse by Amateur Sailors - Recent visitors at the Monmouth Boat club have seen the usual activity there changed from sailing boats to building boats. The large assembly room on the main floor of the clubhouse has been temporarily converted into a boat-building establishment. At the present time, the first two boats are on the jigs. The sailors who have turned themselves into amateur builders are Bill Borner, Dick Davis*, Terry Doremus, Bob Eichman*, Don Hubbard*, Bill Lane, Tom Lloyd*, Don MacDonald, Jim Mackey, Bucky Mead*, June Methot*, Jack Montgomery*, Henry Pope*, Bob Quackenbush, Barbara Sayre*, Arnold Schwartz*, Bill Wikoff*, Randall Keator, Harvey Schanck, Brub Hance*, Johnny Bull, and Roger Brown*. (*All junior skippers before the war.)

December 25, 1949 - "Boats of the Penguin class first came into use shortly before the war and are now becoming increasingly popular. . . The idea for the group came about primarily from a number of ex-G.I.'s who want to participate in sailing contests but were unable to purchase the more expensive boats. Many of them had sold their craft when they went into service and did not have the money to invest in new boats. At first others scoffed, but now with 14 of the boats more than half completed, the cooperative effort has already shown dividends. By doing the work themselves, the Penguin sailors are able to turn out their craft for about \$125. On the market, the boats cost approximately \$400. Although the group had boating experience at M.B.C. or the old Barefoot Yacht club, Penguins were something entirely new, so three veteran boat builders, Leroy Quackenbush, Thomas Morrison Sr., and Robert Banfield, offered to help them get started. "

January 12, 1950 - "Elect Dickerson Monmouth Boat Club President - Lightning and Comet Associations to Pool Sailing Interests - Beverly S. Dickerson was elected president of the Monmouth Boat club Monday night. . . the other officers elected were: Thomas E. Morton, vice president; Thomas F. Dean, treasurer; Robert E. Burns, assistant treasurer; Jack Arnold Sr., secretary; Ferd L. White, captain, and Chester Apy, commodore. One of the highlights of the meeting was the offer by the Lightning and Comet associations to pool racing interests with the Monmouth Boat club for better sailboat racing. Randolph Keator, Sr., representing the association, made the suggestion which was highly favored by the members of the club. The Penguin fleet was reported to be two-thirds finished; 18 boats are practically completed. "



April 6, 1950 - "Club Members Complete 24 Penguin Boats; Members Drew For and Named Boats At Dinner Saturday - First Race April 16 - . . The builders held a celebration dinner at Joseph's. . the boats were drawn from a large figure of a penguin made by Mrs. Walter Mead, wife of the new fleet captain. . Henry Pope, last man to draw, received the penguin as a prize. . The Penguin Maniu featured Roast Breast of Penguin with Dressing. . the announcement of each boat name was greeted with a chorus of a special christening song with the boat's and owner's names inserted at certain spots. . Another original song entitled 'Penguin Wives Lament' was sung by the wives and a rebuttal song was presented by the men. R. M. Keator announced that he had obtained permission for the group to tear down the old Sea Bright railroad station platform shed which will be rebuilt at the club to shelter the boats. "

April 20, 1950 - "Penguin Fleet Holds Initial Race - Sunday afternoon the Penguin fleet, latest sailing combine of windjammers on the river, raised the curtain on its sailing schedule. . . It was a thrilling and active afternoon for the skippers who not only raced them for the first time but held the initial launching. . . there were three unscheduled dunkings at the dock by skippers who do not yet have the hang of boarding their tricky little craft. . . What the new river pilots enjoyed most was the burying of Skipper Charlie Allaire, the champion of champions, way down in ninth position in the standings. . . getting the big charge were Tom Lloyd, Borden Hance, Bucky Mead, Don Hubbard and Arnold Schwartz, canvas pullers who have been catching Allaire's spray for many a nautical mile."



May 31, 1950 - "Activity on the river increased over the weekend when the Lightnings and Comets joined the rugged Penguin fleet. . . sailors swarmed all over the water covering it from shore to shore. . ."

Activity in all phases of the Monmouth Boat Club increased from this point in its history on to an extent that if we covered it in detail, this book would run another 100 pages. Your editor is now faced with a choice, cover only a few important activities in detail, or skim the headlines. If the former, who is to say what is important to whom? For this reason, we will try to mention the items briefly; we hope it doesn't become too much of a jumble.

26 = SUMMER OF THE GALS

July 10, 1950 - "Girl Beats Males In Boat Race - June Methot of the Monmouth Boat Club scored an unprecedented victory when she defeated a strong field of male competitors and unseated veteran pilot Charlie Allaire for the New Jersey State Lightning crown. Charlie had the pleasure of tossing the victor into the drink."

July 27, 1950 - "Sayre's 'Lightning' Strikes Male Pilots - Barbara Sayre Sailing Barefoot, Wins Metropolitan District Championships - Takes Cox Memorial Trophy By One Point Margin Over Magnus Pedersen of Nyack"

August 3, 1950 - "Sayre Second in Atlantic Coast Championship - Magnus Pedersen of Nyack, defeated two weeks ago by Miss Sayre in the Metropolitan event, got his revenge by turning the tables at Chelsea, N. Y. to win the Atlantic Coast title. Miss Sayre's second place, with her crew of Brub Hance and Don MacDonald, is still an excellent showing in a strong field of competitors."

August 17, 1950 - "Charlie Allaire Comes Through - . . after taking two beatings from the gal pilots earlier this season, took the Lightning division in the Sweepstakes event by two points over Miss Sayre. The hero of the weekend, however, was 14-year-old Jerry Howie, who piloted his Penguin Joker to first place in all three races to amass the maximum points in that class. The 86 entries in all three classes (Comets won by outsiders), started their afternoon races with fresh winds, but on the spinnaker run home the crispness seemed to leave the air and the pace was slowed considerably, especially as the craft neared the finish line. . . Officials had their hands full when approximately 30 boats of all classes jammed the finish line in 30 seconds. . . fortunately, the point leaders in the various events managed to ease in prior to this tangle. . ."



The now-famous (or infamous) Shipwreck Ball was held that year for the last time. Its reputation had spread far and wide and many came who had no other connection with boats--unfortunately, it had become the Shipwreck Brawl.

September 20, 1950-"The Monmouth Boat Club held a combined dinner for its skippers in the Lightning, Comet and Penguin fleets at Crystal Brook Inn last Friday evening. 'Crash' Bowers was awarded the huge 36-inch Sportsmanship trophy. Jerry Howie took home all the top Penguin awards; Charlie Allaire cleaned house in the Lightnings, in addition to the season award, he won the Cox and Atwater Memorial trophies; and Tom Morrison and Jack Howie shared the take in the Comet division. Five individual Howies took home trophies from one event or another. Prior to this year, each fleet has held their own trophy celebrations; this is the first time the events have been combined. " Same edition: "Monmouth Cops Two River Event - Barb Sayre High-Point Lightning and Tom Morrison Leads Comets"

November 2, 1950 - "Penguin Skippers Brave Choppy Waters Before Quitting Last Race"

27 = MERRILY WE SAIL ALONG

January 11, 1951 - "Randall M. Keator of Ward Avenue, Rumson, was elected president of the Monmouth B.C. Thomas Morton was re-elected vice president, Arnold Schwartz is the new treasurer, Jack Arnold Sr. was re-elected secretary and Chester Apy was re-elected commodore. Charles Allaire was elected to the office of captain, held for many, many years by the late Ferd White."

March 8, 1951 - "M.B.C. Shelves Moving Proposal - The proposal to relocate the clubhouse to the western side of the property was definitely shelved Monday night at the regular meeting of that organization. The move was suggested at the last meeting in order that renovations could be made without spending large sums of money each year in making improvements. After consideration, however, members decided against the expensive undertaking. Instead, a long discussion was held regarding a new bulkhead on the property and also the possibility of repairing the under-pinning of the building.

A revision of the Club's Constitution and By-laws was adopted with some modifications. The major alteration is the changing of the titles of the club officers: The head of the club was changed from President to Commodore; the Vice-President becomes Vice Commodore. There are also two Rear Commodores, a Captain, a Secretary and Treasurer and Assistant Treasurer. Officers in the new set up are Commodore Randall 'Unc' Keator, Vice Commodore Tom Morton, 1st Rear Commodore Chester Apy, 2nd Rear Commodore, John Bull, Captain Charlie Allaire, Treasurer Arnold Schwartz, Secretary Jack Arnold, Sr., and Assistant Treasurer Robert Burns."

May 17, 1951 - "Howie Brothers Amass 304 Points to Win Reussille Bowl - A whirlwind finish for the last three weekends by the Howie brothers brought home the bacon in the 26-boat spring series for Penguins; Brub Hance was second."

May 31, 1951 - "Lightnings, Penguins in Holiday Racing - Chas. Allaire and Roger Brown Victors"

June 21, 1951 - "Summer Racing Begins - Large Lightning and Penguin Fleets - Only Six Comets"

June 25, 1951 - "Monmouth Retains State Crown - Ed Waters Rallies to Capture Title With 1st and 2nd After Weak Start - . . . Waters tied with Harry Sindle of Lavallette in points but got the nod by beating Sindle in two of three races."

July 18, 1951 - "Monmouth Lightnings Take First Five Slots at Red Grant Regatta - Roger Brown Tops Penguins - Ed Waters Sweeps Three Races - Ed Waters, June Methot, Reid Dickerson, Rod Gordon and John Spurdle finished in that order in the Lightning event. Roger Brown, with two firsts took the Penguin class in which Charlie Allaire was third."

August 27, 1951 - "Last Year's Winners Retain Sweeps Comet and Penguin Titles - Johnny Bull Takes Lightnings - Larry Low of Green Pond and Jerry Howie of the host club won the Comet and Penguin events respectively. . . G. N. Bull sailing El Toro defeated 28 other Lightnings. . . Over 100 boats participated, including for the first time Thistles. . . won by Sam Merrick of Bay Head."

September 13, 1951 - "M.B.C. Makes Season Awards - June Methot in Lightnings, Lee Miltenberger in Comets, Roger Brown in Penguins"

Sometime during the Fall of 1951, "Scuttlebutt" (predecessor of the Binnacle) made its debut "in the interests of the sailboat activities of the Monmouth B.C."

November 29, 1951 - "Roger Brown Wins Reussille Bowl with 371 Points - Hance Runner-up"

We note that also during the 1951 season, a new 71 foot bulkhead was installed, solid logs were placed under the floats (formerly on oil drums which had a nasty habit of filling with water and sinking), and sanitary conditions were improved with the "installation of a new bathroom and extensive repairs to another one." and a "playground was installed for the use of the members' children." The post-war babies were getting along--but not quite ready to sail yet, at least some of them weren't--we note in the Register that Lee Hance (age 10 months) crewed for Brub in a Penguin race. The Monmouth Lightnings took the first three slots in the Two River Race for the sixth straight year and the Raritan Yacht Club at Perth Amboy inaugurated a Fall Series which was entered by a number of Lightnings and Penguins from M.B.C. The Lightning Fleet went back to their previous system of holding their own Trophy Dinner and wrote a song celebrating "Unc" Keator's survival of a thunder squall that wiped out the rest of the fleet.

December 6, 1951 - "Runyon Colie Wins All Five Races to Take Turkey Bowl Regatta - 38 Penguins participated in the 2nd Annual Turkey Bowl Regatta at the Monmouth Boat Club. Second was Dick Pilling of Mantoloking and Roger Brown of the home club was third."

The 1952 season started off on April 20th with the Penguin Spring Series and the Reussille Bowl was won easily by newcomer Bill Lyon, an experienced Star and Comet sailor. Lightnings and Penguins started the official season on Memorial Day weekend and Charlie Allaire, sailing Pete Cubbage's new Valhalla, cleaned house. The club had two new sets of floats out, making three for the first time and a new indoor and outdoor P.A. system. In June, a sailing/instruction series for under 15's was started on Tuesday evenings in Penguins;

each boat having an experienced adult (usually the owner) as crew; 23 boats participated and Beverly Bowers won, with Ted Doremus second and Bobby Hance third. The objective was to get new junior skippers interested in the sport. Five races were sailed over the July 4th weekend; Allaire and Methot split the Lightning honors, 3-2, Hank Miltenberger with Liz as crew completely dominated the Comets. The Penguins were the junior boats in the summer and Norm Schenck, Sue Lyon and Crash Bowers were splitting up the honors.

July 31, 1952 - "Lightning Mets Here - Allaire in Valhalla Cops Series"

August 5, 1952 - "Charlie Allaire Takes Atlantic Coast Title at Beach Haven - Ed Waters in Revenger Second"

Same edition: "Jr. Auxiliary Dance Saturday - . . . for the participants in the National Sweepstakes Sailing Regatta." (No more shipwrecks!)

August 12, 1952 - "Bill Wikoff, Substitution for Allaire in Valhalla Surprises Lightning Pilots - Jerry Howie Takes Third Straight - Crewman Bill Wikoff (another pre-war junior), who took over the helm of the Valhalla on short notice when C. Allaire was unable to sail due to a death in his family, led handily after the first day with a 2-1 but had to come from the rear in the third race to save his win. Old (young) hand, Jerry Howie bested 25 other Penguins for the third straight year. As is usual in these classes, the Comet and Thistle events fell to outsiders."



Lightning Start at Sweeps - This is Committee Boat #2; #1 is on page 91

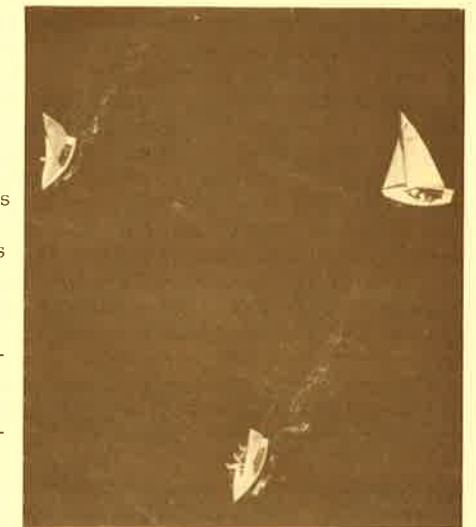
Season awards were made at a Hot Dog Roast served at the Club by the Sr. Ladies Auxiliary and went to Ed Waters in Lightnings, Dick Davis in Penguins and Bob Quackenbush in Comets. The Lightning International Championships were held at Beach Haven and although no Monmouth boats distinguished themselves, practically the entire club went down; three houses were rented and were occupied by about 50 people for the week, in addition to others who went down for the individual days. 100 red signs proclaiming "We're from Fleet 70" were printed for car windows and all of them were used. It was quite a party. The 6th Annual Lightning Dinner added one more song to the collection and the souvenir menu included "Song of the Shrewsbury Lightnings" by Herb Cox from the '49 dinner, "Lucky Allaire" by Don Gordon from '50, "Unc's Squall" by a group from '51 and the new one "Look Out For Me Next Year". One thing the Lightning group always had in those years was great esprit de corps. Roger and Tosh Brown were doing lots of campaigning with their Penguin and won the an-

nual Frostbite Regatta at Baltimore. On their way around, they plugged the Turkey Bowl Regatta and 59 boats showed up on a frigid November 30th to see a tight battle between five-time National Champ Runyon Colie and Dick Sheehan, of Manhasset, L.I., who finally won. As in the Spring, Bill Lyon took the Fall Penguin series and the Reussille Bowl.

1953 officers elected in October were Commodore Harvey Schenck, Vice Commodore George Worthley Jr., 1st Rear Commodore Wm. L. Bennett, 2nd Rear Commodore John Dill, Secretary Evan Beecher, Captain Charles Allaire, Treasurer Neil Clifton and Assistant Treasurer Henry J. Fix.

Roger Brown won the Spring Series and the Reussille Bowl. In May the Jr. Auxiliary held a "Cruise" dance. Allaire and Rod Gordon built a new Lightning, "Magic" and Charlie took it to the Great Lakes Championship over Decoration Day where it finished second against the best. They also built a new boat for June Methot, named "Chantey". The "Magic" took the Bay boats in the Spring Invitational at Bay Head. M.B.C. opened on Decoration Day with Lightnings and Penguins sailing. In June, M.B.C. dropped the State Lightning title for the first time in three years to Harry Sindle at Bay Head, although Ed Waters' "Revenger" was second. The Metropolitan Districts were up on little Lake Wallenpaupack in the Poconos with no air until a thunder squall ripped through the 3rd race. June Methot won it by "changing from orlons to cottons while becalmed" in the first race; Ed Waters was third. Monmouth cleaned house in the classes they entered at the Red Grant Regatta: Lightnings - 1 Methot, 2 Allaire, 3 Ed Waters; Penguins - 1 Brown, 2 Dave Wilson, 3 George Zifchak. Allaire's '52 win brought the Atlantic Coast Lightnings back to Sandy Hook Bay and the first race headlines proclaimed, "Allaire in Runaway", which proved to be premature as Ed Waters, who had a long second in the first race, hung in to win and Allaire had to settle for third and the headliners had to settle for "Monmouth Retains Title." Top names that summer in junior Penguins were Audrey Wilson, Peter Carton and Bill Zifchak.

