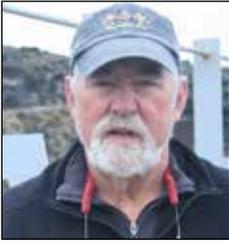




MAINSHEET

THE NEWSLETTER OF THAMES YACHT CLUB

The Commodore's Comments



Looking at the four feet of snow that has falling on our family home in Maine, it is hard to think of summer but we are moving forward. We have started redecorating the second floor of the club by removing the old ceiling, deciding on what color to paint the walls downstairs and other things to dress up your club. We want people who

come to our club to visit to see how much we love and care for our club. It takes many volunteers to make this happened and I happy to say they have been turning out even in the cold.

The two old maple trees in the front of the club have been removed because of disease and the safety factoring entering the club. So look for a call in the spring for all you members with green thumbs to dress up the front entrance way. Think of what we can do to make this area a show place.

From the Vice Commodore



This winter we are busy fixing up the interior of the clubhouse by replacing the ceiling on the second floor. In addition we have a few small projects that we hope to complete before the club is officially opened. I ask that you volunteer when you see work party request for member's support. Many hands make light work.

Usually we start the social season with our St. Patrick's party. Unfortunately the clubhouse is closed for renovations postponing our first event until April 15. We will combine the first General Membership Meeting with our Welcome Spring Party. As I mentioned in my last Mainsheet article I am forming a Social Committee with three sub-committees, decoration and setup; food planning and prep; and breakdown and storage. I have receive a few volunteers but I am looking for more help. Remember you don't have to commit to every party and no matter if your membership level is senior or member-at-large your assistance and contribution is greatly appreciated. This is a great way to meet members and have fun working together for a common goal. Any member wishing to work on a committee should contact me at Rebeccaturner19@AOL.com.

Rebecca L. Turner, Vice Commodore, TYC

Email: Rebeccaturner19@AOL.com

Home: 860-848-1198 Cell: 860-303-5451

In trying to make it easier to find answers to your questions we have set up new email accounts to help. Go to the website and click on club information. You will see the different email accounts. Have a question about dingy storage, send a message to dingyspace@thamesyc.org or wondering about the next cruise email cruising@thamesyc.org. The idea is to make it quicker for you to find out information and to get answers. We are still in need of members to step up and join our committees. We would like to have at least 5 members on each committee with the idea of maybe in the future chairing a committee. There is no better way to see how your club functions than to be part of the process. If something peaks your interest, try the new email system and contact the chairperson. Thanks for your interest in advance .

As we approach spring, keep your eyes peeled for emails from the different committee chairs with important information asking for help with getting club set for a great summer. On the website you can see the dates for spring clean up, our annual tag sale and craft show and other important dates. We will also be scheduling a few days when working together we can change over from winter to summer moorings. If interested in learning how to do your own, watch for the email—you will have to be part of the crew. Again let me thank all of you who make this club what it is, the best sailing club in Connecticut and ask that you let all those boaters in your winter storage area know what they are missing—invite them to stop bye.

Think spring and fresh breezes.

Rob Amrein – Commodore TYC

UPCOMING EVENTS AT THE CLUB

General Membership Meeting/Welcome Spring Party

April 15 @ 5:00 pm - 10:00 pm

Spring Cleanup Day

May 6 @ 9:00 am - 2:00 pm

Marine Tag/Craft Sale and Open House

May 13 @ 10:00 am - 4:00 pm

Commissioning Day

May 20 @ 5:30 pm - 10:00 pm

Chili Series begins

May 21 @ 12:00 pm - 3:00 pm

FIRST INSTALLMENT OF:

Thames Yacht Club – The First 75 Years – 1933-2008

by Jim Reyburn

Help us find new members

What are the keys points in talking up the Thames Yacht Club to other boat owners with hope of adding a new member to our club. We are the best kept secret on the sound. Here is how I see our club:

- Great sailing locations with no bridges to the Long Island Sound.
- Beautiful white sand beach.
- Launch service during key months from 9 to 9.
- Super club racing spring –summer and fall.
- Wonderful social gathering for all members.
- Club moorings at Block island and Fisher Island.
- Reasonable yearly dues.

