You are cordially invited
to a Babylon Village fund-raising

COCKTAIL PARTY

to help restore the

Conklin House

Sunday, May 17, four to seven,

66 Cedar Lane

$25 per person

See the coupon on reverse side.

More About Fund-raising...

The restoration of the Nathaniel Conklin House will be funded by individual donations, with matching funds by New York State.

How much will donors be asked to contribute? The answer depends upon each individual and the amount he or she can possibly afford. People of Babylon are well aware that a hundred dollars to one person is equivalent to one thousand to another.

We began by launching the Major Donor Program and already many major donors have given or pledged from $1,000 to $3,000. That program is continuing.

One of several steam-powered ferries from the Village dock. This beauty carried guests to the hotel on Oak Island. Other ferries went to Fire Island.

YES

I (We) want to help with the Restoration of the historic Nathaniel Conklin House. Enclosed please find my (our) check payable to the Babylon Historical Society/Conklin House Fund in the amount of: $_____

☐ $25 per person admission to the Cocktail Party as a FRIEND of the Conklin House

☐ $100 as a PATRON (includes two admissions)

☐ $250 as a SPONSOR (includes four admissions)

☐ Please have a member of the Steering Committee call upon me to discuss the Major Donor Program of gifts of $1,000 or more over three tax years.

Name_____

Address _____

_____ Phone_____

Tickets to the Cocktail Party will be held at the door.

Please mail to: Babylon Historical Society / Conklin House
280 Deer Park Avenue, Village of Babylon, NY 11702

Long after Nat Conklin's time, his house is part of Village history

The Conklin House was moved in 1871 from Main Street to its present location. This was the site of the Washington hotel complex operated by the well-known, distinguished-looking hotel owner, John Lux. Lux appears to have played a significant role in the local society.

One can imagine sparkling parties in the Conklin House, then John Lux's showplace home.

John Lux and his Washington Hotel left the scene but the indestructible Conklin House survived. By 1910, it had become a popular boarding house. Some of the residents were salesmen who came into town on the Long Island Rail Road. Others were workers on the new Sunrise Highway, which was under construction at that time.

In 1945, descendants of the David Sammis family, owners of the then vacant house, deeded it over to the Babylon chapter of the American Red Cross. Countless Babylon area residents have been served by Red Cross volunteers headquartered there.

(Continued on last page)

NATHANIEL CONKLIN HOUSE, BABYLON, NEW YORK

ITEM 8: SIGNIFICANCE

The c. 1803 Nathaniel Conklin house in Babylon, New York, is architecturally significant as a refined example of a Federal period, center-hall two-story framed dwelling which retains a remarkable degree of integrity. Additionally, the house is historically significant for preserving the earliest known record of the village name, which throughout the 18th century was called simply "Huntington South." An incised tablet once embedded in the chimney and now preserved by the Village of Babylon Historical and Preservation Society reads: "New Babylon This House Built by Nat Conklin 1803." The subsequent history of the house is equally important; by the 1870s, the structure was incorporated into the Washington Hotel complex near the railroad depot, and so for a long time witnessed the growth of a resort industry which transformed this remote south shore village into a lively and prosperous locality. Recorded by the Historic American Buildings Survey in 1936, the house was by that time vacant, but was given to the American Red Cross in 1945 as a facility for the local chapter. It has served in this capacity ever since and preserves its architectural integrity to this day, with numerous rooms and an unfinished garret which appear virtually unchanged from the construction period.

The Village of Babylon, formerly Huntington South, is located on Long Island's south shore in an area which was inhabited by the Secatogues until the late 17th century. English domination is documented to have begun as early as 1653, when Captain John Underhill fought and defeated the native Americans.

> beautifully located. It has a frontage of 300 feet and a depth of 155 on the ends and 60 feet in the center. It is built in the Queen Anne style. It has room for 700 guests and is luxuriously furnished throughout. It was opened June 20th 1882. James P. Colt is the manager.[5]

Adding to the volume of tourist traffic which stimulated the growth of Babylon village was its proximity to Fire Island, an adjacent and well-publicized seaside resort. Only nine miles distant, the island was promoted in a railroad brochure as being "among the celebrated watering places on the Atlantic Coast." Its Surf Hotel accomodated 600 guests, and all of these vacationers patronized the Babylon train depot, livery stables and other means of transportation to the bay, and the steamboat which plied the water between Babylon and Fire Island. Later in the century, Bay Shore would begin to eclipse Babylon as the primary access to this noted resort area, but in this boom period the commerical development of Babylon was benefitted by Fire Island as well.

It was also in this period that the inhabitants of Babylon petitioned for a division from the Town of Huntington. The growth in population of the south shore villages and the difficulty in communicating with Huntington village have been cited as reasons for this initiative, and the Town of Babylon was officially created on January 3, 1873. The east-west line separating the two towns was drawn to the north of and parallel to the Long Island Rail Road tracks which had been completed across the area in 1842.

Babylon village, together with Amityville and Lindenhurst (formerly Breslau) to the west, was the principal center of population within the newly-formed town. It remains the center

CONKLIN FAMILY HISTORY c1600 - c1844

JOHN CONKLING 1600 - 1683/4 m 1624/5 Elizabeth Allseabrock

- REBECCA c1626 m 1650/1 Thomas Brush
- JOHN (Capt.) c1630/1 m c1657 Sarah Salmon
- ISAAC -1635
- TIMOTHY c1640-c1720 m Martha(Wickes?)
  - MARTHA 1688
  - TIMOTHY 1670
  - JOHN 1672/3
  - THOMAS 1674/5
  - JACOB (Capt) 1676/7-1754 m 1701 Hannah Platt
    - PHOBE 1702-1754 m Jacob Smith
    - EPENETUS 1704-1757 m Unice Smith
    - HANNAH 1707-1772 m Solomon Smith
    - PLATT (Col) 1711-1780 m 1767 Phebe Smith
      - NATHANIEL (only child) 1768-1844 m 1791 Mary Wickham -1794
        - WILLIAM 1792 m Mary Conklin
        - WICKHAM 1794 m Frances Nicoll
          - NATHANIEL
          - WILLIE
          - THOMAS
          - ERASTUS
    - JESSE (Capt) 1714-1789 m 1749 Azubah Brush
    - ISRAEL 1717-1777 m Deborah Smith
    - (JACOB?)
  - ELIZABETH 1679
  - REBECCA 1680/1
  - MARY 1684
  - CORNELIUS 1686/7
- JACOB c1640
- ELIZABETH c1645 m John Wood
- (CORNELIUS?)
- JOSEPH

Stewart M. Aldrich 5/88

VILLAGE OF BABYLON
HISTORICAL & PRESERVATION SOCIETY

How Village Got Its Name

This article is the beginning of a series being presented by the Babylon Village Historical and Preservation Society. Anyone interested in Babylon's past is cordially invited to visit the museum on West Main Street any Tuesday afternoon from 2 to 4 p.m. If you are interested in becoming a member of the Society, please call Mary Ellen Sullivan at 661-1489 or Helen Rohdes at 587-5088 for details.

The Society is indebted to Miss Beulah Muncy, past Babylon Village Historian, for this fascinating story about the naming of our village.

"The VILLAGE OF BABYLON was originally called Huntington South. After Huntington was settled in 1653 the inhabitants followed the "Old Indian Path" to the South Side of the Island because they needed Salt Hay for their livestock for food, bedding and warmth banked around the barns. They gradually made their homes here, so Babylon was settled in 1689.

"SUMPWAMS, as I understand it, is the Indian name for Babylon but in old records is spelled many different ways. Deer Park Avenue in the early days was Sumpwams Path.

"The Jacob Conklin family moving south from Huntington, settled in Dix Hills, but they owned property on the south side of the Island also. Mrs. Platt Conklin, being a devout Christian, was quite disturbed when her son, Nat, planned to build a new home, bringing up his two mother-less boys, on a site whose nearest neighbor was a Tavern, the American House, erected in 1780. She said, "It will be another Babylon." But Nat replied, "No, mother, it will be a New Babylon."

Nat Conklin built his house on the north-east corner of Main Street and Deer Park Avenue. It was sold to a member of the Carll family and then to the D.S.S. Sammis family.

The house was moved in the early 1870s to the west side of Deer Park Avenue south of the railroad tracks where it was known for many years as the Washington Hotel, but is now the Babylon Chapter of the American Red Cross Headquarters.

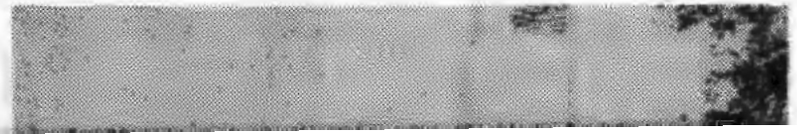
The red stone in the chimney breast of the house, when moved, for some unknown reason was left behind and came into the possession of Sidney Seaman's daughters, Miss Jessie and Miss Emma Seaman. Mrs. E. V. Ketcham was instrumental in having the stone placed in the Babylon Library over the fireplace, which reads, "New Babylon, built by Nat Conklin 1803." Therefore, we have good authority as to how Babylon received its name. Babylon became an incorporated Village in 1872.

Beacon 10/5/78

BABYLON VILLAGE

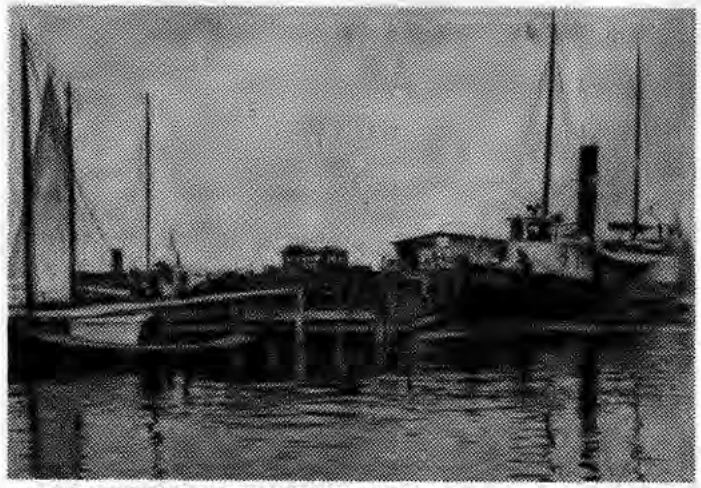
TOWN OF BABYLON
SUFFOLK CO., N.Y.

One of Long Island's



most picturesque
South Shore
Villages...

MAIN STREET BABYLON



FIRE ISLAND STEAMBOAT AT BABYLON DOCK

...full of memories,
beauty, history and
good old-fashioned friendliness.

Enjoy the personal
service and some of
our unique shops that
are as traditional as
times gone by.

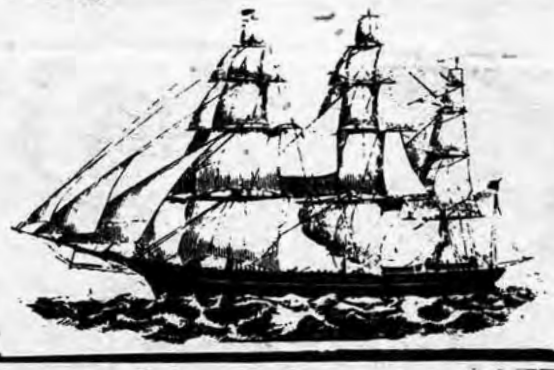
BABYLON TRAIN STATION

SPONSORED BY THE

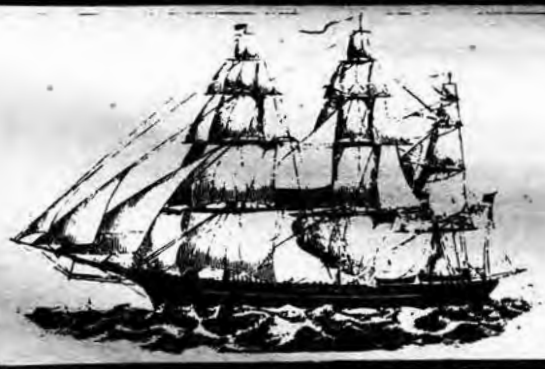
BABYLON VILLAGE CHAMBER of COMMERCE

For Information write to: P.O. Box 443, Babylon, N.Y. 11702

BABYLON



BABYLON



Babylo

The Gate
to the Sun

By J

The creeks, ponds, boat-channels, and rivers that cut through two and ⅞ square miles of Babylon Village are beautiful sights today to the over-taxed, over-heated, and over-stimulated pople of New York City.

The spectacle of 20 per cent of the village immersed has made Babylon a distinguished hamlet on the road to eastern suburbia.

In 1683, Suffolk became a county, often referred to as Sunrise County, the "out east" where the sun shines first upon it.