22 Lightnings, 27 Penguins, 22 Comets and 14 Wood Pussies (none Red Bank) showed up for the Sweepstakes in August. Ed Waters unseated Allaire, outsiders cleaned up the Penguins, Hank Miltenberger in 3rd was the top home Comet and there were no Red Bank Wood Pussies, as yet. In the final gusty race, three Lightning masts fell, Bob Adams and June Methot got tangled and Joe Neiner's just broke. 14-year-old Carl Schwenker was the early leader in the Fall Penguins but R. Brown finally overtook him near the end. Jack Howie was 2nd in a 50-boat Turkey Bowl--best yet for a local entry. The Lightnings held their 7th Annual affair and the new song was "Three Lightnings" (Chantey, Revenger and Magic. .will sink). In December, the Club appointed committees to 1) investigate the new Yacht Racing Association being formed, 2) check the condition of the



old main dock (bad-rebuilt) and 3) make plans for the 75th Anniversary in 1954.

28 - DIAMOND JUBILEE

1954 was not only our Diamond Jubilee but it was one of the years in which the Club seemed to be hyper-active. It was the first time ever for a Spring Series for Lightnings, a concept which could be achieved here because of our sheltered water and the cream of the Lightning sailors from the whole area showed up, including former International Champ Johnny Teigland, Atlantic Coast Champs Magnus Pedersen, Harry Sindle, our own Allaire and Waters, Barnegat Champ Jim Carson, Met Champs June Methot and Barb (Sayre) Bull and entries from Connecticut, New York and Jersey. A total of over 30 participated and it was a tough hard-fought series with eleven different race winners, finally won by Sindle. The Penguins also had a great series with honors split up among Roger Brown, Bruce Anderson, George Worthley, Carl Schwenker, Jerry Howie and Guy VanNess (another '30's junior back in the fold). 15-year-old Carl took them all. In April, "six clubs formed the North Jersey Y.R.A.: Green Pond, Keyport, Monmouth, Packanack Lake, Raritan and Shrewsbury Sailing; our own 'Unc' Keator was elected the first Commodore and June Methot, Secretary. The purpose of the new organization is to foster competition in the national championship events of the North American Yacht Racing Union, known as the Mallory (Men), Adams (Women) and Sears (Junior) Cups." On May 9th, N.J.Y.R.A. received word that its application for membership had been acted upon favorably. On May 15th, the oldest member (since 1896) of M.B.C., George K. Allen, died.

May 29, 1954 - "MONMOUTH BOAT CLUB HAS DIAMOND JUBILEE - The flag raising ceremony celebrated the opening of the 75th Year. . . The Club has issued a souvenir history and roster, the introductory page of which carries this message from the Commodore: 'The Monmouth Boat Club's history over the past 75 years reveals that its boating activities have been varied including sculling, rowing, canoeing, power boating and sailing. These varying activities have always been synonymous with the spirit of good sportsmanship, friendliness, competition and good fun. While the issuance of this history marks the 75th Anniversary, we also be-



L to R: Commodore and Mrs. Harvey Schenck, Steward Frank Brand and Mayor Katherine Elkus White

lieve it marks the start of an era of even greater interest and activity. We feel sure that the present and future club members will continue to make greater contributions to the history of boating and always keep the Monmouth Boat Club young at heart.' Bob Wood, Henry Pope and Brub Hance compiled the history. The Club held a parade down Broad Street to the Club consisting of floats with different classes of boats, antique cars and members in antique costumes. At the Club, the Flag Raising ceremonies were held, followed by a reception for the Mayor and other local dignitaries. A Diamond Jubilee Dance was held in the evening by the Jr. Women's Auxiliary."

The regular season opened on Decoration Day with three races that weekend. On June 17th, "pilots Methot and Hance qualified to represent M.B.C. in the

women's and men's events of the new N.J.Y.R.A." June 21, 1954 - "Harry Sindle Backs into Jersey State Title - June Methot Wins First and Third Races But Slips To 8th in Heavy Air In Second Race" June 27th - "Hance and Methot Sail To Regatta Successes - First Men's and Women's Champions of N.J.Y.R.A. Qualify To Sail in Semi-finals of National Events in August" July 12, 1954 - "MBC Lightnings Sweep 8th Red Grant Regatta - Take Six of First Seven Places - Brown Runner-up in Penguins - Lightnings 1) Allaire, 2) Methot, 3) B. Bull" July 19, 1954 - "Lady Skippers Steal Show in Lightning District Races - Magnus Pedersen of Nyack found himself sandwiched between June Methot's Chantey in 1st and Barbara Bull's Barefoot in 3rd. Ray Lippincott's Puffin, also of Monmouth was 4th. Charlie Allaire, leading in the third race, had his mast snap 100 yards from the finish line." July 22nd - "Yanks? They Have Nothing on Monmouth Boat Club - With Borden Hance and June Methot already holding the Men's and Women's titles, 15-Year-Old Carl Schwenker and crew Steve Perkins added the Junior crown to make a clean sweep of the N.J.Y.R.A. titles by the big active Red Bank club."

August 1, 1954 - "Rough Sailing At Atlantic Coast Championship in Sandy Hook Bay - Bay Sailors Sweep Heavy Weather Event - Defending Champ Ed Waters Loses Rudder" August 4, 1954 - "Monmouth Club Takes Sail Event - Women in National Event - The Monmouth B.C. crew June Methot, Mrs. Thomas Lloyd and Mrs. Robert Howie defeat Mantoloking crew by one point on Chesapeake to qualify for the Women's National finals."

August 16, 1954 - "Ladies Sweep Sweeps - In the Lightning Division of the National Sweepstakes Regatta at Red Bank, June Methot was first, Marge Adams of the Bay Head Yacht Club was second and Barbara Bull, also Monmouth, was third. First in the 'men's division' was Charlie Allaire. . . " (Probably for the only time ever, all other classes were won by outsiders.)

August 25, 1954 - "Bridgeport, Conn. - N.J.Y.R.A. Prestige Rising With Two National Finalists - Carl Schwenker of Monmouth Boat Club, with his crew of Steve Perkins and John Spurdle, qualified for the Sears Cup Finals here yesterday." October 31, 1954 - "Monmouth Takes Two Top Slots in Raritan Fall Series - 1) Methot, 2) Neil Clifton"

November 2, 1954 - "N.J.Y.R.A. Will Expand Schedule Next Year-Midgets To Be Added - The new association feels its first year was a resounding success with two national finalists and a third missing by only one point."

This was also the first year in which Monmouth B.C. had a paid sailing instructor for juniors and ran a regular summer sailing session; over 50 juniors were in the program. The Lightning Fleet closed the season with their usual big affair, the 8th Annual, and gave up writing songs in favor of writing the fleet history. Although these affairs were run by the Lightnings, any member of MBC who wished to come was welcomed, and a great many did come, every year.



Waters Sans Rudder-Abandoning Ship?

We never have found a report of the election of MBC officers for the year 1955, in the newspapers or anywhere else. George Worthley Jr. was the Commodore and from other records such as minutes, we have determined that Jim Wolcott was 1st Rear Commodore and Bob Wood was Secretary. We humbly apologize to the unknown V.C., 2nd and 3rd Rears and the Treasurer. If they will come forward and identify themselves, it would be nice to complete the 100 year record. May 23, 1955 - "For many yacht clubs, the upcoming weekend is for breaking out the bunting and formally opening the new season. . . down at Monmouth Boat Club they're already winding up two months of spring racing and getting ready for the summer campaign. The spring series for Lightnings provided a surprise for the men skippers. . . Carol Hance, sailing June Methot's Chantey, was the series winner against some good male skippers, including Jim Carson of Metedeconk who was runner-up. Carol has had a lot of crewing but is strictly a novice at the helm. Carl Schwenker, an old pro at a young age, took the measure of the Penguins for the Reussille Bowl." June 20th - "June Methot Takes State Championship - Marge Adams 2nd and Ray Lippincott, Local Fleet Captain, 3rd. Three highly regarded visitors, Charlie Dore of Little Egg Harbor, Dave Shay of Metedeconk and Bob Adams, brother of Marge, were fourth, fifth and sixth respectively." July 28th - "Two MBC Skippers Defend NJYRA Titles - June Methot and Carl Schwenker have both successfully defended their 1954 titles in the Women's and Junior divisions. Charlie Allaire, representing MBC in the Men's division was edged out by one point by Al Williams of Raritan YC." August 18th - "Three New Class Champs in Sweeps - One Retains Title - The Comet, Penguin and Woodpussy classes were won by Dave Kingston of Shrewsbury Sailing Club, Bruce Anderson of Monmouth and Bob Howie, also of Monmouth but representing the Navesink Sailing Society in this event since Woodpussies are not an official class at Monmouth. . . June Methot had things pretty much her own way in defending the title she won last year in the Lightnings. In all, 73 boats raced." Same edition: "MBC Has First Formal Junior Organization - Carl Schwenker was elected the first Junior Commodore of the Monmouth Boat Club at a meeting of the Junior Skippers held Monday night. Other officers elected were Anne Gagnebin, Vice Commodore; Anne Formoso, Secretary and Steve Perkins, Treasurer." August 25th - "Members of the Auxiliary of the Monmouth B.C. will be hostesses at the annual Labor Day Dance at the Clubhouse on Friday evening." Same edition - "Red Lippincott has been named 'sailor of the week' at Monmouth; he defeated June Methot."



September 15, 1955 - "Monmouth B.C.'s annual picnic at Starvation Island last Saturday was a great success. Boats of all sizes and descriptions began chug-

ging under the Oceanic Bridge shortly after 11 A.M. Sailboats, skiffs and cruisers could be seen anchoring around the island when one Lightning came down flying a large box-kite which was flown right through the draw at Oceanic." Same edition - "Trophies were presented on Labor Day at the Clubhouse for the season series. Lightnings went to June Methot, Comets to Dick Davis, Bob Wood won the crew race, George Zifchak the Willis Clayton Trophy for Comets and Ken Altreuter the same for Penguins. The Sportsmanship award was to Buddy McKnight and the Bull Trophy for junior service to Carl Schwenker who has been giving free sailing lessons twice a week all summer." Also - "Mrs. C. Theodore Engberg was elected President of the Auxiliary at the annual meeting Tuesday night. Mrs. Evan Beecher is the retiring President." October 30th - "Monmouth Boat Club's First Annual Haul-Out Dinner Dance will be held Friday evening, December 2nd - For several seasons, the different class organizations have been holding annual dinner-dances. . everyone has always had such a wonderful time that it seemed plain selfish to limit it to sailors, therefore the Board of Governors has appointed a committee. . ."

FLYING DUTCHMAN
LOA 19' 9"
SA 200 square feet

29 =



October 1955 - "At the October meeting of the Club, Neil G. Clifton, former Treasurer and 2nd Rear Commodore, was elected Commodore of the Club, with Jack White as Vice Commodore, Bob Wood as Corresponding Secretary, Brub Hance as Financial Secretary and Ray Lippincott Treasurer. Jim Wolcott is 1st Rear Commodore, George Zifchak 2nd Rear Commodore, Justin Marsh 3rd Rear Commodore, Roger Brown Fleet Captain and Henry Pope is Assistant Treasurer." (Remember Jack White? He was the skinny kid who won the very first Dickman Skeeter Fleet race in a borrowed boat. Not to belabor a point, but just to show how important the juniors are to a club, besides Jack and Brub, Red Lippincott, Roger Brown and Henry Pope were all junior skippers in the '30's. -Ed.) This report of the new officers came from Vol. 1, Issue 1 of "The Binnacle". Inside we found, "Instead of mailing the minutes of each meeting to the Club members, it has been decided to publish this paper, which will include not only a report of each meeting but also reports of the Auxiliary meetings, items of current interest, anecdotes, dates of future events and anything you members may care to add. The problem of obtaining an appropriate name for the paper is a real one. YOU pick it. The winning name gets a prize consisting of two dinners at the Union House. LET'S HEAR FROM YOU!!" Also - "During the northeaster October 14-15, high tides reached half way up the parking lot and flooded the back shed of the club." (This back shed was the original 1881 clubhouse.) December 1955 - The House Committee has reported that the present physical condition of the old clubhouse, which provides quarters for the Steward and certain limited storage space for masts, is so serious as to warrant immediate action. The steward plans to move into his own home shortly, at which time, it is proposed to raze the shed and construct a new one-story building approximately 20 x 30 feet with facilities for storage, lockers and a workshop. The new building will be detached from the club." Also ". the judges, who may now be revealed to have been Uncle Keator, George Worthley and Steward Cook, unanimously selected Bob Mende's 'M.B.C. Binnacle' for the name of this paper. The winner put forward thirteen proposals (how could he lose?) causing us to presume he is starving." April 12, 1956 - "The Lightning Spring Series this year will be a dilly. . some twenty-five

entries have been received. The Wood Pussys will race here this summer. .they will be the first plastic boats allowed by the National Wood Pussy Class Association." April 16, 1956 - "The Spring Series for Lightnings, Flying Dutchmen and Penguins was supposed to start April 8th but it snowed that day; the rain last Sunday was only slightly less cold but the Lightnings got off one race and the Penguins two. . " May 4th - "The Flying Dutchman class made its first appearance with four boats; Gerry Hatch of the local fleet led North American Champion Harry Sindle over the line. " May 30th - "Junior advisor Charlie Allaire has obtained the services of Steve Perkins as club instructor-- Steve has been guaranteed twenty pupils at \$15. each for the summer. .ll are already signed up. " Also: "Commodore Clifton who has been tying the loose ends of the Wood Pussy fleet together for several months reports that all the boats have been delivered and the final fitting out is going nicely. Johnny Bull has obtained a charter for the fleet. . " - "The Spring Series was closed with a cocktail party. . the punch outlasted even the hardiest imbibers. " We feel a modicum of space should be used in memory of the punch which used to be the cocktail party standard. . it was dubbed "Mutation Mink" (it did change the consumers considerably). . the brew was champagne, brandy and white wine. . it was finally discontinued in order to maintain the unimpeachable decorum of MBC which on certain days was rapidly becoming impeachable! In the early stages of this party, trophies were awarded to June Methot in Lightnings, Roger Brown in Penguins and Harry Sindle in F. D. 's. "New Junior Skippers Schedule Four Dances" - "Barb Bull, Steve Perkins and Charlie Allaire Win NJYRA Finals - This is the second time MBC has captured all three divisions. . " - "It has been determined that a re-arrangement of the ground floor of the club will provide all necessary facilities without the added expense of constructing an additional building. Charles Raynor, Chairman of the Building Committee, has announced that there will be one large room across the front of the building, new lavatories with shower stalls, and a new storage and locker room in place of the old counter. The old wing is being razed. All work is expected to be completed before the Fourth of July. " July 1956 - "Reid Dickerson, Sailing Uncle Keator's Bam, Wins Mets Sailed Here - Charlie Allaire Third" August 1956 - "85 Boats Compete in 8th Sweepstakes Regatta - Gerry Hatch easily defeated Champ Harry Sindle in Dutchmen; June Methot, Charlie Allaire and Reid Dickerson, 1, 2, 3'd in Lightnings; Roger Low won in Comets, John Harkrader won the Penguins with Roger Brown second, and Robby Robinson from Shrewsbury Sailing edged out Ricky Dickinson in Wood Pussys, with Barb Bull's third the best in our new fleet. " - "FLASH - Steve Perkins and crew Hugh Bulkley and Bobby Dickerson have qualified for the Sears Finals in Montreal to become our third National Finalist in three years. Asked how he accounted for his success, he said, 'I gotta coupla slants. ' (Modest boy) " - "Season trophies, which have always been presented on Labor Day, will be awarded at the Haul-Out Dinner, which will be held during the Thanksgiving Weekend so those away at school may attend. The advent of the Labor Day Cocktail parties has made it impractical to award junior trophies at this event. " September 1956 - "The end-of-summer formal for teenagers was a great success. " - "The Fall Series for Penguins and Woodpussies will begin next Sunday. " October 1956 - "Carol Hance, who is tending jib on June Methot's Lightning in the Fall Series at Raritan, chose a very crucial moment for an autumnal swim on September 25th, maintaining contact only with the jib sheet. After debating the question and having to have a full crew at the completion of the race, they elected to drag her in and stow her be-

WOOD PUSSY
LOA 13' 6"
SA 125 sq. ft.

low decks for the remainder of the race. " "NOTICE! It has been determined that the lift pole is SINKING - Watch your weight!" November 1956 - "Congratulations to Joan Gagnebin on her new Sailfish. . we hope they will start racing now that they have the third boat. " - "Fall Series Winners Ricky Dickinson and Repeater Bruce Anderson" - "Auxiliary Hallowe'en Dance A Great Success - Plan Christmas Ball - New President is Rose Perkins" - "Announcement - Unless someone comes up with a good deal for a new typewriter, the Binnacle is going to be short-lived. " - "TROPHIES AT 2ND ANNUAL HAUL-OUT - Good Sportsmanship Award to Joanne Alessandroni " - "Congratulations to the new officers: John H. White III, Commodore; Charles Raynor, Vice Commodore; Roger Brown, 1st Rear; Robert Cabeen, 2nd Rear; Jim Wolcott, 3rd Rear; Geo. Worthley, Fleet Captain; Borden L. Hance, Financial Secretary; Robert Wood, Corresponding Secretary; Raymond B. Lippincott, Treasurer and Henry Pope, Assistant Treasurer. " - "Thanks to Harvey Schenck, who has generously provided a typewriter, the Binnacle will go forth. . "