So why don't we get more members, one of the reasons has been the up front cost in joining—entrance fee, cost of mooring plus dues the first year. To help solve this issue the Thames Yacht Club has spread out the entrance fee over four years and will allow new members to buy their mooring over four years. These two steps will bring the cost of joining the Thames Yacht Club in line with the price of a mooring in a local marina for the first four years. After entrance fee and mooring is paid off the cost is way below the local marina, you own your own mooring which you can sell if you leave (we hope you don't). But most of all you will have made lots of new friends.

One more reason to promote the club is that for every new senior member or small boat/beach member you bring in the club will reduce your next year's dues by 20% of the new members dues. We know this isn't the reason you helped bring in the new member but it can't hurt. Thanks for helping.

Mooring Chair January 2017



So far, this winter has not been all that bad, with above normal temperatures and only two major snowfalls it seems that Spring is just around the corner.

If the weather continues with these mild days it won't be long until Captains are going to the boat yards and starting to pull the covers off and get their boats ready for season. I was at Portland last Friday and was quite happy to see temperatures inside the boat well into the 50s normally it is like walking into a freezer.

Just like making plans to get your boat ready for the season you should also be making a plan to ensure that your mooring gear is ready for the season. If you did not have your mooring inspected last year then it is due this year. Look at you pennants and shackles are they all in good shape. If you need to replace anything contact Wayne Gammo he can help you order replacement parts through our Kellogg account.

Finally in my last article I asked for volunteers to assist me, I am happy to announce that three members stepped up and offered their help, Wojtek Kaminski, S/V Kelly Joy, John Stahl

New Members

TYC is pleased to welcome Lisa and Jeff Brining as new Senior Members. Lisa and Jeff reside in East Haddam with their son Christopher and daughter Ashley. Lisa is employed with Norwich Public Schools and Jeff with Norwich Public Utilities. The Brinnings sail a Catalina 22 which they plan to cruise out of TYC. The Catalina has long been a member of the Brinning family, having been the boat Jeff sailed with his family as a youngster. The Brinnings look forward to helping in club events and to starting Christopher in the youth sailing program this summer. Please introduce yourself this season to Lisa and Jeff and reach out to them both for a hand in planning and participating in club events.



S/V ADAGIO, and Bill Powers S/V VOYAGER. I thank them for volunteering and look forward to working with them. The good news is that Wojtek is looking to become a certified by the harbor master to inspect moorings.

I look forward to seeing you at the Club this year.

Bill Turner, S/V LEDGELIGHT



The Queen Merry at Fort Trumbull waiting for spring.

From the desk of your Treasurer



It's time once again to think about a great boating season that's coming our way. We've had some unseasonably warm weather lately and I've seen quite a few people at the boat yard working on

their boats.

We've been working on the club as well, most recently we had a pretty good sized crew taking down the water stained ceiling upstairs. It will be replaced pretty soon. We received an anonymous donation of \$1,200.00 stipulating it to be used toward the replacement of that ceiling, great news for the club. We also are looking into filing an insurance claim for the water damage. I'll be reporting on that in the near future.

We also had the two Norway maples taken down in the front of the building, they were diseased. It's quite a change in the appearance at the club. The wood that was left behind can be had by members of the club, first come first served.

We look forward to seeing you this spring.

Marcel Couture Treasurer



Two Norway maples were taken down in the front of the building, because they were diseased.

From the Fleet Captain



I am currently finalizing the details on the 2017 cruises. Below is an overview of the six cruises planned for this year. I will provide more information as the season progresses.