Babylon was the last of the 10 towns to be formed within the county, and until 1873, both the village and the Town of Babylon were part of the Town of Huntington.

The state legislature separated the western edges of Suffolk County in 1872 giving the north section to Huntington and the south part to the Town of Babylon. The Village of Babylon was incorporated in 1893.

The move to incorporate the village first occurred in 1870, with a notice in the "South Side Signal." However, when the vote was taken, the tally was 118 against to five for incorporation.

In 1893 a second vote was taken and the results were 217 in favor to 212 against. There was a move to contest the election, but the people against the incorporation were unable to raise the money, and Babylon joined the ranks of the other incorporated villages of Long Island.

For a time the town was called South Huntington, but in 1826 it was changed to Babylon. Then 37 years later it became Seaside, for a year, and finally it was called Babylon again.

There are a few different stories about how Babylon got its name. One states that Nathaniel Conklin settled in a house next to a "public house," which sold evil beverages, such as rum. His mother said it would become another Babylon, a hell-hole of luxury and wickedness. Conklin replied that it would not, but that it would be a "New Babylon."

So he carved the name into stone above his fireplace in 1803. The stone was removed and is now located in the Babylon public library.

Another story says that Mrs. Conklin said no good could come of a house built between two rivers, (Sampawams and Carll's).

She quoted the Bible saying, "By the water of Babylon, there we sat down, yea, we wept, when we remembered Zion."

Local ministers also had a problem with the name. They asked how they could attend a church conference as representatives of such a sinful metropolis, and requested that the name be changed to Seaside.

Although it only lasted for a year, Seaside was the name the Long Island Rail Road used on the first station built.

Trouble with the name was an old problem for Babylon, dating back to 1650. The Indians called the area Sumpwams, which seems to be derived from Pwamas, meaning "an upright and just man" or "one who walks straight."

However, there were at least six spellings of the name. Even the United States Government had trouble with its spellings.

During the 1940s the United States Board on Geographic Names exchanged numerous letters with Babylon residents as to the correct spelling of the river that flows east of the village.

Finally the name was settled as "Sampawams," however the local maps still spell it "Sumpawams."

Until the railroad came to eastern Long Island, most of the overland traffic came along Montauk Highway or Route 27A, which at the time was called South Country Rd. The time-table showed that the South Side Railroad, which was the predecessor of the Long Island Rail Road, took two and one-half hours from New York City to Bay Shore.

Nine years before the railroad reached the Village of Babylon, David Sammis, owner of the Surf Hotel on Fire Island, chartered a steam yacht and began running trips between the hotel and Babylon. This was the first successful attempt in this area to establish a ferry across the Great South Bay.

Four years later, in 1860, Sammis received the approval of the New York State Legislature to run and maintain a steam ferry.

Babylon became a focal point for people trying to get to Fire Island. They took the train from the city to Babylon, a trolley down Fire Island Ave. to the docks and the the ferry over to the island.

The LIRR's electrification of the Montauk Division as far as Babylon was responsible for a large growth in the town.

From 1870 to 1930 the population rose from 1,225 to 4,342. The population growth brought the popular name of "Little Jamaica" to Babylon.

Before the daily delivery of mail, the entire Suffolk County was distinguished for having the only pony express in the East.

Communication between Suffolk and New York City was a problem in 1880. So the "Horse Express Mail" was inaugurated from New York to Sag Harbor. The riders

Village:

ay Village
rise County

y Horan

were cavalry men. Each rode 10 miles at fast as the horse could carry him. Ketcham's Inn, a mile east of Amityville, was the relay house in the Babylon district.

Along with the demands for better mail service came the improvement of schools, more churches, and civic organizations.

The first area school house was built in 1805. The one-story frame structure was used until 1865 when the need for larger schools arose. No records of the school's financial business has been found prior to 1828 when the transactions states that Henry Doxsee will teach for the sum of $30 per quarter. A great deal of money when weighed against some other expenses: school fuel, a water pail, and books costing only $2.21.

The site of the village library was donated in 1911 by Elbert Carll Livington, a member of one of the village's oldest families. In its beginning years the library contained about 7,000 volumes including a rare and valuable book called "Atlas of Long Island" by F.W. Beers, which was published in 1873.

The library also has a fine collection of local weekly newspapers dating back to 1869.

Two of the many noteworthy religious houses in the community were the Methodist Episcopal Church, which was erected in 1859 and is the oldest church in Babylon.

The other church is the First Presbyterian Church, which was built in 1870, with its 250 foot belfry and four-faced clock that many seamen used as a landmark.

The first successful formation of a fire company came in 1881, after a fire destroyed J.B. Ireland's residence.

Babylon Village has been a thriving community since its beginning. The earliest settlers of the village were English who came from Connecticut. They earned their living through farming and fishing and quickly built saw, grist, and flour mills.

In 1801 Nathaniel Conklin established a tannery, which continued until 1860.

The town also manufactured woolen goods and later a large scale operation of straw paper, which kept farmers in the surrounding areas of Babylon and Huntington busy with raising and hauling the straw to the mill.

The bay of Babylon also supplied work and pleasure. Bluefish and eels were abundant and thousands were shipped to Brooklyn markets. Duck hunters could often bag as many as 100 birds a day.

In the mid-1880s the village organized the Babylon Electric Light Company. The expense of lighting the main thoroughfares was paid for by private donations. The job of collecting this money was done by Benjamin B. Wood, then the superintendent of the electric company, but the amount collected fell far short of the utility company's expectations.

This proved to be a factor in posing the question of incorporation of the village again.

The village housed many prominent people, if only for a short time. The American House or Hotel was a once-famous hotel which was the headquarters for many sportsmen and honored guests. Daniel Webster and Joseph, brother of Napoleon, and one-time Emperor of Spain, both spent time at the hotel. The hotel which was built in 1800 was used until 1883, when a fire destroyed part of the building.

Guglielmo Marconi, inventor of the wireless, established the nation's first commercial wireless station in the village of Babylon in 1900-01.

Another famous man who helped Babylon Village grow was Robert Moses. Moses used Babylon as his field headquarters in the battle to establish Jones Beach park. He also helped the village design and build its own park and marina.

In 1934 Robert Moses was the hero of a rally supporting his Republican candidacy for New York Governor against Democrat Herbert Lehman. A parade of bands, drum corps, and cars went out to Moses' house, picked him up and escorted him to the high school auditorium.

A crowd of nearly 3,000 people listened to shouts of "You can't lose Bob," and other campaign slogans. But he did lose and never ran for office again.

Babylon Village is also noted for Argyle Park, which consists of 70 acres of high ground, 25 of which are surrounded by a lake.

J. Stanley Foster, a Babylon resident, donated Argyle Lake in 1922 and several acres of surrounding land to form a Memorial Park honoring veterans of past wars. His sister, Caroline F. Savidge, and the village government, made later additions to the park, which now includes a boat basin and a band shell for summer concerts.

The Village of Babylon with all its growth and changes still remains a highlight of the Sunrise County.

A Pictorial View of Babylon

1969

Babylon Yacht Club boats at anchor

Clubhouse	MO 9-8671
Jr. Clubhouse	MO 9-[illegible]
Midget Clubhouse	MO 9-8587

Flag Officers and wives at Commodore's Dinner-Dance

Officers of the Club — 1969

BOARD OF GOVERNORS

Has entire authority in the management of the affairs and the finances of the Club, and has general control of all of its property.

Commodore	James A. Swan
Vice Commodore	Robert Pasch
Rear Commodore	William S. Brayshaw
Secretary	Edward R. Shiebler Jr.
Treasurer	Donald M. Armstrong
Director	Francis M. Boylan
Director	Edward F. Dannemiller
Director	Rogers Howell
Director	Henry B. Knox
Director	James P. Rafter
Director	John R. Walbridge
Director	Warren F. Winter

Fleet Surgeon	Earl W. Douglas, M.D.
Fleet Captains	Frederic A. Becker
	Frederick D. Braddon

CLUB STAFF — 1969

Club Manager	Ronald Rouleau
Pool Director	Cliff Allen
Sailing Instructor	Christine Costigan
Assistant Sailing Instructor	Douglas Crocker
Head Lifeguard	Ralph Scordino

Club Committees — 1969

NOMINATING COMMITTEE

Elected by the Club at large and has the responsibility of selecting a list of candidates for the offices to be filled at the ensuing election.

Frank L. St. John, Chairman

Francis M. Boylan
Everett F. Seidenberg
Arthur J. Spollen
Joseph F. Young

REGATTA COMMITTEE

Responsible for the scheduling of yacht races, for the judging of the races and for all arrangements connected therewith.

Edward F. Dannemiller, Chairman
Robert Pasch, Co-Chairman
Warren Winter, Co-Chairman

J. Robert Annino
Donald M. Armstrong
Thomas B. Baker
Arthur Baxter
Frederic A. Becker
Frank I. Bisson
William S. Brayshaw
John D. Darnell
Thomas E. Dauch, Jr.
William H. Deale, III
Peter L. De Yonng
Earl W. Douglas
John J. Fauth, III
Donald F. Flavin, Jr.
Robert N. Gilmore, Jr.
Fred K. Grossman
Ralston Hayden
Clyde G. Juergens
Edward V. Ketcham, Jr.
H. Berkeley Knox
Boyd C. Max
Thomas X. McKenna
Pierre Mercier
Robert F. Pearsall
Eugene W. Peck
Howard Petersen
Alfred N. Salazar
Charles L. Scharfe, Jr.
Russell H. Schultz
Robert F. Simes
Edward E. Skeffington
George J. Smith
Arthur J. Spollen
Paul Steinberg
Bert V. Strandberg
Edwin W. Thomas
Henry G. Tilden
Raymond P. Winberg
Joseph F. Young

Protest Committee

Frederick F. Zimmerman, Chairman

Bryan Lawrence
Louis H. Orr, Jr.
Frederic A. Becker

HOUSE COMMITTEE

Responsible for the general management and control of the Club Houses, Grounds and Docks, and for the supervision of all Club employees. Has the power to make, alter, or suspend house rules covering the use of the Club Houses and Grounds and for the maintenance of order and discipline therein.

Rogers Howell, Chairman
Edward F. Dannemiller, Co-chairman

Frank L. St. John
Edward M. Ricketts

WOMEN'S COMMITTEE

Responsible for furnishings and housekeeping of the Club Houses and such assistance as the Entertainment Committee may require in connection with social functions of the Club.

Mrs. Robert L. Paterson, Chairman
Mrs. Henry B. Knox, Co-Chairman
Mrs. Edward M. Ricketts, Co-Chairman

Mrs. John Altemus
Mrs. T. Waldron Anderson
Mrs. Arthur Baxter
Mrs. William B. Braddon
Mrs. Paul D. Callahan
Mrs. Robert W. Carl, Jr.
Mrs. Peter J. Christensen
Mrs. Edward Danuemiller
Mrs. Julian T. Davies, Jr.
Mrs. William H. Deale
Mrs. William H. Deale III
Mrs. Charles W. Faas, Jr.
Mrs. Donald Flavin, Jr.
Mrs. James R. Grover, Jr.
Mrs. Charles F. Hayward
Mrs. Elmer B. Howell, Jr.
Mrs. Rogers Howell
Mrs. Matthew C. Jones
Mrs. Thomas X. McKenna
Mrs. Thomas G. McLoughlin
Mrs. Louis H. Orr, Jr.
Mrs. Robert Pasch
Mrs. John G. Rinklin, Jr.
Mrs. William W. Raser
Mrs. Everett F. Seidenberg
Mrs. William Simonson
Mrs. James A. Swan
Mrs. Edwin W. Thomas
Mrs. Richard W. Trumble
Mrs. Thomas L. Underhill
Mrs. Harvey Weinschenk
Mrs. Warren Winter
Mrs. Joseph F. Young

FINANCE COMMITTEE

Donald M. Armstrong, Chairman

William S. Brayshaw
Rogers Howell
Robert Pasch
James A. Swan

ADMISSIONS COMMITTEE

To inquire into the general qualifications of all proposed candidates and to report its findings to the Board of Governors.

William S. Brayshaw, Chairman

Donald M. Armstrong
Robert Pasch
James P. Rafter

SAILING COMMITTEE

Responsible for the administration of the junior and women's sailing programs and for championship sailing events.

William S. Brayshaw, Chairman
John G. Rinklin, Co-chairman

Frank Bisson
Earl W. Douglas, M.D.
Dennis O'Malley
Herbert M. Pedersen

SWIMMING POOL COMMITTEE

Responsible for administering pool rules and discipline and for swimming sports and activities.

Henry B. Knox, Chairman
Francis M. Boylan, Co-chairman

Mrs. Frank I. Bisson
Mrs. Rollins LeSauvage
Mrs. Thomas G. McLoughlin
Douglas W. Farrington
Fowler W. Hoernel
Thomas J. Kane Jr.
Thomas G. McLoughlin, M.D.