Last Portrait, Old Club - '56

January 1957 - "Application for membership by National Champion Harry Sindle has confirmed that the Flying Dutchmen will now become a regular class at the Club, as rumored. " - "With the application of Thomas A. Neis, we finally have a member for the 'N' tab in our roster; still no 'X', but what is worse, we have just lost our 'Q' and 'U' through resignation. " March 1957 - "In spite of the elegant surroundings, anyone strolling into the St. Petersburg Yacht Club during the Lightning Mid-Winters might have thought an old MBC custom had been transplanted--on Washington's Birthday, at one very long table in the main dining room were: Charlie and Ev Allaire, Bob Wood, Howard and Grace Hathaway, June Methot, Sam Riker, Comm. Jack and Molly White, Arnold and Ethel Schwartz, Roy and Vi Knapp, Johnny and Barb Bull, Ferd and Phyllis Stender, Ted and Sylvia Formoso, Mr. and Mrs. Lars Olsen, Mr. and Mrs. Bill Borner and your editors (which is why there was no February Binnacle.) (Note-Ted and Elaine Engberg that year.) The combine of Whites, Allaires, Bulls, Stenders and Schwartzes made a smash at the Song Title Costume Party as the 'Ten Little Indians'. " May 1957 - "The Spring Series Opened on Schedule In Spite of Rugged Conditions" - "Grand Opening Memorial Cocktail Party Slated" - June 1957 - "Although the Penguins failed to organize for the Spring Series and the Wood Pussies were sailing down at Fair Haven, there was plenty of action with the Lightnings and half a dozen Flying Dutchmen. " - "The July 4th Covered Dish Supper Will Be Held Again This Year. . last year the food ran out before everyone was served so please play it safe and bring double portions. " July 1957 - "LACK OF AIR LEAVES LIGHTNINGS IN SUSPENSE - After finally drifting through two races, one each day, the Lightning Mets at Nyack have postponed the third race until next weekend. After two, June Methot, Steve Perkins and O. Fillippi are tied. " - "The Lightnings had almost too much air when they returned to Nyack. . June Methot, she says, 'survived' only because of the spectacular spinnaker work by her crew, Johnny Spurdle and Bruce Sprague, when

Fillippi's crew lost control of theirs, enabling her to come from behind. Perkins was third." Aug. 1957 - "MBC Takes Four Classes at Red Grant - F. D. 's - Gerry Hatch, Lightnings - June Methot, Wood Pussys - Holly Clifton, Penguins - Roger Brown." - "The tailwinds of Hurricane Audrey raised hob with shore area sailing. .the NJYRA Women's event was blown out of Shark River. .five boats left the dock Saturday; one got to the starting line. .Sunday, the race was started but three boats flipped on the second leg. It has been postponed a week." - "Ed Ohm in F.D.'s and Dick Davis in W.P.'s Only Monmouth Winners in 100 Boat, 7 Fleet Sweepstakes Regatta" - "5th Annual Picnic at Starvation Island, Sept. 7th" - From a Lightning Fleet internal letter: "On July 4, 1950, 25 boats answered our starting gun; this year there were 4! There are 21 boats now registered in our fleet - LET'S GET THEM OUT." September 1957 - "Sam Riker, fleet captain, is trying to round up Lightnings for a Novice Fall Series here (to be sailed without spinnakers, in the hope of encouraging some of the fleet's beginners)." - "Jerry Hatch Wins Shark River Regatta" - "New Jersey Girl Gives Tars a Sailing Lesson - Miss June Methot, from the States, with her crew Elaine Engberg and Johnnie White, took away all three first positions in the Canadian Open Lightning Championship Regatta here this weekend. Some local chaps who participated in a New Jersey Regatta last spring inform us that the young lady has a reputation for this sort of thing and did, in fact, strip an R. C. Y. C. member of his blazer buttons by means of a wager on winning during the spring event." - "The Hallowe'en Dance was a great success. .a high point being the 'fetch it yourself' ice supply located under the seat of a two-hole privvy (fake, we trust)" - "The Turkey Bowl Regatta took a small detour when 1st R. C. Cabeen, serving as lead-boat in a pea-soup fog during the first race, led the 42-boat fleet directly into the swamp in Patterson's Cove!" - "Fall Series Winners: Holly Clifton in W.P.'s and Bruce Anderson in Penguins" - Outstanding achievements during the year not previously mentioned: Harry Sindle's 3rd National title in F.D.'s and Jerry Hatch's Long Island Sound title in the same class, and Bruce Anderson's Atlantic Coast title in Penguins.

Jack White was re-elected in 1958; Bob Wood moved up to Vice Commodore; Ray Lippincott was 1st Rear; Bob Cabeen, 2nd Rear; Charley Raynor, 3rd Rear; Morris Sherwood, Fleet Captain; Dick Griffith and Brub Hance the respective Secretaries and Henry Pope and Roger Brown Treasurer and Assistant. Buried in the March minutes, we find "The Jet 14, Fleet 14, charter, William L. Olsen, Captain, was received." April 17, 1958 - "Charles Burd, Yachtsman, 91 -. .was one of the nation's foremost yachtsmen and riggers. Attended school here. .iceboats and sailboats on this river from his early teens. . In 1894, traveled to Brooklyn and applied to Captain 'Hank' Haff, America's Cup racing skipper from 1887 to 1900, to sail aboard Vigilant. He was the only American seaman on the cup-winning vessel and was nicknamed 'Yankee Charlie'. His first iceboat was the 'Zip' in 1879 and he later sailed 'Drub', 'Imp', 'Breeze', and sailboats including 'Frog', several of the Red Bank Knockabouts, and Lightnings, including his 'Frog II' until about seven years ago." - April 1958 - "The Jet 14's took off from the Spring Series to sail in a Frostbite regatta postponed from much frostier weather; Harry Sindle won and Charlie Allaire was second." - "140 tons of gravel will be used in grading the yard." - Message from the ladies- "The invitations to the membership tea were a little ambiguous--this tea is for

JET 14
LOA 14'
SA 113 sq. ft.

ladies only." - "Salute, Roger and Tosh Brown, who sailed ten races in one day at the Seacliff (L.I.) Regatta and brought home a total of six of the ten prizes awarded." - "As far as we know, Commodore Jack White is the first one to add to the population while in office. It's a BOY! Congratulations to Molly and Jack." - "Note to the Ladies: Will those who took the yacht chairs home to redecorate them please bring them back ASAP - We need them." - "Comet Fleet 11 is showing signs of being revived--Craig Wolcott is trying to get a build-them-yourself project going and offers shop facilities." - "Jerry Hatch, Barb Bull and Ricky Dickerson will represent MBC in the Men's, Women's and Junior NJYRA events and Janie Allaire will sail in the Midgets." - "MBC Skippers Take Three at Red Grant - A light easterly made for excellent sailing in the final race, quite different from Saturday when 45 of the 96 entries capsized or broke down in gusts up to 40 MPH. Some boats were not able to make repairs in time for the last race. It was Harry Sindle in F.D.'s, Bob Kofoed in Jet 14's and Roger Brown in Penguins for MBC." - "An 8 boat contingent went down to the annual regatta at St. Michaels, Maryland, and came home with the bacon in each class, all against good competition; Gerry Hatch took the F.D.'s, June Methot the Lightnings, and Red Lippincott the Jet 14's. The Cabeens also took their skiff along and the entire mob spent the weekend on Gerry Hatch's 38-foot bug-eye ketch 'Jane'; we hear it was quite a party." - "Sindle Cops Fourth Straight National F.D. Title - Harry Sindle, who is considered one of the country's best small boat skippers." August 1958 - "MBC Takes Four in Sweeps - A record of 102 entries in 7 classes. . Ray Lippincott, recently crowned Atlantic Coast Champion, swept all three in Jet 14's; Harry Sindle, Jerry Hatch and Ed Ohm 1, 2, 3'd over highly regarded former Adams Cup titlist Pat Duane of Florida in F. D. 's; June Methot managed the Lightnings, although she did not win a single race; Howard Hathaway's 2-2-5 topped a 25-boat Wood Pussy fleet, likewise without a first."

September 1958 - "HANCE WINS U.S. CROWN IN WOOD PUSSIES - Brub Hance won the National Championship Regatta of the Wood Pussy Class here, this weekend, becoming the first shore skipper to do so since its inception 12 years ago. Bob Wood crewed for Hance. He defeated four-time winner Herb Blake of Shelter Cove, L.I.. - "Knapp, Allaire and Wolcott Win M.B.C. Crowns - Summer series, Roy Knapp in Lightnings, Charlie Allaire in Jet 14's, and Craig Wolcott in Comets."

"Red Lippincott Runner-up in Jet 14 Nationals; also Elected President of Association" - "Auxiliary Elects Phyllis Stender" - "First Annual Gravy Bowl Regatta for Jet 14's Held October 14th" - "Turkey Bowl Cancelled - 25-30 knot winds and 20° temperatures with some ice in the coves convinced Fleet Captain Roger Brown. . - "Brown Wins 42 Boat Touchdown Bowl at Princeton" -



"North Jersey YRA's Fifth Annual Dinner was held Saturday at Raritan Y. C. Individual champs are Jerry Hatch, Monmouth, Men; Barbara Bull, Monmouth, Women; Ricky Dickinson, Monmouth, Juniors; and Manty Metcalf, Rumson, Midgets. The junior trophy Dickinson received is a new perpetual award named in honor of Randolph M. 'Unc' Keator, NJYRA's first Commodore and its perpetual Honorary Commodore. Unc knew nothing about this trophy. It was to have been sprung on him as a surprise at the dinner. But 'the best laid schemes o' mice and men gang aft agley, an' lea's us naught but grief and pain. ' Unc died of a heart attack Friday night. What was to have been a happy event became instead a sorrowful one. Besides Unc's connection with the YRA, he was a past Commodore of Monmouth and a member of the North Shrewsbury Iceboat Club. He will be sorely missed by a large fraternity of boatmen who were fortunate enough to have come under his influence."



November 1958 - "Bob Wood New Commodore of Monmouth B. C. - Mr. Wood's ability as a crew member hit a high point late in the summer when he was the second man in the boat for two national championships; in the F. D. with Harry Sindle and the Wood Pussy with Brub Hance. He has had this reputation within the Monmouth Club, however, for many years, having sailed in many title events with June Methot and later with Ed Waters. Others elected include Robert Cabeen, Vice Commodore; Raymond 'Red' Lippincott, 1st Rear; Charles Raynor, 2nd Rear; Brub Hance, 3rd Rear; Morris Sherwood, Fleet Captain; Harold Lartaud, Recording Secretary; Reginald Wolcott, Financial Secretary; Fred Lewis, Treasurer, and Robert Kirkland, Assistant Treasurer." - "Dec. 1958 - 'Budget item \$1600. - 'the asphalt paving of the yard area immediately west of the club, the driveway, and the installation of curbing and storm drains.' The desirability of this item and its practical necessity appear to be without question." - "From Santa Claus - THE CLUB MORTGAGE IS PAID IN FULL!" - "The Auxiliary will hold a cocktail party April 12th, to celebrate Opening Day." April 15, 1959 - "Thirty-one hardy skippers opened the Spring Series in four classes under weather conditions that were far from ideal. .occasional rain, winds upwards of 20 knots and generally miserable conditions. . was complete with incorrect starts, wrong buoy turns, capsized boats, disqualifications, etc." May 21st - "Local series suffered through a rash of capsized boats and extensive damage to equipment. .breezes which reached 25 to 30 mph in gusts. .the committee boat was kept busy all afternoon fishing out capsized craft and crews. . despite the havoc, four races were held in Lightnings and F. D.'s" - May 28th - ". once again plagued by tricky, gale force winds, Monmouth managed to get in a single race in three classes to complete its Spring Invitational Series. The titles went to J. Franklyn, Pelham Bay in F.D.'s; Howard Mullen, Little Egg in Lightnings; Ray Lippincott, Monmouth, Jet 14's; Jack Kofoed, Keyport, Penguins; and Craig Wolcott, Monmouth, Comets." - "The Junior Committee announces that Jerry Drew of Little Silver has accepted the position of sailing instructor; a Wood Pussy has been purchased for use in the sailing class." - "V. C.'s Cocktail Party, May 31: Please bring hors d'oeuvres and leave children at home!" - "Skipper Harry Sindle and crewman, Bob Wood, have mathematically clinched the eliminations at Nantucket after the first four races, to represent the US in the Pan-Am Games; 35 boats competed. . " - "June Methot and crew, Elaine Engberg, won the NJYRA Women's event



Flying Dutchmen

at Lake Hopatcong in Jet 14's, sailing through a thunder squall in one race." - "SINDLE AND WOOD TAKE GOLD MEDAL IN PAN AM GAMES WITH FIVE STRAIGHT WINS!" - "National Wood Pussy Champ Brub Hance adds

SAILFISH
LOA 13' 7"
SA 75 sq. ft.

N. J. State Title to his crown." - August 1959 - "Five MBC Wins in 7 Classes in Sweeps - Rain and light air mar two-day meet. .Harry Sindle, Red Lippincott and Brub Hance each posted a clean slate. .Roy Knapp in Lightnings and Bruce Anderson in Penguins both came from behind." "New Junior Sweepstakes Event Follows Regular Regatta - Five classes. .two skippers from the host club posted wins in the 1st Annual Junior Sweepstakes. .Craig Wolcott in Comets and Ed Stanley in Sailfish. .Johnny Lartaud, sailing for Navesink Sailing Society, took the Wood Pussys; Bob Broege of Shark River the Jet 14's and Dick Farkas of Raritan, the Blue Jays." Sept. 1959 - "Hance Keeps Wood Pussy Title - 10 1/2 point spread over Robert Blair of Cold Spring Harbor, L.I.; Howard Hathaway of Monmouth was third." - "The 5th Annual Haul-Out Dinner was held at the Club - Lois Magee was awarded the Sportsmanship Trophy - Class titles went to Red Lippincott in Jets, June Methot in Lightnings, Arnold Fink in Penguins. Numerous other awards were made in Spring and Fall and special holiday series. This is the first year that Lightnings have sailed in the Fall here; previously they were at Raritan Yacht Club." - "Sailing is getting to be a bigger and bigger sport each year on our river; sometimes there are as many as 100 boats moving around. Youngsters get started when their local clubs start instruction programs; Monmouth had a fine one going this summer under the direction of Jerry Drew. Drew had a mob of youngsters who recently completed their course with a sail to Starvation Island. That was their final test. Some of them had never handled their families' boats alone and the trip was proof of graduation." - "Turkey Bowl to Bruce Anderson" - "Gravy Bowl (Jet 14's) to Harry Sindle"

Commodore Bob Wood and V. C. Bob Cabeen re-elected; 1st Rear Morris Sherwood; 2nd and 3rd Rears Raynor and Hance re-elected; Fleet Captain Roy Knapp; Recording Sec. A. J. Hague; Finan. Sec. Wolcott re-elected; Treasurer Bob Kirkland; Assist. Harvey Schenck, Officers for 1960. In November, a joint meeting of the Club and the Auxiliary was held for the purpose of considering improvements to the second floor and stairwell; pine panelling of both and replacement of the second floor ceiling are under study. In January, in a devious subterfuge to avoid parliamentary complications, the meeting (which had already met), was adjourned until March as a device to not hold a meeting in February, which could not simply be overlooked since the Constitution calls for monthly meetings. This is the obvious result of having a lawyer for a commodore who also wants to sail the mid-winter southern circuit. In March, they propose to adjourn the January meeting, convene and adjourn the February meeting and we assume, finally get down to the March meeting! Longtime Club Steward Frank Brand passed away on January 28th. Mr. Elmer Unger took up his duties on March 15th. April - "On April 9, the ice boating season concluded and next day an intrepid band of F.D.'s, Lightnings, Jet 14's and Penguins launched the Spring Series. . " - April 29, 1960 - "Andrew S. White, 76 -. The river will never be quite the same without Capt. Andy chugging along in the old schooner Olivia B. with the battered rowboat astern captained by his fat old Dalmatian, Ben. .Capt. Andy was a member of both MBC and NSIB&YC. .in his later years, he was a fixture on the front porch; Ben used to get banished from the club every once in a while for misappropriating a post in the pine room and Andy would al-

ways go with him, muttering about 'the place gettin' mighty fancy now that there were wimmin' around' and 'resigning', but nobody ever worried about it because everybody knew they'd both be back in a week or so. . " - "Ladies Aux. to Host Fashion Show at Shadowbrook May 10th" - "Spring Series: Harry Sindle, F.D.'s; Howard Mullin, Lightnings; Craig Wolcott, Comets; Denis Farley, Jets; Bruce Anderson, Penguins" - "FLYING DUTCHMAN TRIALS FOR OLYMPICS TO SINDLE - . . qualified at Clearwater, Florida to represent the U. S. at Naples along with crew, Bob Wood. . " - "Harry Sindle Next Expert in MBC Series - The Club is presenting a summer long series of sailing symposiums conducted by five top flight sailors. The first, two weeks ago was by Bob Wood on 'Crewing'; to follow are Leighton Waters on 'Tactics', Jim Carson, Vice President of the International Lightning Class on 'How To Get To The First Mark First', and Yachting Editor Bill Robinson on 'How To Lose A Race'. " - "July 4th, Family Picnic by Auxiliary--Fireworks by Red Bank Borough"--"MBC Takes Three at Red Grant - F.D.'s, Johnny Kull; Lightnings, June Methot; Penguins, Roger Brown" - "MBC Auxiliary Will Hold Dance for Sweepstakes Sailors" - "Seven Classes in Sweeps - MBC Takes Two - Only Bruce Anderson in Penguins and Arnold Schwartz in Lightnings upheld the honor of Monmouth. . miserable weather, intermittent drizzle and light air on Saturday, Sunday the R.C. twice pursued vagrant breezes and set courses--twice the zephyrs died. Finally, they arbitrarily named a course and got the unwieldy 120-boat fleet underway." - "The Second Annual Junior Sweeps Dominated by Shrewsbury Sailing . . won the Wood Pussys, Super Sailfish, Comets and Turnabouts. . Jet 14's to Shark River; Penguins to Connecticut; Blue Jays to Raritan and Sailfish to the home club. " - "The many friends of Harry Sindle and Bob Wood will honor the Olympic sailors at a Bon Voyage dinner on Friday evening." - "MBC Awards on Labor Day - Season winners: June Methot, Lightnings; Ruffin Cook, Wood Pussies; Pat Curtis, Penguins; Bill Olsen, Jets. Junior champions Doug Raynor, Sailfish; Bill and Jane Mahoney, Wood Pussies; Bull Trophy, Paul O'Rourke; Sportsmanship Award to Thomas Field. " - "Brub Hance Retains Wood Pussy Title at Cold Spring Harbor (L.I.) For Third Straight Year" - "Lightning Dinner - Inasmuch as the Haul-Out dinner was not held this year, the Lightning fleet restored their famous affair. This one was No. 9 - No. 8 having been held in 1954, before the Haul-Outs. " "Hurricane Donna, with winds to 75 MPH, smashed up boats all over the river in September. Monmouth survived with light damage but the Navesink Sailing Society Wood Pussy fleet was heavily hit with some boats beyond repair. Most of the boats have been hauled; those which survived will join the Fall Series at M.B.C" - "Fall Series: Lightnings - Virge Vaughn; W.P.'s, Howard Hathaway; Penguins, Charles Long" - "The Gravy Bowl Regatta was won by Cal Engle of Island Heights, current National Champion in Jet 14's. " - "Turkey Bowl to Runnie Colie of Mantoloking for Third Time. "