April 20, 2017 British Virgin Island Cruise - This cruise is open to ALL members regardless if you own a boat or know how to sail. We currently have four boats chartered

and 15 TYC members and several guest attending the cruise. We will fly to the BVI and charter the yachts in Tortola, BVI. Members will sail from island to island in the beautiful Caribbean. It is a fun relaxing vacation you will never forget. If you are interested joining the cruise act fast. Time is running out! Anyone interested in joining this cruise or has questions contact me at cruising@thamesyc.org.

June 17 and 18 Cruise to New London It has been a few years since TYC has cruised to New London. In the past we have stayed on the dock and moorings. Downtown New London is a great place to find a wonderful restaurant for breakfast, lunch or dinner. There are many shops and art galleries to visit. This is a fun cruise for the first time cruiser.

July 15 Pirate Rendezvous on Flat Hammock This one day cruise to Flat Hammock has become a big hit over the past few years. It's a great fun for the kids and adults searching for pirate treasure. This year the youth sailors from our TYC Youth Sailing program will be invited to join the fun.

August 19 thru 26 Cruise to Three Mile Harbor, Coecles Harbor and Block Island Last year TYC members found a gem of a cruise destination in Coecles Harbor. This year we will start at Three Mile Harbor for the first two nights then sail in the early morning to Coecles Harbor Marina to enjoy a few days on Shelter Island. Finally we will have a race, approximately 33 NM to Block Island. Block is fun with plenty to do or just relax.

September 16 thru 18 Cruise to Mystic Seaport This has been a great destination in the autumn. The Seaport always has great exhibits to explore and downtown Mystic and Olde Mistick Village offers great shops and places to eat.

October 7 thru 9 CT River Cruise This cruise is always held during Columbus Day weekend. This is a pleasant long weekend with your TYC friends. Depending on the weather the trip from New London to Old Saybrook can vary from year to year. We'll overnight in Essex for two nights allowing cruisers time to find that special fall sales treasure. The trip up river is a special treat for members that like to view raptors and waterfowl.

Yachting Club of America - The 2017 cards are in. If you would like a card please contact Gabe Stern at membership@thamesyc.org or me at cruising@thamesyc.org.

Rebecca L. Turner, Fleet Captain

Email: Rebeccaturner19@AOL.com

Home: 860-848-1198 Cell: 860-303-5451

TYC/BVI 2017 Spring Sailing Festival



We will be sailing against other yacht clubs from around the world with the hope of doing well. What we all know is it will be some great sailing and great times and the opportunity to meet many like minded sailors. If you want to follow our journey you can go to www.yachtscoring.com and look up the races. Since we did not have name at boat at time of signing up our boat is listed as ThamesYC.

TYC racers head South to race in the British Virgin Island. Richard and Lynn Webber from Namaste, Jackie Fisher from Rusty Nail and Wayne Gammo, Bruce Smith and Rob Amrein from PINGA has joined together to race in the 2017 BVI spring sailing festival from March 27th to April 3rd. Claire Gammo and Kathy Amrein will also be attending but acting a support crew back on the hard enjoying the sun and sand. The sailing festival include a race around Tortola on March 28 followed by the Scrub Island Invitational on March 29th. March 30th will be a day of rest for the crew(which I'm sure they will need) before heading into 3 days of 2 races per day in the BVI spring regatta. They will be sailing a Mooring 42.3 in the bareboat category in all the races.



Who do I contact for information or tell of a problem

To make the flow of communications faster and smoother go direct to person who heads the area of concern before going to commodore who will refer issue to person in charge of area. If this doesn't solve your issue than approach commodore. The direct links are posted at the web site. Have have a question on?