ENTERTAINMENT COMMITTEE

Responsible for planning and carrying through the social activities sponsored by the Club for its members and their guests.

James P. Rafter, Chairman

John R. Walbridge, Co-Chairman

Ramon F. Accetella
John H. Arink
William M. Anbin
Richard M. Babcock
Thomas B. Baker
Arthur Baxter
John A. Bergquist
James A. Bernard
William B. Braddon
William F. Bradt
Victor Breitfeller, Jr.
Richard E. Brown
Robert W. Carl, Jr.
Peter J. Christensen
Andrew G. Combs
Myron W. Crowell
William C. Cullen
John D. Darnell
F. Rodney Dirkes
Fred C. Eggerstedt
Henry Ezyk
Charles W. Faas, Jr.
William J. Fagan, M.D.
Frank J. Ferraro
Calvin E. Fifer
Gustave Fishel, III
William Gerek
Fred Grossman
James R. Grover, Jr.
Charles W. Hall
Thomas Edwin Hanaway
Theo. M. Hangarter, M.D.
Thomas P. Hart
Ralston Hayden
Patrick Henry
George P. Hogan
Sidney G. Holland
Donald Vincent Holsclaw
Elmer B. Howell, Jr.
Rollins Le Sauvage
Fred J. Maas
Ferris Mack
Jerzy George Makowski
Blair Mathies
Boyd C. Max
William F. McDonough
Thomas McLoughlin
David L. McPherson
Raymond Miligi, Jr.
John T. Morris, Jr.
Robert A. Mullenbrock
John V. O'Shea, Jr.
Gordon C. Parker
Robert L. Paterson
Domenick A. Pelle
Geoffrey A. Phillips
Fred Poppe
John G. Rinklin, Jr.
John M. Rogers
George Roman
Vincent J. Ryan
Alfred N. Salazar
Charles L. Scharfe, Jr.
Russell H. Schultz
George E. Shannon
Robert F. Simes
Arthur J. Spollen
Bert V. Strandberg
David A. Sweeney
Eugene E. Turner
Thomas L. Underhill
John J. Van Bourgondien
John R. VanWagoner
Joseph A. Vanderveldt
Charles Vejvoda
William F. Walsh
Arvon Webster
Robert J. Wilbur
John D. Williams
Stephan Zawyrucha

Party Hosts

Mr. & Mrs. T. Waldron Anderson
Mr. & Mrs. J. Robert Annino
Mr. & Mrs. Frank I. Bisson
Mr. & Mrs. John A. Custer
Mr. & Mrs. Thomas E. Dauch Jr.
Mr. & Mrs. William H. Deale III
Mr. & Mrs. Douglas W. Farrington
Mr. & Mrs. Daniel L. Fitzpatrick
Mr. & Mrs. Donald F. Flavin Jr.
Mr. & Mrs. William A. Fleischer
Mr. & Mrs. John G. Halpin
Mr. & Mrs. Henry A. Mahlman
Mr. & Mrs. John R. McGeehan
Mr. & Mrs. Thomas X. McKenna
Mr. & Mrs. John R. Moore
Mr. & Mrs. William Simonson
Mr. & Mrs. Howard H. Snyder
Mr. & Mrs. Paul D. Steinberg
Mr. & Mrs. Richard W. Trumble
Mr. & Mrs. Millard R. Warren
Mr. & Mrs Harvey Weinschenk
Mr. & Mrs. Raymond Winberg

PUBLICITY AND YEARBOOK COMMITTEE

Robert Pasch, Chairman

Edward R. Shiebler Jr., Co-Chairman

William S. Brayshaw, Co-Chairman

JUNIOR ACTIVITIES COMMITTEE

Responsible for programming and conduct of parties and dances for the Midget Yacht Club. The committee will also cooperate with the officers of the Junior Yacht Club in the condnct of all parties held

Francis M. Boylan, Chairman

George P. Hogan, Co-Chairman

Junior Yacht Club

Mr. & Mrs. Robert C. Eberle
Mr. & Mrs. Henry Ezyk
Dr. & Mrs. William J. Fagan
Mr. & Mrs. Charles W. Hall
Mr. & Mrs. Fred J. Maas
Mr. & Mrs. John R. McGeehan
Mr. & Mrs. Thomas X. McKenna
Mr. & Mrs. John T. Morris, Jr.
Mr. & Mrs. Robert F. Simes
Mr. & Mrs. John Van Wagoner
Mr. & Mrs. Harvey Weinschenk, Jr.
Mr. & Mrs. Joseph F. Young
Mr. & Mrs. Stephen Zawyrucha

Midget Yacht Club

Mrs. John M. Rogers, Co-Chairman

Mrs. Daniel L. Fitzpatrick
Mrs. Clyde G. Juergens
Mrs. Thomas J. Kane, Jr.
Mrs. Herbert M. Pederson
Mrs. Geoffrey Phillips
Mrs. Fred C. Poppe
Mrs. J. Philip Potak
Mrs. Arthur J. Spollen
Mrs. Paul D. Steinberg

JUNIOR YACHT CLUB BOARD OF GOVERNORS

Responsible for the management of the affairs, finances, and property of the Junior Yacht Club.

	1968	1969
Commodore	Libby St. John	Mimsi Walbridge
Vice Commodore	Kathy Rafter	JoBeth Pollack
Rear Commodore	Beth Simonson	Michelle Vanderveldt
Secretary	Megan Young	Sassy Skeffington
Treasurer	Cindy Shiebler	Cindy Shiebler
Director	Kathy Hall	Crockett Gilmore
Director	Peter Langlois	Jim McKenna
Director	Nancy Morris	Jim McGeehan
Director	Liz Rafter	Christopher DeMurias
Director	Mimsi Walbridge	Debbie McGeehan
Director	Peter Wandel	Hans Seidenberg

Schedule of Social Events — 1969

Saturday, May 3	The Commodore's Dance
Friday, May 30	Commissioning Day
Saturday June 7	Opening Cocktail Party*
Wednesday, June 11	Happy Hour
Saturday, June 21	Cocktail Party
Wednesday, June 25	Happy Hour
Thursday, June 26	Women's Luncheon and Auction
Saturday, June 28	Beefsteak Party*
Saturday, July 5	Fourth of Jnly Dance (crews)
Wednesday, July 9	Happy Hour
Thursday, July 10	Women's Dessert Bridge
Tuesday, July 22	Women's Dessert Bridge
Wednesday, July 23	Happy Hour
Saturday, July 26	Cocktail Party
Wednesday, July 30	Happy Hour
Friday, August 1	Race Week Dance
Saturday, August 9	Special Party
Wednesday, Augnst 13	Happy Hour
Thursday, August 14	Women's Dessert Bridge
Saturday, August 23	Sports Day
Sunday, August 24	Cocktail Party
Tuesday, Augnst 26	Women's Dessert Bridge
Wednesday, August 27	Happy Hour
Saturday, September 6	Supper Party
Tuesday, September 9	Women's Luncheon Bridge
Wednesday, September 10	Happy Hour
Saturday, September 13	Membership Meeting
Tuesday, September 23	Women's Dessert Bridge
Wednesday, September 24	Happy Hour
Saturday, September 27	Beefsteak Party*
Wednesday, October 8	Happy Hour
Saturday, October 11	Annual Meeting
Saturday, October 18	Cocktail Party

* For members and wives only.

JUNIOR AND MIDGET YACHT CLUBS
Schedule of Social Events - 1969

Thurs., July 10	Junior Yacht Club Dance (Freshmen and up) 8:00-12:00
Thurs., July 15	Junior High Dance (7, 8 & 9 grades) 7:30-10:30
Wed., July 16	Supper Party and Games (5-7 yr. old) 5:00-7:00
Thurs., July 17	Pool & Supper Party (8-11 yr. olds) 6:00-8:00
Thurs., July 24	Junior Yacht Club Dance (Freshmen and up) 8:00-12:00
Tues., Aug. 12	Junior High Dance (7, 8 & 9 grades) 7:30-10:30
Wed., Aug. 13	Supper Party and Games (5-7 yr. old) 5:00-7:00
Thurs., Aug. 14	Pool & Supper Party (8-11 yr. olds) 6:00-8:00
Thurs., Aug. 21	Junior Yacht Club Dance (Freshmen and up) 8:00-12:00

1969 REGATTA SCHEDULE

Sat.	May 31	Sayville Yacht Club Invitation (2 races)
Sun.	June 1	Sayville Yacht Club Invitation
Sat.	June 14	LIYC Governor's Cup including BYC
Sun.	June 15	BYC Governor's Cup including LIYC
Sat.	June 21	BYC Governor's Cup including LIYC
Sun.	June 22	LIYC Governor's Cup including BYC with Auxiliaries
Sat.	June 28	LIYC Governor's Cup including BYC
Sun.	June 29	BYC Governor's Cup including LIYC with Auxiliaries
Fri.	July 4	BYC Invitation including GSBYRA Auxiliaries
Sat.	July 5	BYC Invitation including GSBYRA Auxiliaries
Sun.	July 6	BYC Invitation
Sat.	July 12	Bay Shore Yacht Club Invitation
Sun.	July 13	Bay Shore Yacht Club Invitation
Sat.	July 19	Narrasketuck Yacht Club Invitation
Sun.	July 20	Narrasketuck Yacht Club Invitation
Sat.	July 26	BYC/LIYC - Village of Babylon Mayor's Trophy
Sat.	July 26	Queen of the Bay at Sayville
Sun.	July 27	Old Timers' Race at Westhampton
Mon.	July 28	Race Week - Westhampton Yacht Squadron
Tues.	July 29	Race Week - Bellport Yacht Club
Wed.	July 30	Race Week - Wet Pants Yacht Club
Thurs.	July 31	Race Week - Bay Shore Yacht Club
Fri.	Aug. 1	Race Week - Babylon Yacht Club
Sat.	Aug. 2	Race Week - Unqua/Narrasketuck Yacht Clubs
Sat.	Aug. 9	Long Island Yacht Club Invitation
Sun.	Aug. 10	Long Island Yacht Club Invitation
Sat.	Aug. 16	Unqua Corinthian Invitation
Sun.	Aug. 17	Unqua Corinthian Invitation
Sat.	Aug. 23	Wet Pants Yacht Club Invitation
Sun.	Aug. 24	Wet Pants Yacht Club Invitation
Sun.	Aug. 24	BYC Commodore's Cup including BYC Auxiliaries
Sat.	Aug. 30	Bellport Yacht Club Invitation
Sun.	Aug. 31	Bellport Yacht Club Invitation
Mon.	Sept. 1	Bellport Yacht Club Invitation
Sat.	Sept. 6	LIYC Fall Series incl. BYC and GSBYRA Auxiliaries
Sun.	Sept. 7	LIYC Fall Series incl. BYC and GSBYRA Auxiliaries
Sat.	Sept. 13	LIYC Fall Series incl. BYC and GSBYRA Auxiliaries
Sun.	Sept. 14	LIYC Fall Series incl. BYC and GSBYRA Auxiliaries
Sun.	Sept. 21	BYC Fall Series incl. LIYC and GSBYRA Auxiliaries
Sat.	Sept. 27	BYC Fall Series incl. LIYC and GSBYRA Auxiliaries
Sun.	Sept. 28	BYC Fall Series incl. LIYC and GSBYRA Auxiliaries

Class racing for minimum of three boats in a class, otherwise handicap

GSBYRA Championship Events — 1969

May 17-18	Singlehanded Championship in Sunfish at Sayville
May 24-25	Singlehanded Semi-finals in Finns at Babylon
June 14	Men's Eliminations (West) by Unqua*
June 15	Men's Eliminations (East) by Unqua*
June 21-22	Men's Championship by Narrasketuck*
July 7-8	Junior Eliminations (West) by Westhampton/ Moriches*
July 9-10	Junior Eliminations (East) by Wet Pants*
July 14	Women's Eliminations (West) by Magoun Landing*
July 15	Women's Eliminations (East) by Magoun Landing*
July 16	Women's Championship by Magoun Landing*
July 21-22-23 ...	Junior Championships by Cedarhurst/Domino*
July 24-25	Midget Eliminations (West) by Bayberry*
August 4-5	Midget Eliminations (East) by Point O'Woods*
August 6-7-8 ...	Midget Championships by Bellport*
August 11-12-13	Juniors Singlehanded in Sunfish at Shinnecock

* at Adelphi Y.C., Great River in Mobjacks

STARTING TIMES CLUB REGATTAS

Governor's Cup BYC/LIYC Yachts
Commodore's Regatta BYC Yachts
Fall Series BYC/LIYC Yachts

STARTING TIMES	GROUP I (TWICE AROUND)	SHAPE
2:00	Warning Gun	White
2:03	Preparatory Group I	Blue
2:06	Handicap A	Red
2:09	Narrasketuck	White
2:12	Geary 18	Blue
2:15	Cottontail & Thistle	Red

	GROUP II (ONCE AROUND)	
2:18	Preparatory Group II	White
2:21	Windmill	Blue
2:24	Y-Flier	Red
2:27	Blue Jay, Senior, Junior, Midget	White
2:30	Signet, Senior, Junior, Midget	Blue
2:33	Beetle Cat Class	Red
2:36	Sunfish & Sailfish	White
2:39	Handicap B	Blue

Blue Jays and Signet must carry Division Pennants

Class boats sail the B.Y.C. course starting in the vicinity of "A" buoy and finishing off Club Dock.