Gravy Bowl Regatta

"Robert A. Cabeen is New Commodore of Monmouth for 1961 replacing retiring Olympic sailor Robert Wood. Also elected were Robert J. Kirkland, Vice Commodore; Morris Sherwood, 1st Rear; Charles Raynor, 2nd Rear; Brub Hance, 3rd Rear; George Worthley, Fleet Captain; A. J. Hague, Secretary; Robert K. Kuhnappel, Financial Secretary and Robert Bruce, Treasurer. "

April 1961 - "Severe Northeaster Causes Extensive Shore Damage" - "Five Local Winners in Spring Series - Roy Knapp, Lightnings; John Kull, F.D.'s; Stimpson Brown (SS&YC), Wood Pussies; Roger Brown, Penguins; Tom Morrison (SS&YC), Comets; Cal Engle (Isl. Heights YC), Jet 14's. . 64 boats participated"- "Sindle and Wood Take Midwinter F.D.'s on Tampa Bay"- "Mrs. Robert Cabeen, Aux. President announces Spring Dance, Apr. 22 and Luncheon May 9." - "Lightnings and Wood Pussies to have Saturday races in addition to regular Sunday series. " - "Walt Ingram Jr. to instruct juniors." - "Junior Dance, June 24th, Junior-Juniors Record Hop, June 28th, Adm. 25¢" - "Mix 'Em or Match 'Em Sailfish Race - Skipper and Spouse Sailfish Race July 22nd - Spouses may be swapped by mutual consent provided they are returned in good condition. Entry fee \$1. for Mr. and Mrs. boats; \$1.25 for bartered brides; prizes will be 100 proof; Nayru Rules will not be observed. Rules: Beer can must be kept balanced on deck; no one can deliberately capsize a competitor's boat; first boat across wins regardless of tactics; children may not enter (they sail too good). 17 boats entered the race won by Johnny Bull and Mrs. E. E. Banta; 2nd, Mr. and Mrs. Evan Beecher. "



April 12, 1961

"Wind, High Seas Mark Red Grant Regatta - Monmouth 1) Arnold Schwartz, 2) June Methot, 3) Roy Knapp in Lightnings and 1) John Kull, 3) Mickey Methot in F.D.'s; " - "Record 132 Boats in Sweeps - Seven Classes - Monmouth winners: Lightnings, 1) Schwartz 2) Irv Lewis 3) Reid Dickerson; F.D.'s, 1) Kull 2) Manny Willner" - "George Blair Donates Two Sailfish Trophies. . will be known as Frank Brand Trophy and Capt. Andy White Trophy" - "Jr. Sweepstakes Consumes 200 Submarines - MBC winners: Sailfish-1) Doug Raynor, 2) Jim Heron 3) Dave Craver" - "New Junior Officers - Commodore Ed Stanley, Vice Commodore David Craver, Secretary Jane Allaire, Treasurer Lois Magee; Junior trophies awarded: Super Sailfish, Bob Marko; Sailfish, Doug Raynor; Wood Pussy, Jane Mahoney; Bull Trophy, Jane Mahoney; Good Sportsmanship, David Craver. " - Aug. 21, 1961 - "Hathaway's Death Saddens Club - The Monmouth Boat Club's weekend sailing was marred by the untimely death of Howard L. Hathaway in a Wood Pussy race Saturday. Hathaway, leader in the Club's summer series, collapsed during the race and died after arrival at Riverview Hospital. His death was attributed to a heart attack. He was 46. Hathaway was a former Secretary of the Monmouth Boat Club. . a well-liked and able sailor. His son, Les, took over the helm when his father was stricken. "



Howard Hathaway

"Monmouth Boat Club Honors Sailors - Approximately 200 persons attended the 6th Annual Dinner of the M.B.C. at Gibbs Hall, Fort Monmouth. Season awards went to Irv Lewis in Lightnings, Bill Olsen in Jets and the late Howard Hathaway in Wood Pussies. Mrs. Howard Hathaway presented a memorial trophy, the Howard L. Hathaway Bowl, to be awarded annually to the Wood Pussy fleet champion. "

November 1961 - "Commodore Cabeen Re-elected - Bassett Winmill new Fleet Captain; all other officers retain posts. " - "Mrs. W. G. Heron is New President of Auxiliary" - The November minutes are quite interesting. . "All MBC members must remove their boats from the Iceboat Club property now. Now! NOW! "

. . Bob Kunapfel suggested power boats be restricted by attrition. This discussion became quite interesting! . . Commodore Cabeen suggested that the Club invest in some other type boat than Wood Pussys; a plastic boat that gives experience in three sails: main, jib and spinn'r. (Sic)" - In case anyone has any doubt about the use of the Auxiliary, the following is from their annual report: "Transferred \$500. to savings acct.; bal. in checking \$275.; paid for Sweeps lunch, two cocktail parties; \$100. toward Haul-Out; paid for clean-up after dances and parties; bought 2 love seats, 3 lamps, refrigerator, signal flags, 2 exhaust fans, 2 American flags, kitchen utensils, 2 dressing table benches and 1 shower curtain - total \$1025." Somewhere along the line, we missed the fact that the club put a ceiling on membership at 300; in the Spring of 1962, there was a waiting list of between 15 and 20 applications at each meeting. April 27, 1962 - "Bob Lippincott Captures Series - Riverton Boat Builder Became the First Winner of the Long John Lightning Class Regatta. .outlasting a 27 boat fleet. .Seven capsized in Saturday morning's gusty opener and two more in the afternoon. Runner-up was Marbury Fox of Baltimore and Marcy Lippincott was third. Best MBC entry, Arnold Schwartz, fifth." May 7th - "MBC Spring Series - .Record 83 Sail in First Race; Wind Capsizes 35 in Second - The opening race was held in near perfect conditions; in the second, the fleet was scattered by a sudden line squall, capsizing 35 sailboats in a wild and woolly upheaval. .only nine managed to finish!" - Spring Series - F.D. 's, John Kull with nine firsts in ten starts; Lightnings, Arnold Schwartz; Comets, the versatile Harry Sindle; Wood Pussies, Ruffy Cook; Penguins, Roger Brown; Jet 14's Cal Engle. - "No Parking Beyond This Point - Violaters will be restricted from all cocktail parties" (Sign in yard) - "New NJYRA Category - Single-Handed - The club did not have time to run an elimination series for the new event. .selected Carl Schwenker who had previously won the right to carry Monmouth's colors in Mallory; June Methot will sail in Adams (Women's)." - "John Kull Wins Eastern Regional Title in F.D. 's" - "Yacht Lead To Methot - had 1,2,2, to hold two point lead in Adams. .by beginning of 4th race, R.C. Chairman Joe Neiner was forced to postpone when winds hit 30-35 mph and the lightweight Jet 14's refused to come about in the choppy waters of Raritan Bay. ." - "Methot Keeps Lead for Title - June and her crew Elaine Engberg made their victory certain yesterday by winning three of four races. The first race was a re-run of a protested third race from last Thursday. ." - August 7th - "Miss Methot finished 1,3,4,1,1 in the five-race series at Nyack Boat Club qualifying her to compete in the Adams Cup final at Miami, Fla. starting Aug. 27th." - "MBC Wins Five-Boat Team Race, 31-25, Over Shrewsbury Sailing Club in Wood Pussys" - August 13th - "Host MBC Has Three Winners in Sweeps- Bruce Anderson in Penguins, Reid Dickerson in Lightnings and Harold 'Rip' Lartaud in Wood Pussies. Event drew 138 boats - New Jersey's largest open sailing regatta." - "Local Women Third in Adams Event - June Methot and crew Elaine Engberg and Dede Heron, who had a 1 3/4 point lead after five races, finished third overall at Coral Reef Y.C., Florida." - October 9th - "MBC Presents Trophies at 7th Annual Haul-Out - Winners were John Kull in Flying Dutchmen, June Methot in Lightnings, Brub Hance in Wood Pussys, Bill Olsen in Jets and Charles Long in Penguins." - "Goblin Wobblin at Club, Oct. 27th (Costume Dance)" - November 1962 - "Officers for 1963 - Commodore Borden L. Hance; V.C. Herman B. Vestal; 1st Rear, Morris Sherwood; 2nd Rear, Charles Raynor; 3rd Rear, A.J. Hague; Fleet Captain, Richard Griffith; Corres. Sec., William Olsen; Financial Sec., William Hills; Treasurer, Wm. Magee; Assistant, Ray Johnson." - "Evelyn Vestal New Auxiliary President" - "The new committee boat is being built by Mihms, Monmouth Beach."

30 = THE SEARS YEARS

Everybody knows that Brub Hance, the new '63 Commodore, is not one for getting up on a soap box, but he made a very important speech in a small group of old friends, all long-time skippers, one evening shortly after he was elected; because of its subsequent impact on the Club, it should be recorded. In effect, he said his goal as Commodore was to get the older juniors back into the boats-- he saw this as the biggest problem in the Club. After they outgrew the sailing classes, there was nothing going on for the 15 and 16 year olds and they drifted away from the Club--that obviously the same old group who had been winning for years were getting older and we needed young blood, not only as skippers but also as crews for the big Lightning spinnakers. The problem was to get something going to attract their interest; he was sure that if we could get them started their pleasure would keep them going--just as it had with the Barefoot group. After a lot of thought was given, it was decided to try a campaign for the National Junior Sailing Championship--the Sears Cup. Every junior in the club from thirteen to seventeen was invited to a meeting--there was a gang of them because these were the post-war babies. The bait was tossed and they were offered a promise: the best sailors in the Club would teach them everything they could if they wanted to come out and try. They did.

April 29, 1963 - "Spring Series Opens - A total of 60 boats competed in six one-design classes. A happy completion to a perfect opener was a ceremony christening the new Race Committee boat. Race committee chairman, Morris Sherwood took charge of the new launch in the presence of club officials and many of its past commodores. Mrs. Borden Hance whacked the traditional bottle of champagne on the bow."

June 1963 - "Spring Series Winners - F.D. 's-John Kull; Wood Pussy's - Rip Lartaud; Other Classes to Visitors"

July 8, 1963 - "Bruce Anderson Wins Red Grant Memorial Trophy Sailing A Jet - Other Monmouth champions, Irv Lewis in Lightnings and Roger Brown in Penguins."

July 19th - "Monmouth Boat Club, through the efforts of several dedicated members, completed a worthwhile junior program aimed at promoting competent crews for Sears Cup competition. After dry sailing lectures, spinnaker work, practice starts and other racing techniques, there was a race-off; Bill Mahoney, Jr. was named skipper with Peter Gale at main and Peter Tatem on the jib. The alternate crew was Skipper Doug Raynor with Jim Heron on main and Greg Devlin on jib. The former crew will represent Monmouth in the NJYRA Sears Cup Event. The other Monmouth representatives will be Charlie Allaire (Men's), June Methot (Women's), Bruce Anderson (Single Handed) and Tommy Stender (Midgets)."



TEN FIRST MEN - Opening Day, 1963 - Pres. Ted Moore, 42-43; Comm. Harvey Schenck, 53-54; Pres. Steward Cook, 44-45; Comm. Jack White, 57-58; Pres. Enslley White, 46; Comm. Bob Wood, 59-60; Pres. Jack Arnold Sr., 47; Comm. Bob Cabeen, 61-62; Pres. Bill Bennett, 48-49 and Comm. Brub Hance, 63-64.

Second annual Long John Regatta and First Annual Tulip Bowl Regatta for Flying Dutchmen April 20 and 21. - "Charlie Allaire Wins Irwin Bowl; June Methot Takes Commodore's Bowl - NJYRA Titles" August 12th: "Monmouth Boat Club sailors proved rude hosts--capturing four of the seven class titles at 15th National Sweepstakes. .132 boats competed. John Kull took the F.D.'s, Bruce Anderson the Jets, Irv Lewis the Lightnings and Brub Hance the Wood Pussies. " - "MBC Wins - Even though the best the skippers from MBC did in the District Championship for Lightnings at High Tor, N. Y. was 2nd place, they came home with a handsome prize for the club--a handcrafted 12 gauge brass signal cannon which was raffled off during the regatta. " "Bruce Anderson, newly crowned District II Jet 14 champion, also won the Atlantic Coast Championship this past weekend. " - "MBC Takes Two State Titles - Brub Hance in Wood Pussies and Roger Brown in Penguins" - "Hance Regains National Wood Pussy Championship for Fourth Time - Commodore Brub Hance, sailing a boat which he salvaged and rebuilt after Hurricane Donna, took his 4th Wood Pussy Title in 'the toughest series yet'. Sailing at Cold Spring Harbor, L.I. in heavy weather and large seas and with his tiny 13-year old daughter, Lee, as crew instead of big Bob Wood. . . " - "Season Trophies at 8th Haul-Out. . John Kull in F.D.'s, Bill Olsen in Jets, Brub Hance in Wood Pussys, Bill Hills in Lightnings, Jeanne Supplee in Penguins. . " November 1963 - "Entire Slate of Officers is Re-elected" - "Blue Jay Fleet #130 is being organized. " - "A motion was made by Bob Cabeen to purchase a used Blue Jay for the Junior Sailing Program, fully rigged, with trailer, not to exceed \$900. " - "New Junior Officers - Commodore Doug Raynor, V. Commodore Les Hathaway, Secretary Renee Marko, and Treasurer Dave Devlin. " - "Jr. Jrs. To Have Holly Hop"

BLUE JAY
LOA 13' 6"
SA 90 sq. ft.