Adult Sailing Lessons:	Bill Turner	adultSailing@thamesyc.org
Clothing:	Eileen Cicchese	clothing@thamesyc.org
Club Cruises:	Rebecca Turner	cruising@thamesyc.org
Club Racing:	Stu Craig	racing@thamesyc.org
Commodore:	Rob Amrein	commodore@thamesyc.org
Dingy space:	Claire Gammo	dingyspace@thamesyc.org
Marine Supplies:	Wayne Gammo	discountmarine@thamesyc.org
Financial Issue:	Marcel Couture	treasurer@thamesyc.org
Launch:	Wayne Gammo	launch@thamesyc.org
Measuring sails	Dan Andrews	measurer@thamesyc.org
Membership:	Gabe Stern	membership@thamesyc.org
Moorings Issues:	Bill Turner	moorings@thamesyc.org
Newsletter:	Ted Paulsen	newsletter@thamesyc.org
Publicity:	Cate Sheahan	publicity@thamesyc.org
Secretary:	Jim Parisi	secretary@thamesyc.org
Youth Sailing:	Lisa Race	youthSailing@thamesyc.org

Preparing for a new ceiling upstairs

House Committee Work Group - Feb. 25 Ceiling Removal

Attendees: Jon Peterson, John Stahl, Marcel Couture, Bill Turner, Bob Lattanzio, Rich Webber, Bill Powers, Greg Reese, Keith Codner, Jim Avery, Jim Way

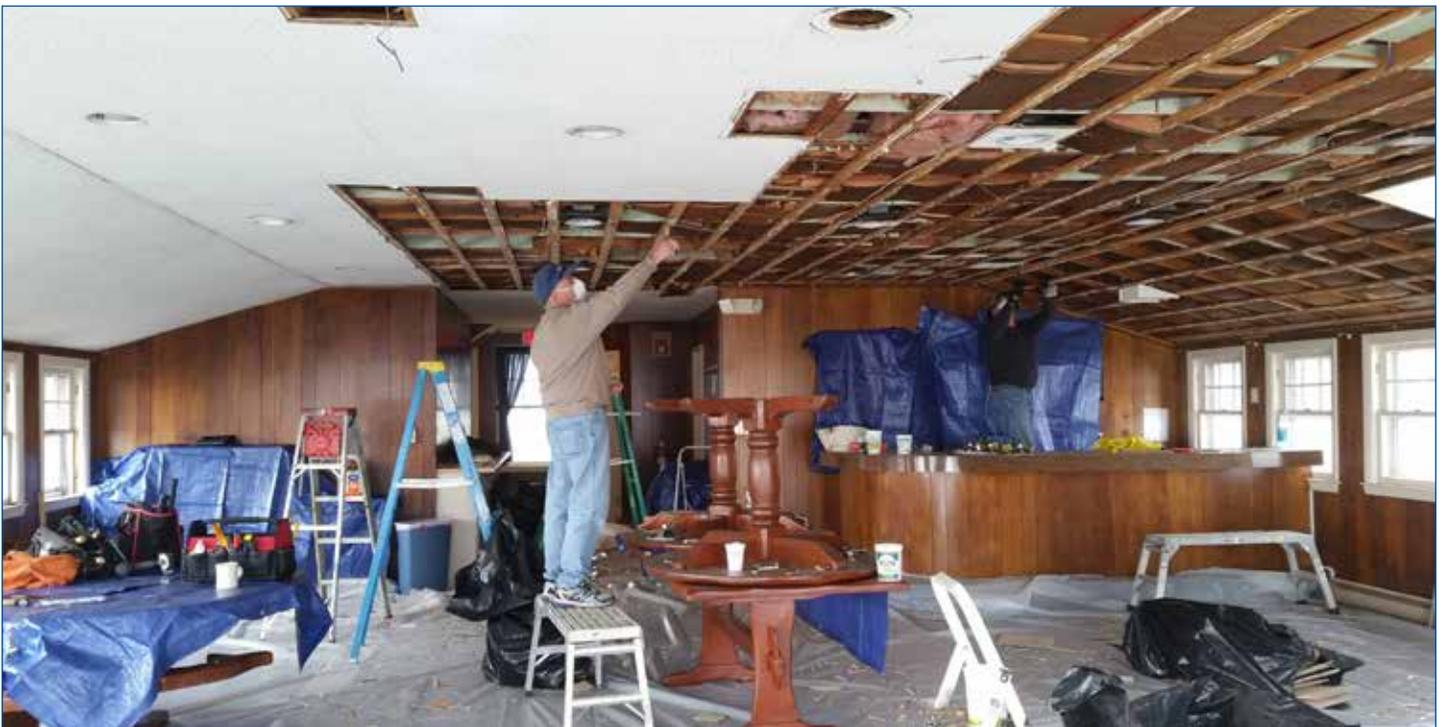
Work: Ceiling tiles in the upstairs clubroom & restroom were removed. Furring strip staples were removed. Tiles and trash was removed using heavy duty trash bags. Four trash bins placed at curb for removal this week and the remaining bags will be removed next week.