Any change in starting times will be posted on B.Y.C. Bulletin Board—Race Day.

CRUISING CLASS REGATTAS

Governors' Cup BYC/LIYC Yachts
Commodore's Regatta BYC Yachts
Fall Series BYC/LIYC/GSBYRA Yachts

STARTING TIMES		SHAPE
1:00	Warning Gun	White
1:05	Preparatory	Blue
1:10	Class S	Red
1:15	Class M	White
1:20	Class A, B, C	Blue

Cruising Class will start off Willetts Creek to Flasher No. 7 off Oak Beach Channel, leaving it to Port; through center span of Captree Bridge to Flasher Green No. 1 off Bayberry Point, leaving it to Starboard; to Can No. 3 off Heckscher State Park, leaving it to Port; to Black and White Flasher in Great Cove, leaving it to Port; return through center span of bridge to finish line at Dock.

If Short Course is signalled, omit Flasher No. 7 off Oak Beach Channel and proceed directly through center span of bridge.

Any changes in starting times will be posted on B.Y.C. Bulletin Board—Race Day.

Special race sheet will be issued for July 4th Regatta.

The Babylon Yacht Club Fleet — 1969

AUXILIARY SAILING YACHTS

No.	Boat Name	Owner	Builder or Class	L.O.A.
245	Alleycat	Alfred N. Salazar	Crosby	24′
106	Brandy	Robert L. Paterson	Royal Navy	27′
71	Broadbill	William H. Simonson	Tartan	27′
61	Cataumet	Elmer B. Howell	Crosby	22′6″
21	Chico	Frederick D. Braddon	Crosby	26′
....	Circe	Hayward & Sheffield	Herreschoff	28′
....	Circe	Russell H. Schultz	Pearson	26′
50	Compromise	T. L. Underhill	Alden	29′
132	Connie	Munn Myers	Herreschoff	28′
64	Decatur	Robert W. Schafer	Van Dyke	34′
65	Dutch Maid	Don Holsclaw	White	22′
84	Extra Dry	Julien T. Davies	Davies-Lawley	26′
242	Falcon	Alfred H. Heckel	Pearson	30′
13	Falcon	John B. Rettaliata	Wicks	36′6″
12	Filibuster	W. S. Brayshaw	Morgan	30′
....	Islander	Robert Simes	Wayfarer	24′
102	Jeanie	Theodore M. Hangarter	Jensen Marine	24′
51	Judylin	Richard E. Brown	Seafarer	22′
7	Katinka	Merritt L. Smith	Hanley	35′
322	Leprechaun	Henry A. V. Post	Pearson	28′
29	Lively Lady II	Lansing T. Dupree	Crocker	23′
983	Loon	Louis H. Orr, Jr.	Swiftsure	33′
112	Marela II	Walter H. Gibson	Holiday	24′1″
....	Naja	John Van Bourgondien	Crosby	22′
....	Nan-Sea	John R. Van Wagoner	Tylercraft	24′
41	Nancee II	William F. Bradt	Irwin	31′3″
137	Oriana	N. G. Lamdin, Jr.	Hunt	32′
....	Red Fox	Edward Ricketts	Tavana	33′
....	Salty	John D. Darnell	Columbia	24′
25	Scrimshaw	Paul Callahan	.....	26′
276	Venus	Adolfo Iurillo	Swiftsure	33′
114	Sea Rover	Thomas E. Hanaway	Cat	26′
19	Sea Witch	Gordon T. Abbott	Dill	25′
34	Semiramis	Ramon deMurias	Bergwall	26′
40	Shrimp	Charles W. Faas, Jr.	Cape Cod	24′
62	Slim	J. Howard Hamstra	Tartan	27′
59	Snow Goose II	Robert L. Garben	Allied	34′6″
49	Sparkling Waters	Robert Pasch	Brockway	31′
31	Stardust	Harry Klesick	Van Dyke	26′
118	Staryker	David L. McPherson	Polaris	26′
277	Sumaka IV	Fred Eggerstedt	Tartan	27′
237	Tern	Richard S. Williams	Morgan	25′
2	Tondelayo	William B. Braddon	Crosby	26′
93	Whimsey	Edward C. Wimmerstedt	Wimmerstedt	26′
1036	Whistler	Henry G. Tilden	Knutson	36′6″
22	Widgeon	Frederick A. Becker	Dickerson	32′
....	.....	Mel Hoagland	Polaris	26′

POWER YACHTS

Boat Name	Owner	Builder	L.O.A.
Amphitrite	Tom Kilcourse	Luhrs	28′
Annette-Too	Edwin H. Eppig	Chris Craft	36′
Amy-Lou	L. Bardi	Luhrs	21′
Amberjack	Robert Eberle	G. Roeser	25′
Barefoot Girl	John A. Bergquist	Hatteras	41′
Beachcomber	Bryan Lawrence	Cammerson	30′6″
Belcarmere II	E. L. Baker, Jr.	Chris Craft	35′
Betsumar	Percy Arink	Marblehead	35′
Betty Lou	Louis J. Eppig	Ulricksen	27′
Fink Big	James Rafter	.....	40′
Big Dipper	Charlotte R. Paterson	Custom	30′
Bimbo	Pierre Mercier	Verity	28′
Bluebill	John T. Morris, Jr.	Elco	34′
Bonnie Lassie	Arthur E. Baxter	Elco	32′
Bonnie Lassie	Geoffrey A. Phillips	J. Carmen	27′8″
Brant	Loughton Smith	South Bay	30′
Brunhilde	Joe Young	Conklin, 1893	37′
Caliph's Barge	Richard C. Hamilton	.....	22′
Comfort	John R. Whittaker	Elco	42′
Commander	Larry Shiebler	.....	45′
Cosset	William H. Deale	H. Johnson	29′
Cricket	John A. Maltese	Post	37′
Dawdler II	Henry J. Rendich, Jr.	H. Johnson	32′
Dawn	John M. Murphy	.....	
Dolly	Laclede J. Wilson	Pacemaker	36′
Dorothy M.	Bert Pedersen	.....	27′8″
Elizabeth Ann	Fred Van Bourgondien	Pacemaker	30′
Enterprise	Charles L. Drew	Pacemaker	30′
Escape Hatch	William J. Fagan	Chris Craft	32′
Four Boys	Howard Shiebler	Chris Craft	22′
Frevalee	Frederic J. Schroeder	Pacemaker	33′
Ginny M.	Edward F. Dannemiller	Marblehead	34′
Haisati	Paul D. Steinberg	Chris Craft	27′
Happy Days	Barb & Jim Bernard	Chris Craft	26′
How-Cum	Charles W. Hall	Gillipan	34′
Inferno	G. Gorton Baldwin, Jr.	Pacemaker	29′
Island Woman	Everett Seidenberg	Rogers	40′
Jay Vee	John J. Gibson	Wicks Bros.	36′
Kai Loa	Fred Wiedersum	Chris Craft	40′
Kittiwake	Wm. A. Fleischer, Jr.	Palmer-Scott	36′
Li'l Audrey	J. P. Potak	Owens	25′
Loch-Mist	Robert A. Locke	Zobiel	18′
Lorelei	Robert T. Lawrence	Egg Harbor	30′6″
Snow Goose	John P. Altemus	Webber's Cove	34′
Mach Schnell	Victor Breitfeller	Chris Craft	32′
Mama's Mink	Pat Caligiuri	Ulrichsen	29′
Marietta II	Charles L. Scharfe, Jr.	Chris-Craft	36′
Marybird	Edwin W. Thomas	Pacemaker	30′
Meuchune	James J. Mackey	Chris-Craft	28′
Mistral	Bud Picken	Pearson	36′
Mistress	F. Butler Johnson	Jorgenson	32′
Moby Dick	Ralston Hayden	Elco	38′
Nan-Su	W. G. Hansen	Wheeler	35′
Night Heron	T. DeGarmo	Chris Craft	24′
Old Squaw	Don Davison	.....	42′
One Shot	Robert Carl	Verity Skiff	34′
Pendora	Frank L. St. John	.....	30′
Piece of Eight	Laurence A. Schaefer	Chris Craft	28′
The Prudence	Frank J. Ferraro	.....	19′8″
Pintail III	John J. Van Bourgondien	Alglas	31′
Play Girl	Bob Mullenbrock	Amer. Finn	21′
Pompano	George G. McCord	Pacemaker	33′
Pontus	Rogers Howell	Egg Harbor	30′8″

Road Runner	Peter J. Christensen, Jr.	Luhrs	28'
Rutcry	Douglas W. Farrington	Resky	21'
Salty Dog	John Arink	Matthews	38'
Sea Demon	John Teufel, Jr.	Custom	33'
Sea Mist	Tom L. Underhill	Consolidated	42'
Sea Saw	Thomas Hudson	Richardson	28'
Sindbad	Thomas X. McKenna	Pacemaker	40'
Sno-Goose	Robert F. Pearsall	Sound Marine	20'
So-What	Lefferts McClelland	.....	27'6"
Skimmer	Tompkins/Gilmore	Egg Harbor	28'
Saucy Sally	Edward Skeffington	Hall	27'
Suberka II	Emma Strandberg	Zobel	24'
Sunara	George J. Smith	Freeport Point	41'
Swansdown	James A. Swan	Elco	27'
Tara	Don Aiken	Kirkup	26'
Wahoo II	Eugene W. Peck	Hinckley	40'
White Water	Skip Spollen	Chris-Craft	27'
XQQSME II	Arthur A. Denton	Rusky	21'
Yahoo	Warren Winter	Pacemaker	30'

RUNABOUTS & OUTBOARDS

Bab-O	John Babcock	Sportcraft	23'
Dorkus	Jim McGeehan	Hydro-Pram	8'
Double Trouble	Joe & Frank Caligiuri	Atlantic	8'
Highball	John Aiken	Crosby	18'
Little Dipper	Stuart R. Paterson	Atlantic	8'
Pax Rouanus	Theodore DeGarmo	.....	17'
Querida	Francis B. Garvey	Lyman	18'
Snoopy	Thomas Hudson	Lyman	16'
The Sleuth	W. H. Speidel	Chris-Craft	18'
Tog	Larry Shiebler	.....	16'
.....	John V. Griffin	Winner	14'
.....	George J. Smith	Bar Harbor	16'
.....	Sidney R. Huey	Glaspar	15'
.....	J. Vincent O'Shea, III	Sport Garvey	28'
.....	J. Robert Grover	Lyman	15'8"
Dee Dee	Don Davison	Crosby	15'
Mity Wet	John & Harry Faas	MFG	13'
Peter Potomus	Peter Pruden	Penbow	16'
M. E. B.	Chas Voso	Lyman	19'
.....	John Teufel III	MFG	15'
Backfire	G. Gorton Baldwin, Jr.	Boston Whaler	13'
Huelopoki	Edward V. Ketcham, Jr.	Boston Whaler	18'
Scream II	Elmer B. Howell, Jr.	Boston Whaler	13'
Tab	Linny & Chris Herzeca	Boston Whaler	13'
Timbo	Tim Boylan	Boston Whaler	13'
.....	F. Butler Johnson	Boston Whaler	13'
Thunderbolt	Jon J. Maltese	Boston Whaler	13'
.....	Merritt Armstrong	Boston Whaler	13'
.....	Bill Fagan, Jr.	Boston Whaler	13'
.....	Charles L. Scharfe	Boston Whaler	16'
.....	John R. McGeehan	Boston Whaler	16'
.....	Jeff Picken	Boston Whaler	13'
.....	J. Vincent O'Shea, Jr.	Boston Whaler	16'
.....	Edward Ricketts	Boston Whaler	16'
Lil Gem	Paul Callahan	Boston Whaler	13'
.....	Gregory Turner	Voelker	22'
Teacher's Pet	Judd Hogan	Grady-White	21'
Scalliwag	John Whittaker	Whittaker	20'
Dragon	Robert C. Phillips	Chris-Craft	23'
.....	Thomas O. Markey	Pen Yan	18'
Slam Bang	T. T. Everitt, Jr.	Traveler	16'
Kidd	Douglas	Wicks	16'
.....	F. J. Maas	Aquasport	19'