Jan. 1964 - "MBC's Morris Sherwood New NJYRA Commodore" - "Evan Beecher First Fleet Captain of Blue Jays" - "Richie Eittreim New Jr. Instructor " - April 27th - "35 Entries in 3rd Annual Long John Regatta Won by Blair Fletcher" - "MBC Winners in Spring Series - Lightnings, Irv Lewis; Penguins, Roger Brown; Wood Pussys, Charles Raynor" - "Sears Elimination Races Held - Eighteen junior skippers competed in a double round eliminations series with a total of twenty races to select the Monmouth Boat Club representative--Renee Marko won the final elimination round; two likely candidates, Bill Mahoney and Doug Raynor were so busy sailing against each other that they forgot to look out for the young lady who took them both to the cleaners!" - June 1964: "Pome - 'Who thot that we would ever see, A ladies room at MBC, With sparkling walls and shinin' floor, And hooks that work on all the doors!', " - July - "MBC Conducts Olympic Eliminations in Flying Dutchmen at Sandy Hook - Tulip Bowl Regatta Also Held - Harry 'Bud' Melges to Represent U.S. and Former Olympian Harry Sindle Takes Tulip Bowl" - "MBC Sailors in NJYRA Events To Be Arnold Schwartz (Men's), June Methot (Women's), Renee Marko (Juniors), Brub Hance (Single-Handed) and Robert Held (Midgets). " - July 27th - "MBC's Arnold Schwartz Wins Metropolitan Lightning Crown - 1st Race Three Laps from Bridge" - "3rd Straight NJYRA Title to Miss Methot - Winner and crew Evelyn Vestal had four firsts and a third"- "Bobby Held sailing with his brother Alan as crew, became the first MBC winner of the NJYRA Midget Title" - "Allaire in Lightnings and Anderson in Jets Only MBC Winners in Sweeps" - "Host Club Skippers Take Two More in Jr. Sweeps - Doug Raynor in Wood Pussies and Sue Harrison in Penguins took two of the three classes in the junior event. . " September 28th - 9th Annual Haul-Out Dinner at River House, Rumson, was great



'58-'59-'60-'63 National racing and teaching program, run by some of the most experienced skippers in the club, among them W.P. Champ Hance & Lee June Methot and Brub Hance, will conduct nearly 30 races to train and select their junior representative. . We noted with interest that several of their young skippers were well up in the Spring Series this year. About 25 youngsters are expected to participate. . " - "MBC representatives in the NJYRA will be Manny Willner (Men's), Robert Held, David Allen and Tim Millheiser (Juniors) and Alan Held and Robbie Howie (Midgets)" - "Lightning Sweep at Red Grant: 1-Arnold Schwartz, 2-Bob Held, 3-Roy Knapp. . " July 14th: "Held Captures NJYRA Sears - 15-year-old Bob Held defeated Little Egg Harbor's Jim Lampman by four points in seven-club event. . " - July 22nd: "Alan Held Takes Midget Crown - 14-year-old Alan Held took over the title from his older



Haul-Out '64: Season Winners - Tom Gibson, Jets; Brub Hance, Wood Pussys; June Methot, Lightnings; 1st RC Morris Sherwood; Evan Beecher, Blue Jays; Charlie Long, Penguins. Large trophies on table, Hathaway & Cox Memorials

brother Bob, who has graduated to the Juniors..!" - "June Methot Wins Lightning Mets at Nyack, Schwartz Second" - "Sailing Youngsters Post Perfect Marks in Jr. Sweeps - David Allen in W.P.'s and Bob Held in Jets both scored 1-1-1 to run away with their classes." Aug. 12th - "Sailing in the Atlantic Ocean, two miles off Cape May in Thistles, the MBC junior crew finished second overall in Sears Area Semi-Finals. They logged 1-2-3-4 places over a six-mile course in a total of 7 1/2 hours of sailing. ." - "MBC Junior Sailors Hold Awards Dinner - . . Comm. B. Vestal presented trophies. . Good Sportsmanship to Tim Millheiser, Bull Trophy (for service) to Bob McCutcheon and new June Methot Trophy (for most improved) to Bob Held. Of 29 regular summer awards by MBC, the juniors romped off with 13. " Oct. 26th - "Midge Beecher celebrates 14th birthday by taking both Fall Series races in Lightnings. " - "Adults were awarded the trophies left by the juniors at Haul-Out on Sept. 27th; Jets to Fred Simon, F.D.'s to Wim Verkooyen, Lightnings to June Methot." Binnacle Notes - "Great Haul-Out, Lotsa Fun, Dark glasses next day were not for sun. " - "Junior Rock Dance Sept. 1 featuring The Huns" - "The main beam in the club has been repaired and the support seems satisfactory. " - "Letter to be sent to Mr. Aborn and Mr. Neilsen for recent help in the rescue of several club members whose boats were hit by lightning while racing. " - "Fall Series - F.D.'s Jim Poague, Lightnings Midge Beecher, Jets Tom Gibson, Wood Pussys Brub Hance, Penguins Jeanne Harris, Blue Jays Quentin Frazer. " - "New Officers for 1966 are 2nd Rear Commodore Eyan Beecher and 3rd Rear Sandy Huntsman--all others re-elected" - "Ladies Aux. President Mary Huntsman reports successful holding of two Haul-Outs, five cocktail parties, six dances, nine regatta and floats-in and out lunches and net profit of \$300. for year. New President Kerry Simon."

March 1966 - "50 to 60 persons attending racing seminars sponsored by Jets" - "The new lift is in place - 1500 lbs. Please--or else!" - "A new entrance has been constructed to the east side of the porch. " - "Windmill Fleet #47 has been organized under the leadership of Wm. Olsen with Bruce Anderson as Secretary-Treas. Ten members also include Wally VanSiclen, John Hamor, Jack Arnold, Ben Shaver, John McEvoy, Ted Wyckoff, Curt Delano and Ted Marko. " - "MBC's Arnold Schwartz First Home Winner of Long John Regatta, 49 boats" - "Spring Series Winners - Jets Bob Held, Blue Jays Lee Hance, Windmills Curt Delano, Wood Pussys Dick Gale, Lightnings and F.D.'s to outsiders. " - "July 11th - Brub Hance Wins State Title" - "NJYRA representatives will be Bob Howie (Men's), Kerry Simon (Women's), Fred Simon (Single-Handed), Bob Held (Sears), Midge Beecher (Midgets), and a new event, Prince of Whales (sic) Arnold Schwartz, in the next round of this round-robin event; Bob Howie has already won the first round for MBC. The juniors sailed 33 races in Blue Jays with 16 skippers in the competition; the top four Bob McCutcheon, Lee Hance, Bob Held and Bob Raynor, then sailed a four-race round robin in Lightnings to select the Club representative." - July 14th - "Bob Held's 1-2 in Final Races Captures Title - MBC's fine junior crew, Bob Held, Bob McCutcheon and David Allen, came back on the second day to overtake Surf City's Jeff Lawson 30 3/4 to 29 1/4. The series was sailed at Surf City in Lightnings with winds reaching 30 knots on the first day; the second day it had dropped under 20. Held's series was 1-1-2-5-2-1 over Lawson's 2-2-3-1-3-2. The MBC crew now moves up to the Area Semi-Finals. " July 21st - "Midge Beecher Gains NJYRA Midget Title - Miss Beecher and crew Davy Howie maintained their lead to win by 3/4 point over Pines Lake. "

WINDMILL
LOA 15' 6"
SA 119 sq. ft.

July 26, 1966 - "Deep Creek, Md. - Bob Held of Monmouth Boat Club, won the Junior Jet National Championship here with finishes of 1-3-2-1-1. " - "Bob Held Takes Lightning Event at Red Grant" - Aug. 3rd - "Held Wins Area Semi-Finals For Sears Cup - Held and his crew, Bob McCutcheon and Dave Allen had 1-3-1-2 in series in which they were never behind. " - "Arnold Schwartz Takes Mets at Great Kills, S.I. " - "Dave Devlin Wins Tulip Bowl in F.D.'s " - "Two Monmouth Winners at Surf City Regatta - Dick Devlin in F. D.'s and Curt Delano in Windmills" - "Home Club Takes Four Classes in Sweeps - Lightnings, Sandy Huntsman; Windmills, John Hamor; Wood-Pussys, Jack Allen; Blue Jays, Dave Allen. " "Four 1st's to Host Sailors (in Jr. Sweeps) - Wood-Pussys, Tom Stender; Blue Jays, Jon Schwartz; Lightnings, Bob McCutcheon; Jet 14's, Bob Held" - Aug. 25th - "Miss Beecher 2nd in Sailing - Midge Beecher and crew Dave Howie and Paul Heron, finished second in the Mid-Atlantic Midget Championship at Milford, Conn. " - Chicago, Aug. 30th - "Robert Held took the lead after three races in the National Junior Sailing Championship on Lake Michigan, by 1 1/2 points over John Wright Jr. of the Royal Canadian Yacht Club. " - Wed. Aug. 31st - "Held Opens Lead in Sears - Now has 3 1/4 point edge. ." - Sept. 1st - "MBC Sailors Cannot Lose Sears Cup - . . added a second and first yesterday for a total of 46 3/4 points; Tim Hogan of Newport Harbor, Cal. is now second with 36 3/4 points with one final race to be sailed tomorrow. " Sept. 2nd - "MBC SAILORS ARE JUNIOR NATIONAL CHAMPIONS - After an intentional late start so as not to interfere with other crews still in competition for second place, the MBC crew sailed away into the morning mist. . . reappeared at the windward mark in third place. . . they then stood off into the fog again for the last windward leg and re-appeared on a long port board headed for the finish, flipped under the bow of the boats coming in on starboard at the line and won the race by a quarter length. A 20 minute ovation of whistle tooting from the spectator fleet greeted the feat. " - "Monmouth Boat Club officials, other sailing clubs, borough officials and friends will welcome home the national junior champions sometime tonight. Among the plans will be a motorcade. . A reception is planned for Sunday at 12:30 at the Boat Club to honor the conquering sailors. "



Drifter at Chicago



Comm. Vestal, McCutcheon, Allen, Held and
Sears Cup

MBC Season Winners for 1966: Lightnings, Sandy Huntsman; Jet 14's, Alan and Bob Held; Wood Pussys, Jack Allen; Blue Jays, Robbie Howie; Windmills, Curt Delano. The Good Sportsmanship Trophy went to Greg Devlin, the Bull Trophy to Bob Held and the June Methot Trophy to Robbie Howie. - Oct. 18th - Bob Held, National Junior Champion, sailed the anchor round of the Prince of Wales round-robin for the MBC and defeated national Phoenix class champion Wayne Edwards. This round gives the NJYRA title to Monmouth; earlier rounds were won by Bob Howie, Arnold Schwartz and John Hamor. In the second year, the club will advance to area and possibly national rounds. Dave Allen crewed. " 1967 officers elected were Commodore Reginald Wolcott, V. C. Harold Lartaud, 1st Rear Roger Power, 2nd Rear Bill Magee, 3rd Rear Paul Huntsman, Fleet Captain Jack Arnold Jr., Corres. Sec'y. John Kline, Financial Sec'y. Patrick Corr, Treasurer Jack Allen and Asst. Treasurer Dick Devlin. "After 5 years of discussion (literally), MBC to have central heat. "

April 1967 - "With the cooperation of the weatherman, a 'mission impossible' was again accomplished. Construction of four new float sections was completed, a fence built, an erosion problem at the foundation of the building was repaired, all before 3 P.M. with time out for lunch. " - "The old Penguin shed has been torn down and the area is being blacktopped. " - "The complaint department is closed for vacation--problems should be referred to the 4th Rear Commodore. " Spring Series - F.D.'s, Dick Devlin; Lightnings, Arnold Schwartz; Windmills, John Hamor; Wood Pussys, Dick Gale; Blue Jays, Jon Schwartz. "Long John Regatta Has Heavy Going" - June 27th: "Sears Cup Sailoffs Conducted - After 7 races, Midge Beecher holds a slight lead; there are 28 more races scheduled in the sail-offs. " - "Representatives of MBC in NJYRA events are Carl Schwenker (Men's), June Methot (Women's), Bob Held (Sears), Robbie Howie (Midgits) and Bob Marsh (Single-Handed). " - July 27th - "Held Seeking 2nd Sears Cup - Bob Held and crew Midge Beecher and Bob Raynor advanced a notch by taking the NJYRA Junior Championship here yesterday with four firsts in seven races. Carl Schwenker, sailing in the Mallory event with his crew Renee Marko, Dave Allen and Brub Hance, also captured the NJYRA title in E Scows at Little Egg Harbor YC. In an interesting sidelight, the crew which finished second was skippered by Jerry Drew of SS&YC, who taught Miss Marko sailing when he was the MBC Instructor; also Dave Allen currently teaches sailing under Drew at SS&YC. " - "Lightning Sweep at Red Grant - 1) Bob Held, 2) Sandy Huntsman, 3) Arnold Schwartz" - "MBC Lightnings 1-2-3 Metropolitans at Lake Wallenpaupack; Sandy Huntsman, Midge Beecher and Arnold Schwartz" - "MBC's Flying Dutchmen Doing Well - Tulip Bowl, John Lindenthal; Surf City Regatta, John Hamor; Jersey State Champ, Dick Wilson" - "June Methot in Lightnings and John McEvoy in Windmills won class titles for the host club at 19th Annual Sweepstakes. " July 24th - "Sears Cup Champ Bob Held Takes 3 Straight in P.O.W. Quarter-Final at Narragansett, R.I. - MBC to Semis" - Jr. Sweeps - MBC Takes Three - Dave Allen in Lightnings, Jon Schwartz in Blue Jays and Pris Gale in Wood Pussys. Aug. 10th - "Held To Defend - Held and crew, Midge Beecher earned a hard-won victory over Charles Scott Jr. of Annapolis by one point in a come-from-behind last race. The event was held off Island Heights in Barnegat 17's."



Sept. 2, 1967 - Hudson, Quebec, "Robert Held, defending Sears Cup Champion, withdrew from the seventh race of the series after a fouling incident behind the starting line, thus relinquishing his chances to retain the title. Mr. Held and his crew were commended by the NAYRU Committee for their sportsmanship. " Sept. 5th - "MBC and Noroton, Conn. to meet in P.O.W. Semi-Final - Bob Held, '66 Sears Champion, to sail round against Bill Cox, '66 Mallory Champion. Mr. Cox also won the Sears Cup back in 1930. Meanwhile, MBC is defending its NJYRA title in this event in the 67-68 P.O.W. Carl Schwenker, with crew Dave Allen and Brub Hance, took the first round over Atlantic Highlands in two straight. " - Sept. 13th - "MBC Advances To NJYRA Finals in P.O.W. - June Methot, with crew Bob McCutcheon and Dave Allen, won two straight races over Shrewsbury Sailing Club, represented by Bill Robinson, to move the Club one notch further along in the defense of their NJYRA title. " - "Comm. Reggie Wolcott presented trophies at the Jr. Haulout Dinner - Retiring Jr. Commodore Bob Raynor received the Good Sportsmanship award; Midge Beecher received the June Methot Trophy and Bob Held the Bull Trophy, henceforth to go to the Sears representative. Bob Held is also the new Jr. Commodore. The juniors won 23 of the 45 senior trophies for the summer series. " - "Season champions- Flying Dutchmen, Dick Wilson; Lightnings, Doug Raynor; Jet 14's, Alan Held; Windmills, John Hamor; Wood Pussys, Ken Altreuter; Blue Jays, Sam Altreuter. The seniors will receive their trophies at the 12th Annual Haul-Out Dinner at Cobblestones. " - "The Screwball Trophy was presented to 1st R.C. Roger Power with this bit of doggerel: Roger--Dodger, wrote the rules and printed them for all to heed; Then on the boat, he set the course but evidently did not read! Now some sailed east and some sailed west--there were courses in great profusion, and the end result of his beautiful rules was complete and utter confusion! Jim Heron received the Goof Bowl and the following gem: Jim Heron came charging between the floats--discovered they both were full of boats! With Bill standing up like a figurehead, he knew if he racked up the boat, he was dead. He flipped his helm in a panic jibe which spun poor Bill in an unplanned dive-- Into the water he went with a splash, where he anchored the boat and avoided the crash!" - "Corresponding Sec'y. Jack Wolfe and Treasurer Fred Simon are the only two new officers - All others are re-elected. " - "Nov. 1967 - Honorary 1st Rear Commodore Morris P. Sherwood passed away October 16th. . there was no one who was more devoted to the sport of sailing at MBC. . "

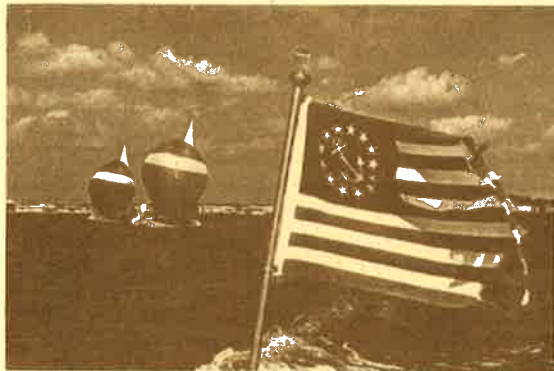
31 - IF THE KIDS CAN DO IT -

Feb. 1968 - "Aux. President Mary Held reported on the year 1967 at the Annual Dutch Treat Luncheon. " - "Kurt Weinheimer will be the Junior Instructor again this year. " - "Floats in Apr. 6, Spring Series starts Apr. 21, Long John Regatta Apr. 27-28, Tulip Bowl, May 25-26. " - "The juniors will participate in 'King of the Hill' racing to practice match racing techniques. " - "Seidemann Wins Long John - record of 58 boats" - "The third floor, now the junior clubroom, has been named 'The Pinnacle'. " - "Spring Series - Blue Jays, Jon Schwartz; F.D.'s, John Hamor; Lightnings (Silver Fleet), Al Miller; Windmills, Ben Shaver; Wood Pussys, Dick Wachenfeld" - "NJYRA Representatives, Bob Held (Men's), June Methot (Women's), Alan Held (Sears), Sam Altreuter (Midgits), Carl Schwenker (Single-Handed)" - "67-68 P.O.W. - NJYRA Finals - John Hamor, Manny Willner and Mickey Methot defeat Packanack Lake " - July 11 - "June Methot Wins Title in North Jersey Sailing - June Methot, and her crew Betty Power and Lee Hance, won the NJYRA Adams Cup yesterday in a five-race series, 2-1-1-1-1. " - "Alan Held and crew, Chris Nord and Tom Stender, won the NJYRA Sears Cup round

yesterday at Surf City, N. J. in Lightnings and will progress to the Semi-Final round at Gibson Island, Md. " - "Sam Altreuter and Crew Dave Howie Take NJYRA Midget Event - The Monmouth B. C. is once more taking home all the marbles. . that big old 'barn' on the North Shrewsbury, which seems to have an endless supply of sailing talent, has now captured four of the five available NJYRA titles; Adams, Sears, Midget and Prince of Wales for 1968. " - July 12-14 - "MBC's Windmill Fleet Hosts National Championship Here - . . the Fleet is very pleased with their performance, Ben Shaver won one race and John Hamor and Curt Delano were 4th and 5th overall. The Regatta Committee picked up some points on the Screwball Trophy by setting the first 'four-cornered triangle' in history. . seems somebody was asleep when they were supposed to pick up a mark!" - Aug. 7th "Methot, Ingram (SS&YC), Schwenker and Altreuter in Finals - The North Jersey Yacht Racing Association, a young organization as YRA's go, has much cause to be proud of their achievements. " - "Four host MBC sailors won titles yesterday at the 20th Annual National Sweepstakes Regatta. A fleet of 86 sailed two races yesterday after Saturday's program was cut to a single race by light air. Bob Marko surprised a 21-boat Lightning fleet; Dick Wilson was 1-1-1 in F.D.'s, Bill Hodgson, a recent import from England, won in the Jets and Ken Altreuter took the Wood Pussy group. " - "Hosts Win Four Jr. Sweeps Titles - Aping their elders, the junior contingent of MBC also took four events - Sam Altreuter, Blue Jays; Alan Held, 420's; Russ Marcellus, Jets and Greg Wyckoff, Windmills, were the Monmouth titlists. " - Aug. 27th - "June Methot of Red Bank's Monmouth Boat Club sailed into the first day lead of the Adams Cup Finals. . Miss Methot and her crew, Dede Heron and Bette Power, had a consistent 2-3-2 day. . " - Aug 28th - "Miss Methot continued her consistent sailing to pad her lead to 4 1/2 points with her 2-2-4 on the second day. . " - Aug. 29th - "JUNE METHOT CLINCHES ADAMS CUP VICTORY - Leading the eight race series from the start, June and her crew wrapped up the series yesterday with a third and fourth in the final two races. They didn't win a race in the series but never finished worse than fourth. . "



Windmills En Route



Lightnings at Finals - Bay Head Y. C.