Size: 1260 sq/ft

Next Steps:

- 1. Agree on ceiling materials
- 2. Review attic venting
- 3. Price & order
- 4. Review lighting fixtures

Jim Way - House Committee Chairman



Pictures of our young members during a Big Boat Day at TYC in 2014.



FOR SALE



RUSTY NAIL FOR SALE - 1978 Pearson 31' sailboat.

For the CRUISER: An extremely comfortable cruising boat. Sleeps 4 to 5 adults w/ forward v-berth (2), salon has 2 facing settees (w/ fold down dinning table between), the port side pulls out (2), starboard side (1). The head is located between the v-berth and the salon. Salon has a galley w/ a VERY large ice chest, propane stove and sink. Opposite the galley area is a navigation station which includes a bar inside the seat back. Propulsion: 2 cylinder YANMAR diesel 2QM15 (well maintained).

For the RACER: She has been successfully been raced for 36 years. She has won several Off Soundings, Eastern CT Sailing Assoc. and local Yacht Club races. She is rigged for performance. PHRF: 174/193.

Call Jackie 860-446-6128

FOR SALE - 1982 S2 6.7, 22' sailboat with trailer.

Full complement of newer racing sails (2010-2014), Full cabin cushions in great shape, 4 bunks, porta potti, 2.5hp 4 stroke Suzuki outboard. Imron painted hull for a no waxing finish. Large cockpit for comfortable day sailing for family and friends. Very competitive boat for racing.

\$5500 , contact Cliff , cliffisher@sbcglobal.net

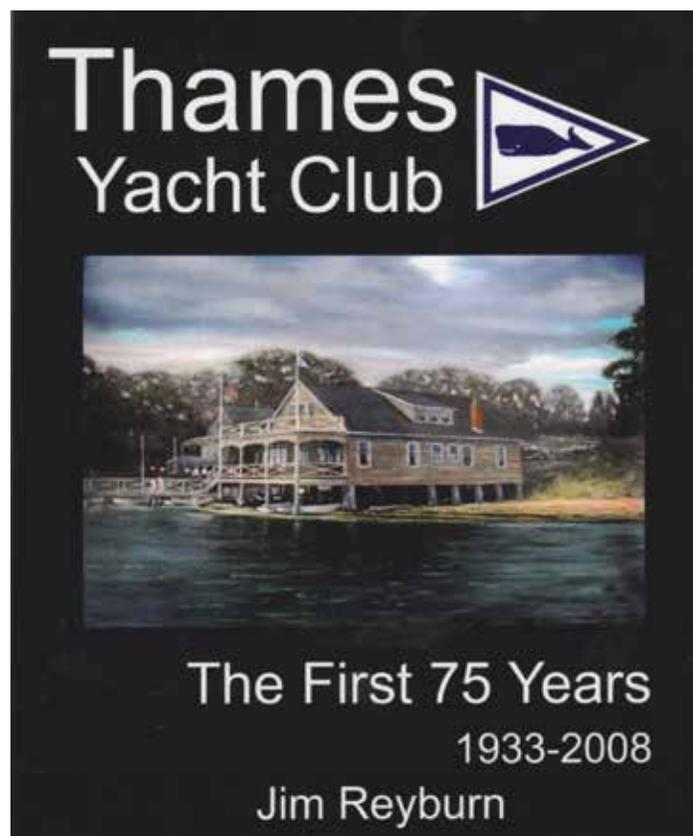
FORCE FIVE FOR SALE

With a cradle \$650
Call Richard Webber
860-798-3462



THAMES YACHT CLUB – THE FIRST 75 YEARS – 1933-2008

TYC history book will be presented in sections in the MainSheet (This is first installment)