ONE DESIGN RACING YACHTS

NARRASKETUCK CLASS

70	Tomahawk	Frank L. St. John
113	Warrior	Frederic G. Wiedersum
123	Ariel	E. Carlton Arink
143	Honey	Theodore Everitt, Jr.
157	Scarface	Marshall Picken
159	Firewater	G. Gorton Baldwin, Jr.
163	Sit n' Bull	James R. Grover, Jr.
166	Thunderbird	Lawrence Shiebler
167	Flower Pot	Edwin H. Eppig
....	Ru-Ju	Arthur L. Milligan

THISTLE CLASS

588	Paper Doll	Hunt & Susie Lawrence
827	Invictus	Stuart A. Brayshaw

COTTONTAIL CLASS

24	Conejo	Edward M. Ricketts
36	Hasen Pfeffer	George Scharfe
49	Shark III	Frederick Zimmerman, Jr.

WINDMILL CLASS

518	Sauris	Kent Picken
580	Gin Mill	Edwin Horsley, Jr.
672	Whim Mill	Edward Wimmerstedt
1526	Mustang	Bonnie & Donna Shiebler
1716	Extra Kick	Barbara Picken
1720	Banshee	Marshall Picken

SIGNET CLASS

73	Naut-I-Lass	Wm. Fleischer III
162	.....	R. Mahlman
164	.....	Nancee Bradt
165	.....	Carol Anderson
166	.....	J. Van Wagoner
78	Dee Jay	Bill Weinschenk
....	Charity	Kathy Arink

FINN CLASS

709	Ca'Canny II	Colin Parker
....	.....	Carl Anderson

BLUE JAY CLASS

36	Contendo	T. G. Mc Loughlin
619	Hair Pin	John G. Halpin
706	Tortoise	Christopher deMurias
707	7-Up	John Faas
708	Flower Power	Maas Children
710	Suby	Susan Braddon
712	Hocus Pocus	Chris & Joe Hayden
714	Dragnet	Teddy Skeffington
716	El-Dato	Liz, Dave, Tom Hudson
720	Swan Song	Jimmy Swan
768	.....	F. J. Maas
814	Ghoster	Bob Paterson, Jr.
815	Black Magic	Marie Scharfe
886	Hum-Bug	Richard Warren
999	Candy Stick	Victoria Boettger
1034	Pixie	Michael Miligi
1051	Squawk	George Le Sauvage
1052	Running Wild	Thomas O. Markey
1058	Whisper	Susie Aiken
1067	Great Scott	Scott Winter
1079	Dolphin II	R. C. Eberle Jr.
1230	Turtle	Mary Beth Van Bourgondien
1411	Scamper	Stuart R. Paterson
1513	.....	The Garveys
1602	Sipapu	Aileen Eppig
1782	Jerkybird	Linny & Chris Herzeca
2100	Smoky	Stephen Baldwin
2255	Ant-Tiki	Rick Weinschenk
2329	Rinky Dink	John Rinklin, Jr.
2330	Youngster	Peter B. Young
2705	Boops	Julien Davies III
2706	Bits & Pieces	Frank Garvey
2779	.....	Barbara Schafer

SAIL FISH CLASS

2	Yankee Doodle	H. Rendich
55	Hank's Plank	Theodore M. Hangarter
423	Mugsy	Marsha Petersen
1575	.....	John Vincent O'Shea III
1674	Buckwheat	Michelle Vanderveldt
2422	OOPS	Andrea Fleischer
3194	Board Stiff	Paul Callahan
3222	Atch	Ray Accettella
3306	Misty	Ellen Brayshaw
3528	.....	Tom Weinschenk
3627	.....	Loral Teufel
4690	.....	Andrew Dannemiller
4743	Bee Jay	John & Betsy Howell

SUN FISH CLASS

2744	Mai Tai	Edward V. Ketcham, Jr.
5135	Jeep	Sassy Skeffington
5499	.....	Stephen Orr
5532	.....	James A. Swan
7139	.....	Stephen G. Post
7184	Circus	Terrence F. McGuirk
7215	Needlenose	John Van Bourgondien
7364	Vela	Chris Voso
7903	.....	Terrence McGuirk
8493	Teem	Linny & Chris Herzeca
9307	.....	Julia M. Corcoran
9615	.....	C. Heckel
9625	.....	Beth Simonson
10860	.....	J. Whittaker
10872	Last Again	Marilyn McGeehan
11199	Spunky	Betsy Davies
11443	.....	K. Lawrence
11466	Nebuchadrezzar, Jr.	Jane Garvey, Jr.
11775	.....	M. O'Neill
12005	Neva-Dri	Kathy Fagan
13811	.....	Henry A. V. Post, Jr.
14215	.....	Donna McKenna
14270	.....	W. H. Bradt, Jr.
14419	Achetta	Janet Annino
15884	Sun Fink	Liz & Kathi Rafter
15967	.....	Elena deMurias
16330	Lauakilal	Alan Scharfe
16479	.....	Robert Wilbur
16863	Race Riot	Sara R. Armstrong
17659	.....	Gary, Bette, Susan McCord
18492	Normandy	Norman Arthur Prnden
19897	Pickle	Tom & Jeff Dauch
19839	.....	Abby Blne
20409	.....	Maas Childlren
20884	Metal Menace	Libby St. John
20905	.....	Belle Baxter
21230	.....	Paul D. Steinberg
21934	Buttercup	Belle Douglas
22175	Cal's Pal	Pat & Mike Caligiuri
22425	Dunce	Judd Hogan
22631	Mark's Ark II	Mark Callahan
....	Half-a-Sixpence	Nadine & Paula Schaefer
....	Vamp	Katherine Baldwin
....	.....	Laclede F. Wilson
....	Bobbins	Marjorie Maas
....	Try Again	Judy, Debbie, Jim McGeehan
....	.....	John McGeehan, Jr.
....	.....	Barbara Ketcham
....	Road Runner	Marion Vejvoda
....	.....	John A. Bergquist
....	.....	John E. Bergquist
....	.....	Linda J. Bergquist

BEETLE CAT CLASS

42	Little Gull	Lynn Picken
45	Bob Cat	Bob Farrington
71	Hollycat	J. P. Atherton
87	Quandong	Roderick Bisson
....	Soupy Sailors	L. C. & D. Hayward

PENGUIN CLASS

4040	Katompas	Thomas B. Baker
4935	Flip	Ted Hangarter
5901	Frozen Asset	Lamdin & Swan
6300	Ginger Meggs II	Ed Dannemiller
6959	Wet Yet	Bud Picken
7456	Fatty Acid	John F. Kraker
7476	Hocus Pocus	Charles Hayward
7743	Butterscotch	Colin Parker
7900	Thunderbird Too	Larry Shiebler
8287	Cold Bottom	Jim Grover
8431	A.M.B.	J. Robert Annino
8652	Icy Ace	Henry G. Tilden

GEARY 18 CLASS

1193	Majokech	John Rogers
1210	Bert Pederson / Bob Annino	Double Trouble
1211	Tara	Paul D. Steinberg
1212	Sno-Use	David R. Pearsall
1213	Thunderbolt	Bob Schafer
1215	Red Hot	Bill Braddon
1216	.....	Ed Ricketts
1217	Malfunction	John Ryan
1219	.....	John Van Bourgondien
1220	Pancake	Bill Raser
1224	B-Beep	Peter Christensen, Jr.
....	Osprey	Brant Davison

OTHER CLASSES

....	Vixon	William Aubin	S.Bay One Design	24'
....	Chispa	Robert L. Garben	Sloop	15'
....	Spud	Henry A. V. Post	Seaford	12'
....	Gypsy	W. B. Flanders	Sloop	18'
....	Sea Legs	Wm. A. Fleischer, Jr.	C.C.	18'
125	Big "M"	Edward M. Myslivecek	O'Day	12'4"
326	.....	H. Rendich	Hampton	
....	Mouse	Rollins LeSauvage	.....	16'
....	Wee Three	Arvon A. Webster	O'Day	10'
29	Demi-Tasse	Ellen Brayshaw	Lone Star	
....	Firewood	G. Gorton Baldwin, Jr.	Y-Flyer	
2481	Al Fin	Lina & Fran Hamilton	Sea Scout	10'
1012	Mariposa	John Underhill	Butterfly	12'
....	Anniversary	Thomas W. Hudson	Pampas	22'
22	Doodle Bug	Dennis O'Malley	Raven	24'
533	.....	George Makowski	Widgeon	12'4"

SAILING PRAMS

1	Snifter	Robert L. Paterson	Clam
7	.....	John D. Darnell	Clam
13	Chowder	Bryan Lawrence	Clam
14	Teddy Bear	John O. Skeffington	Clam
19	.....	W. Gus Hansen	Clam
1	Dusty Star	Harry N. Klesick	Chick
5	Liebchen	Fritz Seidenberg	Chick
6	P.O.E.M.S.	Carol & Judy Peck	Chick
7	Teal	Tom L. Underhill	Chick
8	Chic Chick	Merritt Smith	Chick
9	Youngest	Joseph F. Young	Chick
....	Fink Again	James Rafter	Chick
12	Pendora's Box	Libby, Bobbin St. John	Chick
....	Swanee	John Swan	Chick
....	.....	Lisa Winter	Dyer
....	Meal Whale	Camille Iurillo	Dyer
....	Dink	Linny & Chris Herzeca	Dyer
....	Starbird	Robin Pasch	Little Dipper
....	Dinkey Bird	Chris & Joe Hayden	Little Dipper
....	.....	Robert T. Lawrence	Little Dipper
....	.....	Gordon T. Abbott	Little Dipper
5	Orbit	Ellen Brayshaw	Y. W. Pram
....	Screw Ball	Thomas Faas	
....	Marko Paulo	Mark & Paul Callahan	Skimmer
....	Swoose	Bohette Garben	Skimmer
....	.....	Billy Braddon	Cat
....	Little Ada	Perry Schafer	Cat
....	Jack-Frost	Evette Garben	H-8
....	.....	William Bradt, Jr.	Sea Shell
....	Snicker	Stephen Mercier	Beetle
....	Steins	G. Gorton Baldwin, Jr.	Squall
....	Butter Ball	Ramon deMurias	Marscot
253	Red Baron	Mary Beth Rogers	Peanut

Junior Yacht Club members after famous "Blue Jay Cruise"

Roll of Members . . . June 1969

SUMMARY OF MEMBERSHIP

Regular	272
Women Associate	24
Special Family	7
Honorary	3
Life	2
Total	308

HONORARY MEMBERS

Members No.		Date of Election
1	Knox, Henry E.	7-7-26
2	Torrey, Mrs. Aline	2-3-65
3	Arink, Percy	10-8-66

LIFE MEMBERS

1	Jacoby, J. Ralph	7-12-04
2	Lawrence, Bryan	7-21-43

REGULAR MEMBERS

Members No.		Date of Election
41	Abbott, Gordon T.	6-9-48
49	Accetella, Ramon F.	6-1-49
219	Aiken, Donald W.	6-21-67
140	Altemus, John P.	7-27-61
183	Anderson, Carl	8-5-64
51	Anderson, T. Waldron	8-1-49
137	Annino, J. Robert	6-3-61
217	Arink, John H.	5-3-67
23	Armstrong, Donald M.	5-20-46
151	Aubin, William M.	7-11-62
169	Babcock, Richard M.	6-17-64
113	Baker, E. Leroy, Jr.	6-17-59
175	Baker, Thomas B.	7-1-64
67	Baldwin, G. Gorton, Jr.	6-28-51
155	Bardi, Louis	8-19-63
15	Batten, Walter F.	4-27-45
178	Baxter, Arthur	7-1-64
64	Becker, Frederic A.	7-19-50
258	Begley, Robert B.	6-4-69
220	Behringer, William J.	6-21-67
239	Bergquist, John A.	6-19-68
235	Bernard, James A.	5-15-68
188	Bisson, Frank I.	6-30-65
5	Blakelock, Chester R.	6-3-42
35	Blue, Frederick R.	6-24-47
101	Boettger, Macklin	6-5-57
42	Boylan, Francis M.	6-9-48
4	Braddon, Frederick D.	6-6-41
106	Braddon, William B.	6-25-58
47	Bradt, William F.	6-24-48
95	Brayshaw, William S.	6-20-56
189	Breitfeller, Victor, Jr.	6-30-65
196	Broumel, Charles	1-1-66
141	Brown, Richard E.	7-27-61
206	Caliguiri, Pat F.	6-15-66
145	Callahan, Paul D.	6-7-62
30	Carl, Robert W., Jr.	7-15-46
207	Cerzosimo, Frank A.	6-15-66
177	Christensen, Peter J.	7-1-64
253	Collins, Robert	5-7-69
68	Combs, Andrew G.	6-28-51
82	Corcoran, James, Dr.	6-9-54
124	Crowell, Myron W.	6-8-60
190	Cullen, William C.	6-30-65
198	Custer, John Aitken	6-4-66
114	Danega, John Joseph	6-17-59
85	Dannemiller, Edward F.	6-8-55
129	Darnell, John D.	6-29-60
125	Dauch, Thomas E., Jr.	6-8-60
50	Davies, Julian T., Jr.	6-1-49
156	Davison, Don W.	6-19-63
80	Deale, William H. III	6-15-64
168	DeGarmo, C. Theodore	6-10-53
43	DeMurias, Ramon	6-9-48
69	Denton, Arthur A.	6-28-51
20	DeYoung, Peter L.	8-27-45
240	Dirkes, F. Rodney, Jr.	6-19-68
260	Dodd, Enda A.	6-4-69
259	Doncaster, Robert A.	6-4-69
44	Douglas, Earl W.	6-9-48
126	Drew, Charles L.	6-8-60
96	Dupree, Lansing T.	6-20-56
97	Eberle, Robert C.	7-5-56
157	Eggerstedt, Fred C.	6-19-63
254	Eiser, Carl H. Jr.	5-7-69
55	Eppig, Edwin H.	5-17-50
130	Eppig, Louis J.	6-29-60
115	Everitt, Theodore T., Jr.	6-17-59
167	Ezyk, Henry	5-20-64
70	Faas, Charles W., Jr.	6-28-51
116	Fagan, William J., Dr.	6-17-59
45	Farrington, Douglas W.	6-9-48