Power, Heron, Methot

Goodies from the summer series were dispensed at the two Haul-Outs to Sam Altreuter in Blue Jays, John Hamor in Flying Dutchmen, Tom Gibson in Jets, Bob Raynor in Lightnings, Kirk Spurr in Windmills and Charlie "Brown" Altreuter in Wood Pussys, who at this time was 10 years old. The Good Sportsmanship Trophy was awarded to both Chris Nord and Cathy McCutcheon on a tie vote; Sam Altreuter was the most improved and Alan Held won the Bull Trophy. "1969 Officers will be Commodore Harold 'Rip' Lartaud, V. C. Charles Raynor, 1st Rear Wim Verkooyen, 2nd Rear Paul 'Sandy' Huntsman, 3rd Rear Roger Power, Fleet Captain Ferd Stender, Corres. Sec'y. John Wolfe, Financial Sec'y. Patrick Corr, Treasurer William Heron and Asst. Treasurer Robert Marsh. "

The most notable thing about the entire year 1969 in retrospect was the wind; it was a year "to blow or not to blow". Every event was plagued with either too much or too little, beginning with the Long John Regatta in April, ". the fleet was greeted with winds of 25 to 30 knots. . A number of boats were upset. . " - "The Spring Series had races cancelled for 'too much' and 'too little', but did manage a few. . John Hamor in F.D.'s, Ben Shaver in Windmills and Don Hubbard in Wood Pussys were the only MBC winners." March 19th - "June Methot, Adams Cup holder, has just been awarded the Martini & Rossi trophy for 1968 Yachtswoman of the Year. " - MBC representatives to NJYRA events will be Bob Held (Men's), June Methot (Women's), Chris Nord (Sears), Charlie "Brown" Altreuter (Midgets) and Held again (Single-Handed). June 1st - "MBC Inaugurates Summer and Dedicates Dr. Walter A. Rullman Memorial; . . Dr. Rullman was instrumental in converting the Monmouth Boat Club from an adult boat club to an active sailing club with emphasis on the junior sailing program. Commodore Harold Lartaud accepted the Memorial plaque from Mrs. Walter Rullman. It will be inscribed with the names of those who represent MBC in the various national events, Mallory, Adams and Sears Cups. "

May 1969 - "The Iceboat Club's side of the yard has been blacktopped and the third lift installed; dredging has been done in front of the bulkhead. " July 25 - "Skipper Chris Nord and crew Jon Schwartz totaled 40 1/4 points to win Sears NJYRA title in 420's at SS&YC. " - "June Methot and crew Lee Hance lead Adams after two races sailed in 25 knot wind and downpour at Raritan Y. C. in Blue Jays. The remaining races were postponed when winds increased to 35-40 after lunch. " July 29th - "The Adams series was continued on Tuesday evening, finishing the last race in no air and total darkness. The finish line was illuminated by a searchlight on the R. C. boat to enable the crews to locate it. Monmouth added 1-1-2 to the 1-2 sailed in the rain on Saturday to take the series. " July 28th - "Arnold Schwartz put together two firsts and a seventh to win the Mid-Summer Regatta at Sandy Hook and the Irv Lewis Memorial Trophy. " - "Host Skippers Pace Gusty Sweeps - A fleet of 125 boats sailed in 18-25 knot westerlies. . Monmouth win-



A Stiff Spring Breeze "Wrinkles" the Water as Lightnings Approach the Start During a Long John Regatta.

ners: Dick Wilson, Flying Dutchmen; Dick Wachenfeld, Wood Pussies; John MacEvoy, Windmills; Henry Thomas Blue Jays and Reid Dickerson, Lightnings." - "Reid Dickerson, Les Hathaway and Tim Millheiser defeated Bay Head Y.C. in a best-of-five Prince of Wales series; Monmouth now advances to the National Finals at Portland, Me. on August 24th." - "A 73-boat fleet drifted slowly around the course as seven classes sailed in the Jr. Sweepstakes yesterday. The wind was as light as it had been heavy for the Senior event. Monmouth Juniors won four events: Sam Altreuter in Windmills, Pat Toomey in Jets, Jon Schwartz in Blue Jays and Chris Nord in 420's." - "Monmouth B.C. has appointed Bob Held, Dave Devlin and Bob Raynor as the crew for the Prince of Wales match racing finals at Portland, Me." - "Four new fiberglass Blue Jays have been purchased for the Junior Training Program." - "John McEvoy is N.J. State Windmill Champion" - "MBC Season Awards Divided Into Series I and Series II - Blue Jays-SSI Patty Meade, SSII David Rodriguez; Jet 14's - SSI Bill Hodgson, SSII Russ Marcellus; Lightnings - SSI Brub Hance, SSII Arnold Schwartz; Windmill - SSI Ben Shaver, SSII Ron Freund; Wood Pussy SSI & SSII Don Hubbard; Flying Dutchman - SSI Dick Devlin; Good Sportsmanship Trophy, Sue Serfass; Methot Trophy, Rose Power; Bull Trophy, Chris Nord." - "New Officers for 1970 - Vice Commodore Patrick Corr, 3rd Rear Commodore Bill Magee, Financial Sec'y Thomas Gibson; all other officers were re-elected." - December 1969 - "The MBC M-Scow Fleet is now a fact--seven boats are committed and at least three or four more are being given consideration." - Minutes: "It was moved that the chairman draft a constitutional amendment to allow women to become members of the Monmouth Boat Club. The motion was carried." It was defeated in January.

M SCOW
LOA 16'
SA 150 sq. ft.

32 = WAYS AND MEANS

On April 4th, the new M Scow Fleet arrived and declared "M" Day. By then, there were 15 of them. The new fleet was Jack Wolfe, Bob Marsh, June Methot, Bruce Anderson, Midge Beecher, Bill Heron, Tom Gibson, Don Hubbard, Brub Hance, Jim Stomber, Sam & Ken Altreuter, Harold Rosenberg, Phil Eisenhart & troops, Ted Marko, Jack and Dave Allen. A christening party was held that night. April - "Bob Raynor will be the new Junior Instructor; Sam Altreuter will be his assistant." June - "New member: David Allen" - Dave, son of Jack Allen, grandson of Harold S. Allen, great-grandson of Stephen Allen, all MBC members, thus became the first fourth-generation member! Back in 1950, we found a letter from Bill Bennett, "Chairman of Regattas", which says: "We have selected eighty active members. . . to serve on various committees for the three regattas coming to the Club this summer. It is a huge undertaking. . . ." The three were the N.J. State Lightning Championship, the Metropolitan District Championship and the National Sweepstakes. It is a measure of something, that 20 years later in 1970, the Regatta Schedule was 1) Long John (Lightning), 2) Tulip Bowl (F.D.), 3) School's Out (Blue Jay), 4) N. J. State Championship (Lightning), 5) Metropolitan District Championship (Lightning), 6) N. J. State Championship (Windmill), 7) N. J. State Championship (Wood Pussys), 8) National Sweepstakes, 9) Junior Sweepstakes, 10) Gravy Bowl (Jet 14's), 11) Swivelstix (M Scows) PLUS Memorial Day Club Regatta, July 4th Club Regatta, Labor Day Club Regatta, PLUS Open Spring Series, Summer Series I, Summer Series II, and Open Fall Series, PLUS Men's, Women's, Juniors', Midgets and Single-Handed Elimination Series for NJYRA Representatives! A careful reading of the reports of the Race Committee



Boats!

Boats!

Boats!

in the Minutes that Spring (as reported in the Binnacle) doesn't indicate any panic: "Jan. - 'None', Feb. - 'The Spring Series will begin April 5. The Summer Series will again be in two sections.' Mar. - 'Race schedules will be out shortly.' Apr. - 'The first weekend of racing was cancelled due to cold water temp. and high winds.' May - 'If anyone wants to serve on the Race Committee, please contact the 1st Rear Commodore'." You can't say we weren't blasé. Since the records show that the courses did get set, the guns did get fired, the races did get sailed, the results did get recorded, Lord knows how many sailors did get wine, dine and housed, the number of trophies given out was uncounted and there apparently weren't any serious complaints about any of the above, it must be considered as something of an achievement. It is also a measure of the problem of your editor who is not trying to write an encyclopaedia. The sheer volume of winners from this point forward obliges us to forsake listing them. They are all recorded for posterity in the Haul-Out Dinner Programs and Yearbooks and occupy pages and pages of print. Extra copies of both have been preserved and will be suitably bound and placed in the library on the third floor, along with a complete set of the Binnacles. The sailors get all the headlines, anyway, and there are many people and activities which have been very important to the Club who deserve recognition and rarely get it. - September: Minutes - "A lengthy discussion was held on the whereabouts of some perpetual trophies which have strayed over the years. The merits of keeping the 'perpetuals' at the club, suitably displayed, was also discussed. A committee was appointed to study the club facilities and make recommendations as to the best location for a trophy and history room." October: Minutes - "Brub Hance, co-chairman, read the report of the committee's recommendation for the utilization of the third floor for display of trophies and as a history and meeting room. The report gave detailed plans and expenses and, with all the labor by members, will cost approximately \$3000. The membership accepted the recommendation and work is authorized to begin." - "New Officers for 1971: Commodore Patrick Corr, V.C. Paul Huntsman, 1st Rear Willem Verkooyen, 2nd Rear John Wolfe, 3rd Rear William Mergenthaler, Fleet Captain Manny Willner, Corres. Sec'y. Glenn Richards, Financial Sec'y. Tom Gibson, Treasurer Robert Marsh, Asst. Treasurer Thomas Vought."

One of the "sneak preview" critics of this work has offered the comment that maybe we didn't need to list all the officers each year; we think they deserve to be listed. Unlike some clubs, all the V.C.'s, 1st, 2nd and 3rd Rears, etc., at MBC are not just nautical honoraries--they work! The Vice Commodore is the chairman of the House Committee. When the "house" is as venerable as ours and gets the wear and tear that ours does, it needs constant TLC just to

survive. MBC has done more than survive--it has been constantly updated and improved. This has been the contribution of a long line of V.C.'s. Historically, one of the major problems has been to keep the building from sinking--literally. If you back to Chapter 9, you will be reminded that it was built on newly filled land. Into that, they drove pilings; on the pilings, they built the club. Time, tide and probably teredos have done their thing--for at least thirty years, the building was periodically jacked up and a layer of "cribbing" added underneath. When one more layer sank into the Shrewsbury muck, another was added. This problem has hopefully been resolved; the house is now on concrete pilings. - February 1971: Minutes - "The planned plumbing renovation was outlined. Planning for the kitchen renovation is progressing. The work on the third floor is almost complete and the results are fantastic." What the minutes do not say is that seventy-one members of the club pitched in to do the job on the third floor--not 71 men either --71 men, women and juniors hammered and sawed and scraped and sewed and painted; when it was done, each one of those people enjoyed it far more than if we had spent a lot more money and had it done professionally. That is the real secret of the success of the Club--it belongs to its members because they make it what it is, and have a lot of fun doing it. By the end of that winter, the "plumbing renovations" had produced a gleaming new kitchen with restaurant-size equipment and two shining tile toilet and shower rooms, all achieved by members. The Huntsmans headed up these projects and anyone who has been around long enough to remember the zinc trough which once served as the kitchen sink, or the dark closet off the boat lockers in the old shed which up to about 1947 served as a toilet for both sexes, can clearly be impressed. There was an intermediate era during which a ladies' facility was tucked under the stairway--this one had some sort of an obscure ailment which required continuous feedings of gallons of pine oil to keep it even moderately tenable. Thirty-two members are listed as contributors to "Project Heads". The Opening Day Cocktail Party was a lot larger than usual that year. People came to see the new Third Floor and the history in pictures which had been collected from many sources. There were a lot of former and older members present too; many of them had contributed trophies and pictures to the collection and came down to see what we had done. It was a good day, full of good feeling.



Opening Day - 1971 - Commodore Pat Corr, Vice Commodore Sandy Huntsman, 2nd Rear Commodore Jack Wolfe and 3rd Rear Commodore Bill Mergenthaler

Minutes - June 1971: "Weather finishes were again requested and discussed." "The third hoist is in place; all work was volunteered by members to install it." "The Haul-Out dinner will be held this year at the Club on September 25th."

The Haul-Out Dinner, mentioned so blithely, represents one more major undertaking by the Auxiliary; it was planned, cooked and served by the gals. Of all the groups within the Club, none is more deserving of kudos or get fewer. Down through the years, they have run successful cocktail parties by the gross, dances and parties by the raft and lunches during regattas and other functions, such as floats-in and floats-out days, beyond count. We seldom stop to realize that 125 boats in a regatta have about 275 crew members and require the services of another 25 or 30 members on the regatta and patrol committees. Lunch for 300 or more is always forthcoming on demand and ready when the sailors land! If it happens to be a cold day, there is always something hot and on hot days, cold beverages are consumed by the barrel-full along with an always tasty lunch. Filet mignon Haul-Out dinners, preceded by a cocktail hour, for 160 or more persons appear as if by magic but represent a tremendous effort behind the scenes. The juniors often pitch in to help with serving and cleaning up, too. Over the years, the Auxiliary has held their own functions also: luncheons, fashion shows, card parties, sherry parties and teas. Periodically, they have held sew-ins to produce new drapes for the club's many, many windows, cushions for chairs, or whatever has been needed. Auxiliary funds have purchased kitchen equipment, deck chairs, furniture for the pine room and many other conveniences. No one has ever compiled a complete list of the Auxiliary's officers, as far as we know, but it should be done. Their contributions to the Club down through the years have been tremendous. Minutes - September 1971 - "The Albacore owners at MBC presented an Albacore Fleet Charter for Club approval." Unfortunately, they either did not list their members or it did not get into the minutes. The only charter member of whom we are certain is Dave Tutelman; he certainly had the first one at MBC and had been trying for several seasons to get up a fleet. When he finally succeeded, they sure came on big. - "New officers elected for 1972: Fleet Captain David Methot, Corres. Sec'y. Theodore Wyckoff, Financial Sec'y. Glenn Richards, Treasurer Frank Kennelly, Asst. Treasurer John Allen. The Flag Officers were all re-elected." Also in the October minutes: "A request by the Twin Rivers Frostbiting Club to use a lift and float during November, December and March was approved. The Frostbiting Club's races are open to all."

December 1971 Minutes: "Maintenance projects for the coming year include repairs to the foundation of the building, repaving the yard, repairing the porches and replacing the pilings." The last weekend of the Fall Series had been wiped out by a nasty storm which had done a lot of damage to the docks, pilings, etc. This type of work is just one more example of how MBC relies on its own "internal resources". For many years, each Spring and Fall, the announcement of "Floats In Day" and "Floats Out Day" has turned out a work crew of fifty or sixty members who launch or haul, repair, rebuild or build new floats, docks, or whatever needs to be done. None of this could ever have been achieved, however, without the semi-annual contribution of Mickey Leonard who just happens to own a tremendous assortment of lift trucks, cranes, pile drivers, work boats and almost any other contraption that could be needed for this kind of work. He and his equipment have always been available. Between Mickey and his equipment and the huge volunteer labor force, the Club literally saves thousands of dollars. In 1970, one week after floats-in had been accomplished and everything made ready, a storm did great damage and everybody came back on Good

ALBACORE
LOA 15'
SA 125 sq. ft.