On the Cover

This oil on canvas (2005) of the Thames Yacht Club, is by David Costanzo, a club member, who adapted it from a 1937 black-and-white photograph. Costanzo, who studied painting privately, specializes in landscapes, historical landmarks, and home portraits. He lives in Canterbury, Connecticut with his wife, Suzzette, and their two children - Annette, ten, and Andrew, seven.



Jim Reyburn

Jim Reyburn, a former newspaper reporter, writes books and magazine articles on maritime subjects. Reyburn is also a licensed captain who has served on ferries and tour boats. A U. S. Coast Guard veteran, he is a member of several maritime and historical organizations, including the Thames Yacht Club.

Dedication

To Stan Secora, whose great sailing, helpful attitude, and cheery disposition have been an inspiration to five generations of club members and their families.

About this book

Here is a lively and engaging portrait of a New England yacht club's first three-quarters-of-a-century. A fast-paced narrative, powerful interview-based anecdotes, and a collection of 50 photographs vividly bring the club's story to life. There's drama — the brute force of the legendary 1938 hurricane, the near-collision of a sailing dinghy and a destroyer-escort, and the chilling spectacle of a club boat sinking during a race. And there's humor — the Coast Guard towing the transom out of a swamped small boat, young sailors "blockading" an intrusive ferryboat, and children trying to sail into the wind.

Founded in 1933 by a handful of sailing enthusiasts in New London, Connecticut, and maintained by its members, the club today boasts a membership of nearly 200 and a fleet of more than 150 boats. The club's location on the west bank of the Thames River, a mile from Long Island Sound, affords quick access to some of the finest cruising and racing waters in the country. Over the years, five generations of families have made the club their base for both waterborne and shore activities. Generations more will do the same as the club sails on to the century mark and beyond.

Acknowledgements

First, unless otherwise noted, most of the images in this book were supplied by Kevin Farrar, who graciously lent a collection taken by his late father, Clayton "Bud" Farrar, a longtime club member and outstanding sailor who was a newspaper photographer. Sincere thanks to Bob Cullen, Phil Michalowski, and John Patry, who also supplied photographs. My gratitude also goes to former colleague Gary Slater, a photographer who prepared all the pictures in this book for publication.

Special thanks go to Fred Hoadley, who lent club yearbooks from the late '40s when his father, Henry, was a member, and to these people for valuable information - Jim Avery, Cullen, Farrar, Bob Geary, Judy Gibbs, Jack Humphreville, Richard Lathrop Jr., Mike Passero, Jack and Jean Ann Scaduto, Bob and Barbara Welsh, the late Marilyn Meek O'Brien, and the late Richard Lathrop Sr.

Much appreciation goes to Cal Brouwer, who dug into his encyclopedic knowledge of club history and lent the highly informative scrapbooks of his father, the late Gerald R. "Dutch" Brouwer, (a past commodore), read the manuscript, and made a number of needed corrections. I'm also very grateful to Peter Costas, who read the manuscript and gave helpful suggestions.

I'm most grateful to Stan Secora, the oldest club member and legendary sailor, who, during several hours of interviews, contributed valuable historical information and priceless anecdotes about the club and its members in a highly interesting and amusing manner.



We have decided to run as serial version of the Thames Yacht Club – The First 75 Years – 1933-2008 by Jim Reburn in the Mainsheet for club members to learn the history of our club. We would like to thank Jim Reburn for his hard work chronicling the club's past. This manuscript will be included in sections each month in the Mainsheet. I hope you enjoy it as much as I have.