32	Fanth, John J. 3rd	5-19-47
131	Ferraro, Frank J.	6-29-60
211	Fifer, Calvin E.	7-6-66
216	Fishel, Gustave III	7-20-66
241	Fitzpatrick, Daniel L.	6-19-68
73	Flanders, Wilmont B.	7-11-51
186	Flavin, Donald, Jr.	1-1-65
199	Fleischer, William A., Jr.	6-4-66
71	Gallagher, Frank J.	6-28-51
127	Garben, Robert L.	6-8-60
26	Garvey, Francis B.	6-10-46
162	Gerek, William	7-24-63
2	Gibson, John J., Jr.	5-1-40
242	Gibson, Walter H.	6-19-68
27	Gilmore, Robert N., Jr.	6-10-46
154	Givins, Glen E.	7-11-62
252	Grossman, Fred K.	8-7-68
26	Grover, James R., Jr.	6-10-46
221	Hack, Alfred G.	6-21-67
261	Hakim, Charles	6-4-69
212	Hall, Charles W.	7-6-66
72	Halpin, John G.	6-28-51
86	Hamilton, Richard C.	6-8-55
170	Hamstra, John H.	6-17-64
37	Hanaway, Thomas E.	7-14-47
102	Hangarter, T. M., Dr.	6-5-57
12	Hansen, W. G., Dr.	7-11-44
171	Harper, Benjamin J.	6-17-64
262	Harris, William E.	6-4-69
231	Hart, Thomas P.	7-5-67
83	Hayden, Ralston	7-7-54
103	Hayward, Charles F.	6-5-57
11	Healy, F. Howard	6-9-44
104	Heckel, Alfred H.	6-5-57
178	Henry, Patrick	7-1-64
98	Herzeca, Lincoln J.	7-5-56
163	Hoagland, Melvin, Jr.	7-24-63
99	Hoernel, Fowler Wood	7-5-56
222	Hogan, George P.	6-21-67
53	Holland, Sidney G.	5-3-50
117	Holsclaw, Donald V.	6-17-59
54	Horsley, Edwin L., Jr.	5-3-50
21	Howell, Elmer B., Jr.	4-25-46
38	Howell, Rogers	7-14-47
206	Hudson, Thomas	6-15-66
19	Huey, Sidney L.	8-13-45
191	Iurillo, Adolfo	6-30-65
33	Jackson, Frederick W.	5-19-47
13	Johnson, F. Butler	7-14-44
172	Johnson, Francis B., Jr.	6-17-64
200	Johnson, Robert Bishop	6-4-66
197	Jones, Matthew C.	5-4-66
184	Juergens, Clyde G.	8-5-64
142	Kane, Thomas J., Jr.	7-27-61
87	Kenedy, Arthur R.	6-8-55
263	Kennedy, James J.	6-4-69
264	Kennedy, Jos. A., M.D.	6-4-69
109	Ketcham, Edward V., Jr.	6-25-58
238	Ketcham, Hayden	6-5-68
88	Ketcham, Herbert H., Jr.	6-8-55
187	Kilcourse, Thomas F.	6-2-65
257	King, Dunbar	5-21-69
106	King, Samuel G.	7-3-57
192	Klesick, Harry N.	6-30-65
63	Knox, Henry Berkeley	4-4-51
143	Kraker, John F.	7-27-61
213	Kuhnapfel, Charles	7-6-66
59	Lamdin, N. Gist, Jr.	6-21-50
40	Lawrence, Robert T.	7-28-47
265	Leahy, Frank G.	6-4-69
29	Le Sanvage, Rollins	6-24-46
118	Locke, Robert A.	6-17-59
236	Maas, Fred J.	5-15-68
8	MacEvitt, James, Jr.	6-16-43
138	Mack, Ferris	6-3-61
201	Mackey, James J.	6-4-66
266	Madocks, Edward D.	6-4-69
202	Mahlman, Henry A.	6-4-66
234	Makowski, Jerzy George	2-14-68
146	Maltese, John A	6-7-62
105	Markey, Thomas O.	6-5-57
243	Mathies, Blair	6-19-68
203	Max, Boyd C.	6-4-66
147	McClelland, Lefferts A.	6-7-62
244	McCord, George G.	6-19-68
223	McDonongh, William F.	6-21-67
209	McGeehan, John R.	6-15-66
122	McGrane, Thomas H.	7-1-59
218	McGuirk, Terrence	6-7-67
204	McKenna, Thomas X.	6-4-66
245	McLoughlin, Thomas G.	6-19-68
224	McPherson, David L.	6-21-67
148	Mercier, Pierre	6-7-62
158	Meyer, Richard D.	6-19-63
149	Meyers, Munn D.	6-7-62
89	Miligi, Raymond, Jr.	6-8-55
193	Miller Donald A.	6-30-65
9	Milligan, Arthur L.	6-16-43
246	Moore, John R.	6-19-68
57	Morris, John T., Jr.	6-7-50
267	Muchmore, Wayne M.	6-4-69
225	Mullenbrook, Robert A.	6-21-67
205	Murphy, John M.	6-4-66
179	Myslivicek, Edward	7-1-64
247	O'Malley, Dennis	6-19-68
110	O'Neill, Joseph F.	6-25-58
16	Orr, Louis H., Jr.	4-27-45
34	O'Shea, John V., Jr.	7-14-47
237	Parker, Gordon C.	5-15-67
74	Pasch, Robert	7-11-51
119	Paterson, Robert L.	6-17-59
90	Paterson, Stuart, Jr.	6-8-55
159	Pearsall, Robert F.	6-19-63
52	Peck, Eugene W.	4-5-50
194	Pedersen, Herbert M.	6-30-65
226	Pelle, Domenick A.	6-21-67
100	Petersen, Howard	7-5-56
268	Peterson, Alan E.	6-4-69
269	Peverly, Stephen R.	8-4-69
195	Phillips, Geoffrey A.	6-30-65
227	Phillips, Robert C.	6-21-67
24	Picken, Marshall W., Jr.	5-20-46
248	Poppe, Fred C.	6-19-68
62	Post, Henry A. V.	7-19-50
214	Potak, J. Philip	7-6-66
255	Price, Arthur K.	5-7-69
120	Pruden, Roy	6-17-59
132	Rafter, James P.	6-29-60
160	Raser, William W.	6-19-63
75	Rendich, H. J., Jr., Dr.	2-14-52
14	Rettaliata, John B.	7-14-44
48	Ricketts, Edward M.	6-24-48
61	Rinklin, John G., Jr.	6-10-53
164	Rogers, John M.	7-24-63
161	Roman, George	6-19-63
10	Ryan, Michael J.	6-16-43
111	Ryan, Vincent J.	6-25-58
60	Sagliocca, Marco	5-7-69
256	Salazar, Alfred N.	6-4-52
77	St. John, Frank L.	6-21-50

165	Schaefer, Lawrence A.	7-24-63
134	Schafer, Robert W.	8-3-60
128	Scharfe, Charles L., Jr. .	6-8-60
6	Schroeder, Frederic J. ..	5-19-43
152	Schultz, Russell H.	7-11-62
91	Seidenberg, Everett F. .	6-8-55
226	Shannon, George E. ...	6-21-67
232	Sheffield, Gerald	7-5-67
139	Shiebler, Lawrence M.	6-3-61
135	Shiebler, Edward R., Jr.	8-3-60
3	Siegel, Sidney S.	6-19-40
180	Simes, Robert F.	6-29-60
133	Simonson, William	7-1-64
17	Skeffington, Edward E.	4-27-45
1	Smith, Augustus C.	6-1-21
121	Smith, George J.	6-17-59
36	Smith, Loughton	6-25-47
31	Smith, Merritt L.	4-28-47
7	Snyder, Howard H.	5-19-43
123	Speidel, William H.	7-1-59
150	Spollen, Arthur J.....	6-7-62
138	Starace, Carl A.	8-3-60
173	Steinberg, Paul D.	6-19-68
249	Strandberg, Bert V. ...	6-17-64
46	Strong, Stewart M. ...	6-9-48
64	Swan, James A.	4-4-51
229	Sweeney, David A. ...	6-21-67
210	Teufel, John Jr.	6-15-66
92	Thomas, Edwin W. ...	6-8-55
107	Tilden, Henry G.	6-24-58
78	Trumble, Richard W. ..	6
93	Turner, Eugene E.	6
65	Underhill, Thomas L. ..	4
58	Van Bourgondien, F. K.	6-
84	Van Bourgondien, J. J. .	5
76	Vanderveldt, Joseph A.	5-
166	VanWagoner, J. R., Jr.,	5-
250	Vejvoda, Charles	6-
112	Voso, Charles A.	6-
22	Walbridge, John R.	4-
56	Walsh, William F.	7
161	Warren, Millard R.	5-
185	Webster, Arvon	8
230	Weidersum, Fred. G. ..	6-
66	Weinschenk, Harvey, Jr...	4
270	Wells, John J.	6
34	Whittaker, John R. ...	5-
174	Wilbur, Robert J.	6-
25	Williams, John D.	5-
233	Williams, Richard S. ...	7-
271	Williamson, Wayne W. ...	6
94	Wilson, Laclede J.	7-
144	Wimmerstedt, Ed. C. .	7-
153	Winberg, Raymond P. ..	7-
182	Winter, Warren	7-
272	Wolfe, Edward D.	6-
79	Young, Joseph F.	6-
215	Zawrucha, Stephan	7-
18	Zimmerman, Fred. F. ..	7-
251	Zimmerman, F. F. Jr. ..	6-

WOMEN ASSOCIATE MEMBERS

Members No.		Date of Election
16	Benmore, Mrs. E. C. ..	5-18-66
15	Blue, Mrs. M. Robbins	5-1-63
22	Bradley, Mrs. Ogden ..	6-19-68
10	Braun, Mrs. Samuel G. ..	5-6-57
20	Burns, Mrs. Richard ..	6-21-67
8	Byrnes, Miss Mary Ellen	6-22-55
24	Cyr, Mrs. Walter J.	6-4-69
14	Deale, Mrs. William H.	2-6-63
12	Freeman, Mrs. H. Frank	3-25-59
1	Galbreath, Mrs. Margaret	6-2-37
13	Greene, Miss Mildred C.	6-6-60
3	Hasbrouk, Mrs. E. N. ..	8-3-49
2	House, Miss Lucy A. ..	5-1
6	Howell, Mrs. Elmer B. .	4-2
7	Howell, Mrs. Elmer W. .	1-1
23	Jette, Mrs. Martha	7-2
5	Nolan, Mrs. Raymond J. ..	4-
11	Parker, Mrs. Margaret .	6-2
21	Pollack, Mrs. John	6-
4	Tierney, Mrs. Grace M.	3-1
17	Tompkins, Mrs. John H.	6-
16	Tooker, Mrs. Joseph V.	3-2
19	Wandell, Mrs. Peter ...	6-
9	Zimmerman, Mrs. R. W.	6-

SPECIAL FAMILY MEMBERS

Members No.		Date of Election
4	DeGarmo, Deirdre	3-20-68
6	Fauth, John J. H.	2-18-69
7	Howell, James A.	3-19-68
2	Orr, Stephen	6-
1	Parker, Colin	5-1
5	Skeffington, Susan	6-
3	Tooker Paul	6-