Mickey Leonard
and
Pile Driving Crew

1972

Friday, hauled the damaged floats, made repairs, and did it all over again. Also, that Spring, the sewer system was brought down the hill and the Club finally got rid of a big problem. Minutes - Feb. 1972: "Midge Beecher and Sam Altreuter have been hired as sailing instructors. Repair of club owned Blue Jays will be accomplished on Wednesday work nights." There is also a reference in the house committee's report to "minor electrical work." By the time the minor work was completed, the entire building had been rewired; a huge effort by our two resident electrical contractors, Jack Allen and Sig Olving. Remember trying to make the 50 cup coffee pot produce coffee--it was always touch and go whether we were going to get hot coffee or a hot building first. - Minutes - New Members: Stuart Edington--we think Stu ought to get some kind of prize for being the longest holdout of the pre-war juniors to get back--roughly 31 years! - Notice in How To Use Lift: "Keep the control out of the hands of children of all ages." - Aug. 14th - "Host MBC Skippers won seven out of 13 class titles in the abbreviated National Sweepstakes. Lack of wind cancelled the final race. a banner turnout of 136 boats." - "The pattern was the same but the circumstances differed. the weekend's 'senior' regatta was curtailed due to lack of wind. Yesterday high winds forced the committee to cancel the final race of the National Junior Sweepstakes. Host MBC came up with four winners out of eight classes." - Minutes - "The Laser Fleet owners presented a Laser Fleet Charter for Club approval. The acceptance was moved, seconded and approved." - "Monmouth Having Big Year in NJYRA - . Midge Beecher and crew Mary Huntsman and Crissy Van Siclen yesterday won the NJYRA Adams Cup Eliminations sailed in Rhodes 19's at the Rumson Country Club. This is Monmouth's third NJYRA title of the year. Steve Tyrrell, with Eric Olving and Bill Mergenthaler as crew, has already captured the Sears Cup title at Monmouth Boat Club in Lightnings and Bob Held, 1966 Sears

Cup winner, with Sandy Huntsman and Les Hathaway as his crew, has won the Area Semi-Finals of the Prince of Wales interclub competition at Spray Beach YC, sailing in Flying Scots. This qualified Monmouth to send a crew to the P. O. W. Finals at Kanoeha YC in Honolulu next month." - Aug. 17th: "MBC's Midge Beecher in Adams Final - 21-year-old Midge Beecher hoisted Monmouth B.C. colors high here yesterday with a convincing victory in the Area C. Adams Cup Semi-Finals competition at the Mantoloking YC. Aided by crew members Mary Huntsman and Crissy VanSiclen, this advanced the victorious triumvirate to the finals at Rocky River YC on Lake Erie in Cleveland, Ohio." Bob Held, sailing with the same crew as in the previous round, was selected to go to the P. O. W. Finals in Honolulu, where they finished fourth. Midge Beecher's Adams crew finished sixth. - "DON COLYER SUCCESSFULLY DEFENDS THE NATIONAL WOOD PUSSY TITLE. " - "Arnold Schwartz Wins Governors Cup at Lightning Nationals - Arnold. is also President of the International Lightning Class Association this year. one of the largest one-design classes in the world with boats now being numbered in the 13000's." - "DAVE RODRIGUEZ NATIONAL SENIOR BLUE JAY CHAMPION - Another national champion has come out of the ranks of the Monmouth B.C.'s army of highly trained juniors. Dave, who is no longer technically a junior this year, took over the senior division." Oct. Minutes: "Motion was made, seconded and approved for the renovation of the entrance hall. " - November Minutes: "Work on the pilings has been completed. Mickey Leonard, his machine and fine crew of volunteers, performed like professionals." - "For those who haven't had enough, Frostbiting begins on November 5th" - "Laser frostbiting at MBC began October 22nd and will run until ice prevails or spirits cool." - "Officers for 1973: Commodore Paul S. Huntsman, Vice Commodore Willem Verkooyen, 1st Rear Charles Raynor, 2nd Rear William Mergenthaler, 3rd Rear Wallace VanSiclen, Treasurer William Barr, Asst. Treasurer Philip Eisenhart, Secretary Theodore Wyckoff, Financial Sec'y. Glenn Richards, Fleet Captain Reid Dickerson." - December Minutes: "The renovation of the foyer is complete and the estimate was on target. The MBC Juniors paid for this improvement." (What it does not say is that once again the job was accomplished by volunteers, senior and junior.) The Auxiliary passed the gavel from Evelyn VanSiclen to Helen Methot and the Junior Skippers elected their first Commodorable, Crissy VanSiclen.

LASER
LOA 13' 6"
SA 76 sq. ft.

Binnacle, March 1973: "Twin River Frostbite Assn. will be back Sunday, March 4th looking for ice flows to dodge." - "The Juniors will sponsor their 1st Annual Racing Seminar, March 9th, with a Pot Luck Lasagna Dinner at 6 P.M." - "A Race Committee Seminar will be held on the 3rd Deck, March 19th." - "The 2nd Annual Valentine Brunch was deliciously delightful." - "For the first time in many years our newly launched floats survived the inevitable Spring storms; for this we owe thanks to over one-third of our membership under the instructions of Bill Scharman, again proving what makes our Club the best. our co-operative and enthusiastic membership." - "On April 28th, but for the diligence of our Race Committee, a sailor would have drowned. Despite the Race Committee's instructions, he left the dock without his life jacket. He was hauled from the water accompanied by his skipper's plea, 'Please get him out; he's almost had it.' This incident emphasizes one more phase of the volunteer and Club activities to which hundreds of hours and uncounted gallons of gasoline have been devoted; it is our good fortune that it has always been successful but

this success has not been accidental. In addition to the R.C. boat and the Club "crash boat", there have always been privately owned boats on patrol during the races. The Rescue Committee has been headed up for more than twenty-five years by Bob Cabeen, who is invariably on the course with his own equipment at his own expense, and has never been responsible for damage to either life and limb or to equipment he has rescued. That he enjoys doing it is obvious, ("Good day--got three today!"); nevertheless, there are innumerable sailors who owe him a great debt for retrieving them and their equipment, and quite possibly in some cases, their lives. This has been especially true since the



Top L: Rescue 1 - "Captain Ahab"; Top R: MBC Crash Boat manned by former Comm. Rip Lartaud and Comm. Sandy Huntsman; Center L: Bob and Barb Cabeen; Others: An assortment of Bob's "customers".

seasons have been extended into months when the water is cold. We do not intend to overlook the patrol service provided by many other private boat owners; a few who come to mind are Bill Mergenthaler, Charley Raynor, Mickey Methot, Ted Wyckoff, Stu Edington, Rip Lartaud, Bill Mahoney, Harvey Schenck and many, many others back through the years, and we are very grateful to them. No one will dispute, however, that Bob Cabeen has put in more time and effort than anyone. Any skipper who has been sailing for very long and has not been rescued by Bob, is in a very small minority. - "JACK ALLEN TAKES WOOD PUSSY NATIONALS - Jack Allen, of the host MBC, defeated defending champ Don Colyer. . Runner-up was MBC's Prissy Gale." Monmouth again dominated the NJYRA events in 1973: Bill Mergenthaler IV won the Single-Handed title; Bob Held, this time with Crissy VanSiclen and Bill Mergenthaler as crew, repeated as P. O. W. winner, and 14-year-old Randy Dickerson copped both the Junior (Sears) and Midget divisions. At 14, he was eligible for both. His crew in the NJYRA Sears was his twin brother Peter and Karin Huntsman. In the Midgets, Frank Mergenthaler and Eric Knef sailed with him. "RANDY DICKERSON HAS WON THE MID-ATLANTIC MIDGET CHAMPIONSHIP. Congratulations to Randy and his crew for an outstanding performance in keeping with the tradition of excellence in sailing for which Monmouth Boat Club is renowned." For those who do not know, the Midgets do not have a National event--the Mid-Atlantic title is the top rung! 1973 was again a year in which MBC hosted a large number of regattas--in addition to those which had become annual, Long John, School's Out, 2 Sweeps, Swivelstix, Tuna Bowl and 3 Holidays, there were the Wood Pussy Nationals, Windmill Districts, Comet Territorials (just as a favor), and the Albacore Nationals, plus the NJYRA Sears and O'Day events. The 1st Rear Commodore of our Club is in charge of racing. While it is more fun to run this job than, say, worry about the problems in the building or the budget, it is still a huge undertaking in a club which runs thirteen regattas and two special series on top of the 44 or so races in the three regular series. If the wind elects to shift after the course is set, who gets the guff for a poor line? The R. C.; and just let him foul up something in the course or the instructions! Would you believe that the above listed events means running through the starting time sequence about 350 times a season--and in the forty or so years that M. B. C. Committees have been doing this, they have probably run close to 9000 starts, and if an average of seven boats started, this means that about 60,000 sailboats have crossed our starting lines! Let us appreciate our 1st Rear Commodores and all those silent people who work with them to keep the time, and fire the guns, and set the marks and then get black mud all over themselves when they haul them out again. Have you ever gone out to start a race and found that there was no R. C.? Rain or shine, they are always faithful. We should also applaud the lady



Mid-Atlantic Midget Champ, Randy Dicker



Albacore Nationals



Race Committee in Action



Landing at Dock

scorekeepers who not only give you their Sunday afternoon but spend their Sunday evenings on the telephone with reporters so you can read your name in the papers. Notables in this group going back from our present Ginny Kline have been the late Helen Patterson Methot, Mal Devlin and Carol Hance and several who I am sure I have slighted. Thanks are also due to those who obtain all those mountains of trophies--a service provided for many years by Wim Verkooyen. -

"Labor Day Clam Bake - It was terrific!" - "Need Year Book Information - Business or Monkey Business - pictures of anyone doing anything, but all nautical". Another terrific volunteer job: the Binnacles, dinner programs and yearbooks--done by many over the years but Mary Huntsman gets credit for inventing the yearbook. How many clubs do you know that produce these types of things for your pleasure? Or have such an avid candid photographer as Mary, who took many of these pictures you are now looking at? - 1974 changes in the officers were 1st Rear Commodore Jack Allen and Asst. Treas. Bob Howson; all others were re-elected.

1974 seems to have been a slight breather year, but only slight. The big volunteer project was the reconstruction, during the winter, of the club-owned Blue Jays. They turned out to be pretty beat-up and it was a big project, finally achieved. The maintenance of these boats is just one tiny part of the responsibility of the member who accepts the job of the Chairman - Junior Program. (Not even an officer's title goes with this effort, and maybe it should--is there such a thing as a 4th Rear Commodore?) The Chairman is also responsible for hiring the instructors, arranging and managing the classes, running the junior program activities (frequently including social), supervision of the soda machines which provide a great deal of the junior treasury, the Junior Haul-Out Dinner, the Jr. Sweepstakes, getting our juniors and boats to other clubs for inter-club events, etc., etc., etc. This has got to be one of the heaviest service jobs in the club and it has been done superbly by many; their achievements are reflected in the success of our junior skippers. A Junior

Race Week, starting with the Jr. Sweeps at MBC and continuing on the South Shrewsbury on Wednesday and Thursday, with separate and overall trophies, finally was achieved in 1974. This type of event had been under discussion since the late 1940's but somehow had never materialized. Seven classes were run: Blue Jays, 420's, Comets, Lasers, M Scows, Turnabouts and Albacores. At some point in '74, the Turnabouts became national and the name was changed to National 10's. Although they had been frostbiting at Monmouth under the Twin Rivers banner, this was their first year as a regular MBC class. - Another aspect of junior training at Monmouth, since it was started back in the early '60's, has been the special advanced racing program for older juniors who have completed the sailing class program. This volunteer effort has had many people who have worked on it, including, interestingly, some of its graduates such as Les Hathaway, Doug Raynor and Bob McCutcheon. The success of this program is clear, not only in Sears and other YRA racing, but in the results of several one-design classes. The overall achievement of all of the junior efforts may be far more important in the long run than some trophies--in thinking back through the years, all the way back to the thirties, this editor is unable to recall even one instance of a kid who grew up with boats and racing who, as the saying goes, "went bad". We can think of a whole lot of them whose achievements in many fields have been outstanding. - October 1974 Binnacle: "...a visit from former members Mary and Jack Wolfe, now of Newark, Del. Their comment: 'You don't know what a good thing you have until you leave Monmouth.' With the whole upper Chesapeake Bay to choose from, they have been unable to find any small boat racing club like ours." - Same issue: "Tufts was a close second in the Intercollegiate YRA. Sailing for Tufts--our own Sam Altreuter, who was third in the ICYRA Single-Handed." By the way, if you ever decide to check on Sam's official record, the name on his birth certificate is Roger! (Ask Ken, not me.) - "Officers elected for 1975: Commodore Willem Verkooyen, Vice Commodore Wally VanSiclen, 1st Rear Wm. Mergenthaler, 2nd Rear Glenn Richards, 3rd Rear Frank Kennelly, Fleet Captain Denis Farley, Rec. Sec'y. John Simpson, Financial Sec'y. Charles Stubbs, Treasurer Bill Barr, Asst. Treas. Dave VonHolle." We note, that our opinion expressed on page 148 about the Junior Program Chairman apparently has some support--on the front page of the October 1974 Binnacle where the new officers are listed, the Junior Chairman is listed after the Flag Officers and ahead of the other eschecons. - Same edition: "A new boating fleet, 'Monmouth Cruising Fleet' applied for affiliation as an auxiliary of the MBC. Approved." - Jean Edington, outgoing Auxiliary president offered thanks and appreciation to all and success to incoming president Jean Barr.

The new Commodore, Wim Verkooyen, drew up a very nice organization chart which is a big help right this minute. First, it shows just how well we are set up in advance--in December 1974, we already had a chairman, Manny Willner, and a committee of four persons for the 1976 Bicentennial Celebration. Second, it shows me that I have thus far neglected to point out the contributions of the 2nd Rear and 3rd Rear Commodores. The 2nd Rear Comm. is the guy who is responsible for Finance and Ways and Means. While this may not be a frantic job, on the face of it, there is no doubt that it is getting bigger and tougher every year. Back on page 95, we included the 1940 Treasurer's report because we thought our current officers would get a kick out of it. The total annual income was \$3156.31 and they had a balance at the end of \$558.09.

NATIONAL 10
(TURNABOUT)
L.O.A. 9'
S.A. 60 sq. ft.



Sailing and Soda-Pop Gang

Our 1979 Budget anticipates an income of \$55,750. and expenses of \$55,305. in the Operating Budget alone, and this is totally separate from the Capital Budget. A goodly chunk of this is, of course, the result of inflation, but it does reflect the increase in every small corner of activity almost in proportion to the dollars. It also reflects the increasing responsibility of the Financial Officer. It is evident that if we were not the type of organization that we are, one where every active member pitches in, the dollar amounts would inevitably be much higher. From one small voice, it is my opinion that for what the active members get out of their club, it is worth every penny and a whole lot more, especially to those members with children. - In 1975, the Schools Out Regatta was expanded to three classes, Blue Jays, National 10's and Lasers and any other class with 8 or more boats. The 14th Annual Long John Regatta, with 71 entries, had "boats stacked up like cordwood on the starting line." This event, which is the first affair of the season in Lightning open competition, draws boats from all over the northeastern states and has an extremely high level of competition.

The 1975 North American Intercollegiate Singlehanded Championship, sailed in the Force 5, was won by our Sam (Roger) Altreuter. By doing so, Sam qualified to sail in the O'Day Finals of the United States Yacht Racing Union (new name for NAYRU). - "O'DAY TITLE TO ROGER ALTREUTER" - Yes, he did; Sam thus became the fourth NAYRU-USYRU winner to come out of MBC. Since he was representing the Intercollegiate YRA at the time, Monmouth doesn't get the credit on the records, but we know Sam grew up in our juniors, and we are delighted. Incidentally, we know of no other club which holds four of these (officially, or not), and only two or three clubs which have won three. While we are bragging, did you know that the Encyclopedia of Sailing lists Monmouth Boat Club as one of the best twenty-five clubs in the country!



Roger (Sam) Altreuter

33 = U. S. BICENTENNIAL

The only new officers in 1976 were Financial Sec'y. Mo Shaw and Asst. Treas. Charles Roden. The Bicentennial Committee reported that 151 members have signed up and paid for the "Super Cat" to see the Tall Ships on July 4, 1976. Jan. Minutes: "Super Cat reservations filled to capacity. Dinner arrangements for July 3rd to entertain Polish ship's crew are under way by Ladies Auxiliary."



Crew members of "Dar Pomorza", Polish tall ship, during anthems at MBC



Boarding the Super Cat



Dar Pomorza, Gdynia



PARADE OF TALL SHIPS - U. S. BICENTENNIAL - JULY 4, 1976
From our anchorage just off the Statue of Liberty, the members of the Monmouth B.C. had a fantastic view of the spectacular Parade of Tall Ships--a memorable day.

July Minutes: "The Commodore thanked Manny Willner and his committee for their outstanding efforts in making the Operation Sail dinner and reception for the Dar Pomorza and the Super Cat cruise such an outstanding success. The members gave a standing ovation to Manny Willner for his personal contribution. A motion was approved for an Operation Sail Photography Contest committee to be appointed." - "R. C. Chairman Mergenthaler reported that MBC has the honor of being appointed host for the North American Mallory Cup finals in the Fall of 1977 to be held in Paceship 23's. Nine new boats will be made available by the manufacturers and races will be conducted in Sandy Hook Bay." In the general hub-bub over the Bi-centennial plans, a second revolution took place, relatively without bloodshed: Minutes March 1976: ". committee recommended. 'A candidate for membership as an active member must be a male at least 21 years of age' be changed to 'A candidate for membership as an active member must be at least 21 years of age!'" Thus, in the year of the Bi-centennial, the Monmouth B.C. became "bi-sexual." - Randy Dickerson again won the NJYRA Sears and Kevin Corr won the NJYRA Midgets.