Ted Paulsen, Mainsheet editor

Chapter 1 – An Everyman's Club

Spring 1932. The United States was sinking deeper into the Great Depression. Unemployment lines in most of the country were growing. But Southeastern Connecticut, home of the nation's largest naval submarine base and Electric Boat Company, a leading shipyard, still basked in the glow of prosperity.

At Groton, on the east bank of the Thames River, Electric Boat was building the Cuttlefish, the first partially welded submarine, and was in line for two more contracts. Across the river in New London, construction crews were completing the first buildings of the new U. S. Coast Guard Academy. The area's future looked bright indeed

So it wasn't surprising that a small group of local sailing enthusiasts began talking about starting a yacht club. Meeting periodically at one another's homes, they moved ahead with plans for their project.

Two people emerged as dominant personalities in the group – Seth Gross, a strong-willed retired yacht captain and Lewis Moody, an equally forceful carpenter foreman at Electric Boat.

Gross, reared in Thomaston, Maine, had been senior captain for Harry Payne Whitney, a wealthy New Yorker, who shuttled among homes in Sag Harbor, Long Island; Newport, Rhode Island, and Manhattan in his fleet of four yachts. As Whitney's top captain, Gross had enjoyed an early 401k plan of sorts. In a prearranged agreement, Whitney invested half of Gross's earnings. His employer's shrewd market-playing had enabled Gross to retire somewhat early with an enviable portfolio.

Moody, on the other hand, was still very much in the workforce. A native of New London, he had started as an apprentice carpenter at Electric Boat in the early 1920s and eventually would rise to become the yard's carpenter superintendent.

Others in the group included Clifford Thurber, a New London office supply company owner; Lyman Meadnis, a production manager at a local electrical company; Ralph Weeks, an EB engineer, and William S. Cooper, a clerk.

Despite their disparate backgrounds, these men shared a passion for small-boat sailing. They loved charging out on the river in knockabouts or sailing dinghies and feeling every nuance of the wind instantly on the helm, a thrill only small-boat sailing can provide. And they were fierce competitors. Clawing upwind to lead at the first mark, walking away from the fleet downwind, or taking the gun by a nose after a hotly contested luffing match got their adrenaline pumping.

Eventually, Gross and Moody clashed over their differing ideas about what direction the new club should take. Gross apparently envisioned a high-end venue peopled with blazer-clad clientele. Moody favored a less pretentious "everyman's club."



SECOND HOME. The club's second home (1934-36), 11 Plant Street, is about 200 yards north of the present clubhouse. It was from here that the club ran its first major event — the 1935 North American Dinghy Association Championships. (Courtesy of the author)

Enough of the group agreed with Moody to elect him the first commodore. Other officers included: Vice Commodore - Augustus Ray; Fleet Captain - Captain George Marsters; Treasurer - Robert Keefe, and Secretary - Meadnis. And the club's first home was about as "everyman" as it could get — a rented loft over a gas station at St. Germain's Yacht Station (now Burr's Yacht Haven) on the Pequot Avenue waterfront in New London. Next came formulation of the bylaws. "The purpose of this corporation," a volunteer writer penned, "shall be to promote yachting and boating in and around the City of New London and to promote and advance good fellowship among its members." The by-laws also stated that all club-sponsored sailing programs and races would be conducted under the rules of the North American Yacht Racing Union.

Naming their new organization the Thames Yacht Club, (undoubtedly after the river), members incorporated their club on May 23, 1933 and agreed that the emphasis would be on sailing and the construction of a dinghy fleet for racing.



THAMES YACHT CLUB – THE FIRST 75 YEARS – 1933-2008

The club had cleared the starting line on an epic voyage that continues to this day. It was the first full-fledged yacht club in New London. For 50 years before that, there had been a number of canoe clubs, rowing clubs, and so-called “boat” clubs in New London, but no truly organized activity until Thames came along. Shortly after the club started, an organization named the Pequot Boat Club opened its doors. Later, Pequot became the New London Yacht Club. But this was primarily a social club, and had no racing. That club closed down several years later, leaving Thames the only such organization in the city.