Officers of the Club — 1904-1969

COMMODORES

1904-06	J. S. S. Remsen
1907	Charles Searle
1908	J. Ralph Jacoby
1909	Charles Searle
1910-11	James Russell Curley
1912-13	George Cox
1914	Joseph W. Lawrence
1915-16	John Snedecor
1917	Joseph W. Lawrence
1918-19	Daniel V. Arguimbau
1920-21	T. Daniel Downing
1922	Webster C. Estes
1922-23	Edward V. Ketcham
1924	James R. Hyde
1925-28	Edward V. Ketcham
1929-31	Robert S. Haight
1932-35	Charles V. Snedecker
1936	Ferdinand L. Wyckoff
1937-38	Robert G. Dillon
1939-41	Percy Arink
1942-43	Henry E. Knox
1944-46	R. Hamilton Torrey
1947-48	Matthew C. Jones
1949-50	E. Carleton Arink
1951-52	Bryan Lawrence
1953-54	Fred. F. Zimmerman
1955-56	Frederick D. Braddon
1957-58	Louis H. Orr, Jr.
1959-60	Frederic A. Becker
1961-62	Robert N. Gilmore, Jr.
1963-64	Terrence McGuirk
1965-66	Frank L. St. John
1967-68	Rogers Howell
1969	James A. Swan

VICE COMMODORES

1904-06	T. F. Shortland
1907	J. Ralph Jacoby
1908	Joseph W. Lawrence
1909	James Russell Curley
1910-11	George Cox
1912-13	Grosvenor Nicholas
1914	John Snedecor
1915-17	Alfred H. Bromell
1918-19	T. Daniel Downing
1920	John Vanderveer
1921	Webster C. Estes
1922	John Vanderveer
1923	James R. Hyde
1924-26	Frederic W. Becker
1927-28	J. Ralph Jacoby
1929-30	Emmett F. Newton
1931	Charles V. Snedeker
1932-35	Ferdinand L. Wyckoff
1936	Robert G. Dillon
1937-38	Percy Arink
1939-41	Henry E. Knox
1942-43	R. Hamilton Torr
1944-45	G. Gorton Baldwi
1946	Matthew C. Jones,
1947-48	E. Carleton Arink
1949-50	Bryan Lawrence
1951	Allan K. Ohashi
1951-52	Fred. F. Zimmerm
1953-54	Frederick D. Brad
1955-56	Louis H. Orr, Jr.
1957-58	Frederic A. Becke
1959-60	Robert N. Gilmore
1961-62	Terrence McGuirk
1963-64	Frank L. St. John
1965-66	Rogers Howell
1967-68	James A. Swan
1969	Robert Pasch

REAR COMMODORES

1904-07	L. W. T. Coleman
1908	James Russell Curley
1909-10	J. F. Moore
1911	Grosvenor Nichols
1912-13	T. Daniel Downing
1914	Alfred H. Bromell
1915-16	Benjamin B. Wood
1917	Daniel V. Argnimbau
1918-19	John Vanderveer
1920	William May
1921-22	James R. Hyde
1923	Oliver H. Rogers
1924-26	Ferdinand E. DeMurias
1927-28	Charles P. Daly
1929-30	Dunbar M. Hinrichs
1931	Ferdinand Wyckoff
1932-35	Robert G. Dillon
1936	Percy Arink
1937-38	Henry E. Knox
1939-41	R. Hamilton Torrey
1942	Edw. V. Ketcham, J
1943	G. Gorton Baldwin
1944-45	Matthew C. Jones,
1946	E. Carleton Arink
1947-48	Bryan Lawrence
1949-50	Allan Ohashi
1951	Fred. F. Zimmerma
1951	Gererdus H. Wynk
1952	Frederick D. Bradd
1953	Stuart L. Gifford
1954	Louis H. Orr, Jr.
1955-56	Frederic A. Becker
1957	Thomas I. Underhil
1958	Robert N. Gilmore,
1959-60	Terrence McGuirk
1961-62	Frank L. St. John
1963-64	Rogers Howell
1965-66	James A. Swan
1967-68	Robert Pasch
1969	William S. Braysha

SECRETARIES

1904-07	Joseph W. Lawrence
1908	E. S. Gellatly
1909-12	Farnk Orr
1913-16	Charles Lee McGratty
1917-21	Henary C. Hepburn
1921	William O. Morse
1922	Edward V. Ketcha
1922-23	Stephen W. Hamilt
1923-32	Robert W. Zimmer
1933-62	William H. Deale
1963-68	Edward E. Skeffing
1969	Edward R. Shieble

TREASURERS

1904-06	Charles Searle
1907-17	James Magee
1918-19	Stephen W. Hamilton
1920-23	Charles Searle
1924	Robert N. Overton
1925-27	Thomas Maury Galbreath, Jr.
1928-30	John E. Green
1931-49	Gustave Fishel, Jr.
1950-55	John E. Green
1955	Ferdinand Wyckoff
1956-61	Bryan Lawrence
1962-63	Louis H. Orr, Jr.
1964	Donald M. Armstro

CONSTITUTION

ARTICLE I.
Name

This organization shall be known as THE BABYLON YACHT CLUB.

ARTICLE II.
Object

The objects of this Club shall be:

First: To encourage its members in becoming proficient in the personal management, control and handling of their yachts.

Second: To promote sociability and recreation among its members.

ARTICLE III.
Officers

1. The officers of this organization shall be: Commodore, Vice-Commodore, Rear-Commodore, Secretary, Treasurer, and seven (7) Directors, who, acting as a unit, shall constitute a Board of Governors.

ARTICLE IV.
Nominating Committee, etc.

1. All elections shall be by ballot.

2. At the annual meeting of the Club, held in the month of October, a committee of five shall be elected by the Club at large, which committee shall, on or before the September meeting, prepare a list of candidates for the various offices to be filled at the ensuing election and post the same in the Clubhouse. A copy thereof shall be mailed by the Secretary to every member.

3. The foregoing provision shall not exclude the nomination of any other candidates; but no member shall be eligible for election to any office unless his name shall have been posted as a candidate, together with those of the persons proposing him, the same to be at least five members of the club in good standing, on the bulletin board in the clubhouse, for at least seven days before election.

ARTICLE V.
Elections

The officers shall be elected by ballot at the annual meeting, to hold office for one year from January 1st following the date of election, or until their successors in office be elected.

A majority of the votes cast shall be necessary to a choice.

In the event of there being two or more tickets in the field, the polls shall be opened at the commencement of the meeting and kept open for one hour.

ARTICLE VI.

Duties of Officers

1. It shall be the duty of the Commodore to take command of th Squadron and preside at all meetings, and to enforce the Laws and Reg lations of the Club.

He shall be ex-officio a member of all committees, except the Regat and Nomination Committees, and shall appoint a Fleet Captain and Fle Surgeon to hold office for the ensuing yachting season; and, in the ever of a vacancy occurring in the office of either the Secretary, Treasurer o Measurer, appoint a successor who shall hold office until an election t fill the vacancy shall be held, as herein provided.

2. **Vice-Commodore** — It shall be the duty of the Vice-Commodore t assist the Commodore in the discharge of his duties, and in his absenc to officiate in his stead.

3. **Rear-Commodore** — It shall be the duty of the Rear-Commodo to assist the Commodore and Vice-Commodore in the discharge of the duties, and in their absence to officiate in their stead.

4. **Secretary** — It shall be the duty of the Secretary:

a. To keep the minutes in a book provided for that purpose, an to have the custody of all reports and documents connected with th proceedings of the Club.

b. To keep a corrected roll of all members, together with th date of their election, numbering members consecutively on the roll o the Club, in the order of their election, and their numbers shall b printed in the Club book.

c. To send each member a list of candidates for membershi when the house is out of commission, and to post same in the Clubhouse when in commission.

d. To notify each member of his election.

e. To notify the Treasurer of the election of any new members

f. To keep a corrected list of the name, ownership, dimension and rig of each yacht enrolled in the Club.

g. To conduct the correspondence of the Club and prepare an have printed the Club book and other printed matter when so directed b the Board of Governors.

h. To give notice of all meetings of the Club, and in case o special meeting, to designate the purpose of the meeting.

i. To notify members of their election to office and their appoint ment to serve on committees.

j. To present a written report at the annual meeting.

k. In case of inability to attend any meeting, to cause th necessary books and papers to be conveyed to the place of meeting.

l. At the expiration of his office, he shall turn over to his succes sor all books, papers and records in his possession belonging to the Clu

5. **Treasurer** — It shall be the duty of the Treasurer:

a. To collect and receive all dues and other moneys due th Club and deposit same in a bank or trust company, to be approved b the Board of Governors, in the name of THE BABYLON YACHT CLU

b. To pay all bills contracted by the Club or its authorized rep resentatives, certified by them.

c. To keep a correct amount of all moneys received and paid i a book provided for that purpose.

d. At all meetings of the Board of Governors, and at each regu lar meeting of the Club, he shall make a report including a statement o the balance on hand and in the bank to the credit of the Club and repor on delinquent members.

e. At the regular meeting of the Board of Governors on the firs Wednesday in November, he shall furnish a written report of all hi receipts and disbursements. He shall take vouchers for all sums ove

three ($3.00) dollars, and shall mail a printed copy of the report to each member of the Club.

f. At the expiration of his office he shall turn over to his successor all moneys, effects, and papers in his possession belonging to the Club.

ARTICLE VII.
Board of Governors

1. Subject to special action by the Club, the Board of Governors shall have entire authority in the management of affairs and of the finances of the Club, and shall have general control of all its property. All rights and powers connected therewith shall be vested in them.

2. They shall appoint a Regatta Committee of five members, House Committee of five members, a Committee on Admission of three members, and any and all other Committees from among themselves or from among the Club, the Nominating Committee excepted.

3. They shall appoint a Measurer.

4. They shall have general authority over all standing Committees, except the Regatta Committee.

5. To make such rules as they deem proper respecting the use of the Clubhouse and Grounds not inconsistent with the Constitution and By-Laws.

6. They shall hold their regular meetings on the first Wednesdays of January, April, September, October and November, and on the first and third Wednesdays of May, June, July and August.

7. They shall elect to membership of the Club such candidates as they consider desirable. One negative vote in five or two in any event, shall reject a candidate for membership.

8. They shall fill vacancies occurring during the year in the Board, and any Director so elected shall hold office until the next annual meeting.

9. Any Director who shall be absent from three (3) consecutive meetings without making a sufficient excuse to the Board may be dropped from the Board.

ARTICLE VIII.

1. **The Regatta Committee** shall consist of five members.

a. It shall be their duty to make arrangements for, to take charge of, and act as judges of, all races sailed by, or under direction of, the Club.

b. They shall decide all questions that arise in the sailing of such races.

c. They shall have full power, with or without protest, to disqualify any yacht which shall have violated any racing rules, any Rule of the Club or Custom of the Sea.

d. They shall have full power to postpone any race, or order it to be resailed, should either seem desirable, and to appoint, in the absence of one or more members of their Committee, a member or members of the Club to act in his or their place.

e. They shall record, in a book provided for that purpose, the entries and results of each race, also all protests filed with them, together with their decision on same.

f. At the end of each season they shall place such book on file with the Secretary.

g. There shall be no appeal from the decision of this Committee.

2. **The House Committee** shall have the general management and control of the house, grounds, dock and employees of the Club. They shall regulate prices and rentals, order purchases, audit accounts, receive complaints, and provide redress.

3. **Committee on Admission** — It shall be the duty of the Commi on Admission to inquire into the character and general qualification all proposed candidates for membership and to report to the Boar Governors.

4. It shall be the duty of the Measurer, on the request of the ow or by direction of the Regatta Committee, to measure any yacht for purpose of determining her Rating Measurements in the manner scribed by the By-Laws and the Racing Rules, and to file with the Se tary and Regatta Committee, a duly authenticated certificate of the sa

ARTICLE IX.

Quorum

Seven shall constitute a quorum at all special or regular meeti of the Club.

In the absence of all Flag Officers, the senior yacht owner pres shall preside, the date of his election to determine his seniority. In c of resignation and re-election, date of membership shall be the date re-election.

Any regular member or life member in good standing shall be enti to vote.

ARTICLE X.

Membership

Membership in the Club shall entitle the member to the facilities the Club for himself, his wife and his minor children. Regular or l membership shall also entitle him, during such membership to joint ow ership of the Club property and to vote at all meetings of the Club.

Membership in the Club shall be divided into the following class

a. Regular members limited to 275. To be confined to m persons.
b. Honorary members.
c. Life Members limited to 15.
d. Woman Associate Members limited to 30.
e. Special Family Members.