Junior National Sweepstakes - Beginning Junior Race Week

October 1976 - New officers for 1977: Commodore Wally VanSiclen, Vice Commodore Bob Howson, 1st Rear Bill Mergenthaler, 2nd Rear John Simpson, 3rd Rear Frank Kennelly, Fleet Captain Denis Farley, Rec. Sec'y. Linc Rice, Financial Sec'y. Mo Shaw, Treasurer Walt Colantuano, Asst. Treas. Harry Mote. - "Frostbiting at Long Branch Iceboat & Yacht Club in November; at MBC in December" - Minutes, November: "The Financial Secretary requested that all revenues in the future should be directed through him in order that they can be properly assigned to the correct account." The handling of the incoming dues, initiation fees, and all revenue from whatever source, billing, keeping track of paid-up membership, etc., etc., is another one of those heavy-hour, no glamour jobs which has been so well done by many Financial Secretaries. Our system of paying separate fees for those things a particular member uses, such as trailer parking, lockers, etc., is a fine and equitable approach but it does add a great deal to the work of this office --for which no-one, except possibly the outgoing commodore, ever remembers to say thank you, good job. - "Photo Contest Winners - People, George Tirone; Clam Bake, Chuck Slaughter; Tall Ships, Lola Olving; Naval Vessels, Kermit Whiteman; Parade, Chester Trent; Dar Pomorza, Russ Minton."

MBC won the Prince of Wales semi-finals with Bill Mergenthaler IV as skipper. Fall Series plus Swivelstix, Tuna Bowl and Laser Regattas still to be sailed.

34 = NINETY EIGHT, NINETY NINE

A new wrinkle during 1977 was the opening of Club sailing classes to beginning adults. There were also seminars for all different levels plus race committees, rescue committees, etc. All were very successful. The Starvation Island picnic was also revived and well attended. Bob Hutchinson won the N. J. State Lightning Championship. August Binnacle: "The original Deed to our property (1883) conveys 'Land in the township of Shrewsbury at Red Bank beginning at a stone in the west side of J. W. Stout's land. . and in the line of the second willow tree, thence westerly from the aforesaid stone by the northerly side of the second willow tree near said stone thirty feet to a stone, thence northwesterly . . one hundred feet'. . and some guy is trying to tell me my boat belongs in space #46!" September: "Congratulations are due Linda Polonsky and crew Randy Rice for winning The Bemis Trophy semi-finals, and to Frank Mergenthaler for winning the Smythe Trophy semi-finals. The Finals of these Junior North American Championships are at Rush Creek Yacht Club, Dallas, Texas. We'll all be cheering for you." Also: "There were 63 separate starts at MBC from July 30th to August 9th. Starting lines were crossed about 735 times. If the average length was 16 feet, stem to stern, the boats would stretch two and one quarter miles. The ladies served more than 700 lunches. . " - "MBC took Six of Eight in Sweeps" - "At the Lightning Nationals, Denis Farley was 2nd in the President's Cup and Jon Schwartz won the Governor's Cup. The regatta was held at the Buffalo Canoe Club." - "Santo Pezzutti won the B. Fleet at the Albacore National Championship at Ware River, Virginia. This same event was won by his son Paul the previous year." - "MBC will host the Mallory's (Men's North American Championship) on September 22-25 on Sandy Hook Bay. A committee of cruising-type sailors is developing to help put them together. Our own Race Committee will do its inimitable thing." - "A special trophy has been commissioned by Past Commodore Verkooyen. . the trophy is a plaque cut from the blade of a windmill in Holland. It honors the most venerable member of our local Windmill Fleet. V.C. Bob Howson presented this trophy to Comm. Wally VanSiclen 'for undaunted persistence above and beyond the bounds of reason'. " - "The Mallory competition is the big thing this month (September). Bill Mergenthaler will see that the guns are fired at appropriate moments. Glenn Richards is in charge of the shore side activities. Redoubtable Bob Cabeen has nine support boats at the ready. Jack and Dot Allen are the stake boat. The Beechers will pre-side over cocktails and dinner on the 24th. . a major effort by many people, and its successful execution will be an extraordinarily large feather in MBC's cap." - October Minutes: "A motion was made to express appreciation to all the people who contributed to the running of the Mallory. . the successful conduct of the project and the attendant enhancement of the prestige of the Club."



Charles R. Allaire

November 2, 1977 - "Charles Allaire, 61, Retired Postmaster - . He was noted as a sailor and belonged to the Monmouth Boat Club of Red Bank. He won many honors in Lightning and Comet Class sailboats." Charlie was our first winner in the big time. In order to develop good sailors, there must be a pacesetter-- for many years, Charlie set the standard at M.B.C. and it was very high. Officers elected for 1978 were Commodore Wally VanSiclen, V.C. Bob Howson,

1st Rear Frank Kennelly, 2nd Rear John Simpson, 3rd Rear Manny Willner, Fleet Captain Mo Shaw, Recording Sec'y. Linc Rice, Financial Sec'y. Evan Beecher, Treasurer Walt Colantuano and Asst. Treasurer Tony Price. Subsequently, Frank Kennelly and Walt Colantuano resigned for business reasons and Bill Mergenthaler and Tony Price replaced them. Dick Moisson became the new Asst. Treasurer. - February 1978:

"Frostbiting in three weeks, nine weeks to Opening Day!" - "Three seminars will be conducted by Collegiate Champion Bill Mergenthaler - I. Intensive Race Clinic for Competitive Sailors, II. Intensive Boat Handling Clinic, III. Racing Seminar Workshop." - "A Turnabout is to be purchased out of the Junior Program budget." - "The Lightning Brunch was delightful." - "Congratulations to Frank Mergenthaler on winning the Laser Invitational Interscholastic Regatta at the U. S. Naval Academy." - "70 workers participated in Floats In. 18 new lockers have been constructed. The flagpole has been rigged and will be raised next weekend." - " . an inquiry concerning a Laser Regatta for the 'over fifty' group!" - "The Club has sailboats that are available for use by the general membership: Turnabouts, Blue Jays and Phantoms. Although the boats are intended for the sailing education program, members may use them on an as available basis." - "Doug Howson took the Red Grant Regatta by storm: 1) Red Grant Trophy (winner in largest fleet), 2) Sharon Walsh Memorial Trophy (top performer under 21), 3) Phantom N.E. Regional Championship!" - "30th Annual National Sweepstakes Sailing Regatta, August 12-13; Junior Sweepstakes Race Week, August 14-17" - "At the Women's National Albacore Championship, MBC had 2nd, Eileen Ewing and Kay Marsh; 3rd, Linda Polonsky and Pam Simpson; 4th, Pat Lindmark and Nanette Gahn and 5th, Susan Lawser with her mother crewing. The Junior Nationals were also held at the same time: 2nd, Doug Howson and Dan Vought; 4th, Randy Rice and Pete Bellin. Congratulations are certainly in order." - "Doug Marsh was elected President of the Albacore Association during the annual meeting held at the Nationals. In the B Fleet, Pat and Bob Lindmark won while Eileen and Bill Ewing were runners up in the A Fleet. They went on to finish third in the North Americans." - "The Cruising Fleet held a number of events during the season with Jack Allen taking the Sheepshead Bay Race, the Dead Horse Bay Race and the Picnic Race. Quentin Frazier won the Seaman-ship event and compiled the best record in the river races." - "Denis Farley won the Lightning Metropolitan Districts with Bob Hutchinson as runner-up. Jack Huntsman finished 3rd in the Junior National Lightning Championship, thus qualifying for the Junior World Championship in Lima, Peru in November." - "Neal Murray and Leonard Cordaro each won three outside events in Celebrities in 1978." - "In the National Sweepstakes Race Week, MBC Juniors took the Lasers: 1) Randy Rice, 2) Doug Howson; the M Scows: 1) Bonnie Eisenhart; and the Phantoms: 1) Neal Murray Jr., 2) Eric Howson." In between regattas, the Auxiliary managed to squeeze in five cocktail parties, two ladies luncheons, two adult parties and one dance, one junior party and two dances, lunch for five regattas plus Floats In and Out, and the Junior and Senior Haul-Out Dinners. John Schneider served as the 1978 President of the International Lightning Class Association. Frostbiting in National 10's began November 4th and continued for eight weeks. We now list nine fleets of one-design boats plus the Cruising Fleet which have a total of 191 boats registered in them. There were 93 students in the educational program, plus those who attended the seminars. Asked '78 Comm. Wally what happened last year--he said, "Not much--quiet year!"

CELEBRITY
LOA 19' 9"
SA 172 sq. ft.

35 = ONE HUNDRED!

The Officers of the Monmouth Boat Club for the Centennial Year are Commodore Robert D. Howson, Vice Commodore William J. Mergenthaler III, 1st Rear Commodore Howard L. Hathaway III, 2nd Rear Commodore F. John Simpson, 3rd Rear Commodore Emanuel Willner, Treasurer Anthony J. Price, Assistant Treasurer A. Richard Moisson, Recording Secretary Lincoln P. Rice, Financial Secretary Marguerite Siegel (another first!), and Fleet Captain Maurice Shaw.

The year got off to a flying start in the best tradition of the Monmouth Boat Club when Eileen (Skipper) and Bill Ewing (Crew) won the Albacore Mid-Winter Championship in Florida in February. The Frostbiters were out as soon as the ice melted and the Spring Series opened on April 22nd.

We have purposely saved until last, a mention of the job of Commodore--in earlier years, the President. It goes without saying that he is our leader and has the final word as to what will and will not be achieved during his tenure. We have been fortunate indeed to have been led by so many strong and foresighted men. It is a job which requires tremendous time and effort and dedication. Although it should not necessarily be so, in the final analysis, it is the Commodore who, in addition to his Constitutionally dictated duties, is the arbitrator of all disputes and worries about such mundane items as whether the doors were locked, the boats properly tied and the storm will damage the building and docks. The solitary figure up to his knees in water (hips on anybody else) on page 139, is our 31st Commodore, Bob Cabeen. Our 34th Commodore, Reggie Wolcott, always referred to his office as "The Complaint Department." Our 39th Commodore, Wally VanSiclen, has the singular ability to turn a phrase; no one has ever described the Club better: "I suspect that never has such a group of independent, stubborn, highly motivated, intelligent people been so closely associated. We play our game together, party together and concern ourselves with each other--99.80/o of the time. But wow--that other .20/o. We flay at each other

and generally cause mayhem. Then once again we coalesce and march on to new grandness. A curious process indeed, but it seems to work."

As we sail into our Centennial Year with our colors flying high and our Club in the capable hands of our completely unflappable (at least, on dry land) 40th Commodore, Bob Howson, big plans are afoot to celebrate this grand occasion. We will salute and toast and thank all those whose past efforts have made the



A Frustrater



Frostbiting

Monmouth Boat Club what it is: an organization whose only purpose is to provide pleasure for its members but which has managed, in doing so, to compile an outstanding record of achievement, not only in the obvious form of winning trophies and titles, but also in the more subtle form of having gained dignity and respect. Our greatest tribute may be that people are proud to have their name associated with us, even by the most tenuous thread--it is not uncommon to meet someone who will say, "My father was a member of the Boat Club," or "My cousin sails there." There is no higher approbation. Let us go forth into our second century with the firm resolve to maintain that standard.



THE OFFICERS OF THE MONMOUTH BOAT CLUB

	President	Vice President	Secretary
1879	William Pintard		
1880		George V. Sneden	Dr. Horace B. VanDorn
1881	William N. Worthley	Ephriam E. Ovens	
1882	George V. Sneden		
1883	James L. Terhune		Benj. R. Richardson
1884			
1885	George H. Wild	Joseph T. Burrowes	F. F. Coleman
1886			
1887	William A. Cole	Thomas S. Hubbard	Peter T. Brady
1888			
1889		Joseph V. Morris	
1890			
1891			
1892			
1893			
1894			
1895		John B. Bergen	
1896	John B. Bergen	William T. Corlies	
1897	William T. Corlies	George V. Sneden	
1898			
1899			
1900			
1901		Millard F. Cornwell	
1902			
1903	Charles A. Minton	John S. Applegate	
1904			
1905		Fred W. Moselle	
1906			
1907	William H. Houston		
1908			Charles A. Minton
1909			
1910	Fred W. Moselle	William Cullington	
1911			
1912	William Cullington	Joseph Salz	
1913			
1914			
1915			
1916			
1917			
1918	Dr. Edwin Field		
1919			
1920			
1921			
1922	Joseph Applegate	Walter S. Noble	
1923			
1924			
1925			
1926			
1927	Augustus M. Minton		Edgar V. Denise
1928			
1929		George W. Bray	

	Treasurer	Commodore	Captain
1879		(None)	Dr. Edwin Field
1880	William N. Worthley		
1881	Thomas S. Hubbard		Arch. A. Antonides
1882	William N. Worthley	Robert M. Whiting	Charles Sutton
1883	John S. Sutton		Arch. A. Antonides
1884	George O. Waterman		Enoch L. Cowart
1885			
1886	Peter T. Brady		William A. Cole
1887	Harry Edwards		William H. Stephens
1888			
1889			Enoch L. Cowart
1890	Sam. T. Hendrickson		
1891		Joseph T. Burrowes	
1892	Enoch L. Cowart		Edwin Smith
1893			
1894			
1895			
1896			
1897			
1898			
1899			
1900			
1901			Harry A. Worthley
1902			
1903			
1904			
1905	Fred Cullington		
1906	Harry D. Curtis		
1907			
1908			
1909			
1910			
1911			
1912	George W. Chandler		
1913		Thomas S. Hubbard	
1914			
1915			
1916			
1917			Joseph V. Raymond
1918			
1919			
1920			
1921			
1922			
1923			
1924			
1925			
1926			
1927			Ferdinand L. White
1928			
1929			

	President	Vice President	Secretary
1930	Augustus M. Minton	George W. Bray	Edgar V. Denise
1931			
1932			
1933			
1934			
1935			
1936		Benjamin L. Atwater	
1937			
1938	George W. Bray	Theodore D. Moore	
1939			
1940	Benjamin L. Atwater		
1941			
1942	Theodore D. Moore	Steward Cook	
1943			
1944	Steward Cook	David Wilson Sr.	
1945			
1946	Ensley M. White	Joseph C. Irwin	
1947	Jack Arnold Sr.	William L. Bennett	Howard L. Hathaway Jr.
1948	William L. Bennett	Charles Tindall	Jack Arnold Sr.
1949			
1950	Beverly S. Dickerson	Thomas Morton	
1951	Randall M. Keator		
	Commodore	Vice Commodore	1st Rear Comm. 2nd Rear Comm.
1951	Randall M. Keator	Thomas Morton	Chester Apy G. N. Bull
1952		William Wikoff	Wm. L. Bennett
1953	Harvey N. Schenck	George Worthley	John Dill
1954			James Wolcott William H. Wikoff
1955	George Worthley		Neil G. Clifton
1956	Neil G. Clifton	John H. White III	Robert Cabeen
1957	John H. White III	Charles Raynor	Roger K. Brown
1958		Robert M. Wood	R. B. Lippincott
1959	Robert M. Wood	Robert Cabeen	Charles Raynor
1960			Morris Sherwood
1961	Robert A. Cabeen	Robert Kirkland	
1962			
1963	Borden L. Hance	H. B. Vestal	
1964			
1965	Herman B. Vestal	Reg. B. Wolcott	Roger Power William Mahoney
1966			Evan Beecher
1967	Reginald B. Wolcott	Harold Lartaud	William Magee
1968			
1969	Harold R. Lartaud	Charles Raynor	Wim Verkooyen Paul Huntsman
1970		Patrick Corr	
1971	Patrick E. Corr	Paul Huntsman	John R. Wolfe
1972			
1973	Paul Huntsman Jr.	Wim Verkooyen	Charles Raynor Wm. Mergenthaler III
1974			John Allen
1975	Willem Verkooyen	W. D. VanSiclen	W. Mergenthaler Glenn Richards
1976			
1977	Wallace VanSiclen	Robert Howson	F. John Simpson
1978			
1979	Robert D. Howson	W. Mergenthaler	H. Hathaway III

	Treasurer	Commodore	Captain
1930	George W. Chandler	Thomas S. Hubbard	Ferdinand L. White
1931			
1932			
1933		Joseph Applegate	
1934	Charles A. Minton		
1935			
1936			
1937	Ernest Hall		
1938			
1939			
1940			
1941			
1942	Robert Eisner		
1943			
1944			
1945		Thomas P. Doremus	
1946			
1947			
1948		Alonzo T. MacVeagh	
1949		Chester Apy Sr.	
1950	Thomas Dean		
1951	Arnold Schwartz		Charles Allaire Jr.
	3rd Rear Comm.	Secretary	Treasurer
1951		Jack Arnold Sr.	Arnold Schwartz
1952		Evan Beecher	
1953			Neil G. Clifton
1954	Justin Marsh		
1955		Robert M. Wood	Borden L. Hance Jr.
1956	James R. Wolcott		R. Lippincott Jr.
1957	James Wolcott		Roger K. Brown
1958	Charles Raynor	Richard Griffith	George Worthley Jr.
1959	Borden Hance Jr.	Harold Lartaud	Morris Sherwood
1960		A. J. Hague	Royden Knapp
1961			George Worthley Jr.
1962			Bassett Winmill
1963	A. J. Hague	Wm. L. Olsen	Richard Griffith
1964	Reg. B. Wolcott		
1965	Arnold Schwartz	Charles A. Long	
1966	Paul Huntsman		
1967		John H. Kline	Jack Arnold Jr.
1968		John R. Wolfe	
1969	Roger Power		Ferdinand Stender
1970	William Magee		
1971	Wm. Mergenthaler	Glenn Richards	Emanuel Willner
1972		Ted Wyckoff	David L. Methot
1973	Wallace VanSiclen		Reid Dickerson
1974			
1975	Frank Kennelly	F. John Simpson	Denis Farley
1976			
1977		Lincoln P. Rice	Walt Colantuano
1978	Emanuel Willner		Anthony J. Price
1979			Maurice Shaw



Clockwise
from top left:

1884
1895
1930
1969
1890
1973