At the next meeting, members elected the first board of directors — Edwin Wheeler, Joseph St. Germain, Charles Ladden, Henry Mono, John Connor, and Richard Hawley. The board and the officers comprised the executive committee.

Shortly thereafter, traffic on the Thames began noticing a handsome yet unfamiliar burgee (designed by Mono) snapping briskly from the starboard shroud of some small sailboats. It was a white triangle with a narrow blue border. Centered in the white field was a silhouette of a whale in the same blue as the border. In one crisp image, the pennant honored what had been the second largest whaling port in the world and heralded the newest nautical organization on its waterfront.

Sailing activities that first season were limited. In fact, the first dinghy race, held on June 17, drew only six boats. But the next day’s activity gave reason for optimism. A sizeable fleet of club boats ranging from dinghies to larger sailboats and motorboats participated in the club’s first “run” (called a “rendezvous cruise” now) to Flat Hammock, in West Harbor off Fishers Island, still a favorite destination for swimming and picnicking today.

At the end of the season, there were no award dinners and no trophies were handed out. But bigger events were on the horizon. In 1934, having outgrown the gas station loft, the club rented a vacant rambling three-story house at 11 Plant Street, on the corner of Pequot Avenue about 200 yards from the present site. The club started meeting in the attic, but stifling heat forced a move to the basement. What really mattered, though, was that club members had fashioned a small launch and dock area on the waterfront in front of the house. Off the area bobbed a float, a waterborne tie-up for dinghies between races.

That year, Gross, no longer sparring with Moody, designed the Whale Class boat. A fraction the size of its namesake, it was an 11 ½ foot Marconi-rigged dinghy with a lapstrake hull of Maine white pine over oak frames. The club arranged for a number of them to be built by the Wilbur Morse shipyard at Thomaston, Maine for \$175 per copy.

To build interest in the class, Gross paid the yard for the Whales, then sold them at cost to club members. He also delivered them—to the club anyway. He’d drive to Thomaston, take the seats out of several new boats, stack them on a trailer inside one another like dories on the deck of a Grand Banks fishing schooner, and haul them to New London.



SAILING WHALES, 1935. Four Whales head toward the finish line in a light breeze. The Whale class, designed by a club founder, Seth Gross, in 1934, was the first class designed for the club and the boats were sailed by both adults and juniors. (Photographer unknown)

Gross’s magnanimous gestures drew appreciation and built a fleet. As the fleet grew, a curious mixture of adults and teenagers manned the little lapstrakers. The older sailors — Meadnis, Thurber, Oscar Kerman, Michael DeVito, and John Latham — pitted their experience against such younger contestants as Don Lathrop, Gerald “Dutch” Brouwer, brothers Henry and Russell Kaiser, Bill Murray, Roland McGuire, Harold “Bud” Greene, and Ruth “Kupie” Shepard (later Cushman).

Youth triumphed. Sailing Heat Wave, a boat her father, a local orchestra leader, had given her as an eighth-grade graduation present, Shepard led the class for the first three seasons. “They were fun years” she recalled decades later. “The Whales were great boats to sail.”

Despite her tender age, Shepard quickly acquired a reputation as a masterful sailor and boat handler. Her talent was much in demand. Once, while she was rowing to her mooring, a skipper whom she knew hailed her and asked her if she’d like to go for a short sail. She agreed, and tied her dinghy astern. Once underway, the skipper asked her to take the tiller and land the boat at a nearby marina. Shepard executed a flawless landing. The skipper thanked her and announced, “I have so little experience I couldn’t have done that myself.”

After 20 Whales were built at the Morse yard, Gross discontinued his financing, and the price rose sharply. Many boats were sold out of the area. To protect the fleet, arrangements were made to buy and sell the Whales through the club. Later, the club ordered more Whales from a West Mystic shipyard, but those boats, plagued with construction glitches, didn’t measure up to the Maine-built boats.

TO BE CONTINUED IN MAY ISSUE OF MAINSHEET