2. The application of each candidate for membership must be p posed and seconded in writing and signed by two Club members neit of whom shall be a member of the Board of Governors. The propo must be completed in detail, containing the full name, address, occu tion, general qualifications, etc., for membership of the candidate, a must be sent to the secretary. In all cases the persons proposing a seconding a candidate for membership each must write a letter to t Club setting forth the personal qualifications of the applicant which l ter shall accompany the written proposal, and also, they shall arrange a personal interview of the candidate by a member of the Committee Admissions unless the candidate is already known personally to a memb of the Committee on Admissions.

3. The Secretary shall post the name of the candidate and his spo sors forthwith in the Clubhouse, and shall enter the same in the bo provided for that purpose. No proposal shall be acted upon by the Boa of Governors until it has been posted for one week.

4. Any communication in support of, or in opposition to a candida must be made to the Committee on Admissions and must on request returned to the sender.

ARTICLE XI.

Non-Resident Membership

Article XI which originally provided for non-resident membersh having been stricken out by amendment, the elimination of the no resident membership classification shall in no wise change the rights present non-resident members of the Yacht Club in good standing. Th shall be entitled to the Club Burgee and the use of the Clubhou grounds, bathing beach, and to sail their yachts in all Regattas of t Club. They shall not be eligible to hold office or vote at the Club meetin

ARTICLE XII.
Honorary Membership

The Board of Governors may elect to honorary membership in the Club any person who, in their discretion, may be entitled to such distinction, subject to ratification by a two-thirds vote at the next regular club meeting. Honorary members so elected shall not pay an initiation fee or annual dues. They shall be entitled to all the privileges of Club Membership, except that of voting and holding office in the Club.

ARTICLE XIII.
Life Membership

A Regular Member who shall have paid annual dues for five consecutive years shall with the approval of the Board of Governors be entitled to become a life member on the payment of an amount which shall be equal to ten times the then annual dues, which payment shall be in lieu of any further dues.

ARTICLE XIV.
Woman Associate Membership

Any unmarried resident woman may be eligible for election to the Club as a woman associate member in the manner provided by Article X and shall, upon election, pay annual dues, but not entrance fee. However, dues shall be one-half the regular annual dues for a woman associate member who is a widow and whose deceased husband was a member in good standing at the time of his death.

Such membership shall carry the following privileges:

The right to fly the Club Burgee; to enter yacht in Club events; the use of the Club dock, grounds, bathing beach and Clubhouse in accordance with the Club's By-Laws and House Rules.

ARTICLE XV.
Amendments

No alteration or amendment shall be made to this Constitution or the following By-Laws unless a notice containing a copy of the proposed alteration or amendment, together with the notice of the regular or special meeting at which such amendment or alteration will be voted upon, shall be mailed to each member of the Club at his last known address at least two weeks previous to the time of holding such meeting. A two-thirds vote of the members present at such meeting shall be necessary for the adoption of any such alteration or amendment.

ARTICLE XVI.
Special Family Members

Unmarried persons between the ages of twenty-one to twenty-six years inclusive, who are children of members or who live in the same household as members, may be elected to special membership, such membership to be until such member attains the age of twenty-seven years and only for as long as his or her parent or the person who is the head of his or her household remains a member in good standing. Such special family membership shall require no initiation fee and the annual dues shall be one-half the regular dues. Such special male members in good standing may become regular members at any time upon paying the dues of regular membership without initiation fee providing they have been such special members for two years or more, otherwise the regular initiation fee must be paid. Such special male members shall have all the privileges of regular members. Such unmarried female members in good standing may at any time become Women Associate members, upon paying the dues of such membership. Such female members shall have all the privileges of Women Associate members.

BY-L

ARTICLE I.
Dues

1. The initiation fee shall be $150.00.

Members elect shall have thirty days from the date of their e in which to pay their initiation fee and dues. If a member-elect paid his initiation fee and dues within thirty days, his electio become void and shall be so reported at the next regular meetin

2. The annual dues shall be $150.00, and shall be payable Treasurer on the first day of April of each year, or on electio Treasurer shall send bills to all members the first part of March. May 1st any member or members shall have failed to pay his c dues, such members' names shall be posted on the Club Bulletin Secretary, and if these dues remain unpaid at the expiration o days from the date of posting, such delinquents' names shall be re by the Treasurer to the Board of Governors for action which m suspension or expulsion.

3. Members elected on or after August 1st shall pay one-h annual dues for the current year.

Any member who shall be absent from the United States for t son commencing on the first day of May, shall be exempt from th ment of dues, provided he shall gives notice of his absence Secretary.

A former member may be re-elected to membership without the ment of the initiation fee.

4. The yearly dues of the secretary and treasurer shall be re

ARTICLE II.
Meetings

1. There shall be three regular meetings of the Club in each on the second Saturday in July, the second Saturday in Septembe the annual meeting will be held on the second Saturday in Octobe

2. Special meetings may be called by the Commodore, or m called by the Secretary at the written request of at least five me

ARTICLE III.
Order of Business

The order of business at the regular meetings of the Club or Bo Governors shall be:

First:	Reading of Minutes.
Second:	Communications to the Secretary.
Third:	Report of Board of Governors.
Fourth:	Report of Officers.
Fifth:	Reports of Standing Committees.
Sixth:	Reports of Special Committees.
Seventh:	Unfinished Business.
Eighth:	Miscellaneous Business.
Ninth:	Elections.
Tenth:	Adjournment.

ARTICLE IV.
Notices

1. Notices of regular meetings of the Club and of the Bo Directors shall be sent to every member and director respectively a three (3) days previous thereto and notices of special meetings a two (2) days previous thereto.

2. Notices of meetings shall be posted by the Secretary in the house when the same is in commission.

ARTICLE V.

Yachts Chartered, Inc.

1. Every member buying or chartering a yacht or altering the rig or model of his yacht, or changing his private signal, shall notify the Secretary at once.

ARTICLE VI.

Distinguishing Signals, Etc.

The distinguishing signal of the Club shall be a pointed flag, the hoist to be equal to two thirds the length, a red stripe (in width one twentieth of the length of the flag) shall begin at the top of the hoist and run along the top of the flag towards the end, a distance equal to seven-twentieth of the length of the flag; hence toward an imaginary horizontal line drawn through the center of the flag, and meeting that line at a point distant from the hoist seven-fortieth of the length of the flag; thence towards the bottom line of the flag, and meeting said line at a point distant from the hoist, seven-twentieth of the length of the flag; then along the bottom line of the flag to hoist; and thence along the hoist to the point of beginning. At the center point of the hoist of flag, a red stripe of same width as aforesaid stripe shall run from that point to the vertex of the angle formed by the horizontal line; on this imaginary horizontal line and at a distance from the hoist to centerline of two-fifths of the length of the flag there shall be a five-pointed white star; all on a blue field.

The Commodore shall display a broad pennant, with a foul anchor encircled by thirteen five-pointed stars, in white, on a blue field; the Vice-Commodore, a broad pennant, with a similar device, on a red field; the Rear-Commodore, a broad pennant, with a similar device, in red, on a white field. The Acting Commodore shall display a broad pennant, blue field, without device. The Regatta Committee's flag shall be a broad pennant with a red vertical foul anchor, supported by the two letters "R. C." in white, on a blue field.

ARTICLE VII.

Club Burgee

When a yacht is away from Great South Bay, the Club Burgee shall be flown.

A yacht enrolled in the Club shall not have the right to fly the Burgee if chartered to a non-member.

Yachts chartered by members may fly the Burgee.

Yachts or vessels not enrolled in the Club, but chartered or used by any officer of committee of the Club on official business, may fly the Burgee during such official use.

ARTICLE VIII.

Colors

Yachts in commission shall make colors at eight o'clock A. M., and hail down at sunset, except the Commodore or Office in Command, who shall fly his distinguishing pennant night and day. Time shall be given by the senior officer present.

No guns shall be fired on Sundays.

ARTICLE IX.

Discipline

Any member guilty of conduct injurious to the character or welfare of the Club may be suspended for a period not greater than six months, by a vote of the Board of Governors and such member may be expelled by a vote of any Club Meeting.

ARTICLE X.

Resignation

1. Resignations must be made in writing and delivered to the Secretary.

2. No member whose current annual dues are unpaid, or who is in any way indebted to the Club, can resign.

3. The resignation of a member against whom charges are pending shall not be effective, unless it shall be accepted by the Club.

4. Any member resigning, or otherwise ceasing to be a member, forfeits all interest in the Club property.

ARTICLE XI.

Uniform

Uniform shall be:

Cap and Cap Device — Of navy blue cloth or white duck with black patent leather visor of the style in vogue, with a capy devise, as shown by drawing to be kept in custody of the Secretary of the Club.

HOUSE RULES

1. A member may bring a non-member to the Club as a guest, but the same person shall not be a guest, either of the same member or of different members on more than four days during one season.

2. Non-members, either adults or children, are permitted on the Club premises as guests only when accompanied by a member or by one of the member's family who is sixteen or more years of age.

3. Guest cards may be obtained from the Secretary for House Guests of members visiting the community for a limited period.

4. Guest cards shall be subject at all times to withdrawal or cancellation by the House Committee.

5. Members shall have their junior children properly attended whenever on the Club premises as the Club assumes no responsibility for their safety.

6. Unclad children must be kept inside of bathhouses. Disrobing of children at water faucet is prohibited.

7. Persons in bathing suits and children under 18 years of age unattended are not permitted in the main clubhouse or the porches thereof. Children under 18 years of age are not permitted on the upper floor of the Clubhouse.

8. The club will not be responsible for loss or damage to personal property left by members or their guests in lockers or elsewhere about the Club premises.

9. No member shall take from the house or grounds any property of the Club.

10. Club property, removed, damaged or destroyed by a member or his guest must be promptly paid for by such member.

11. Boats must not be fastened in the angles of the dock. Boats left at the dock overnight must be brought as close to shore as practicable and not left for more than 24 hours.

12. All yachts tying on the lee side of the dock must either be bow or stern on, except while taking on or discharging passengers.

13. On Regatta days yachts must not lie at Club dock with sails up.

14. Yachts lying at Club anchorage should display riding lights from sunset to sunrise. Owners who do not maintain lights on their boats at night assume all risk.

15. Complaints shall be directed to the Secretary in writing. No verbal complaints will be entertained.

16. The Club attendants shall not be sent out of the Club premises for any purposes.

17. No dogs will be allowed on the Club premises.

18. The House Committee will post on its Bulletin Board such additional or special rules or amendments as may from time to time be found necessary, all of which shall have the same force and effect as though incorporated herein. The House Committee reserves the right to suspend restriction rules upon unusual occasions, and to grant privileges of entertainment in their discretion.

By order of
House Committee

General Policy Regarding Use of the Club Pool

Policy and the list of regulations have been worked out by the Pool Operations Committee and approved by the Board of Governors. They are based upon close working knowledge of our Club and the experiences of other pools. The rules are expected to change from time to time as the Committee profits from its own experience.

Club membership will be notified as additions and revisions are necessary. Parents, their children, and guests are urged to learn and observe the rules.

SUPERVISION OF POOL

The Pool Director, under the supervision of the Club Manager, is responsible for the operation of the pool and enforcement of the rules and regulations.

USE OF POOL

Use of the pool Monday thru Friday is for those subscribing for full time use. Saturdays, Sundays and holidays the pool will be open for all members.

IDENTIFICATION CARDS

Identification cards will be issued and must be shown upon entering pool enclosure.

DISCIPLINARY ACTION

The pool is maintained for safety and pleasure of all members. Misuse of the pool and infractions of the rules will lead to disciplinary action or suspension of pool privileges.

RESPONSIBILITY FOR INJURY

All persons using the pool, do so at their own risk; the Babylon Yacht Club will not be responsible for any accident or injury in connection with such use.

GUEST PRIVILEGES

Guest privileges will be governed by the first four provisions of the House Rules in the Club Constitution. They are as follows:

1. A member may bring a non-member to the Club as a guest, but the same person shall not be a guest, either of the same member or of different members on more than four days during one season.
2. Non-members, either adults or children, are permitted on the Club premises as guests only when accompanied by a member or by one of the member's family who is sixteen or more years of age.
3. Guest cards may be obtained from the Secretary for House Guests of members visiting the community for a limited period.
4. Guest cards shall be subject at all times to withdrawal or cancellation by the House Committee.

HEALTH REQUIREMENTS

We will comply with the requirements of New York State and Suffolk County Health Department.

SPECIFIC RULES AND REGULATIONS FOR POOL

1. Non-swimmers are not allowed in the main pool unless accompanied by an adult or participating in instruction classes. Ability to swim will be determined by Head Lifeguard.

2. All persons entering the pool must shower. All persons using sun lotions, ointments, etc. must shower before re-entry into the pool.

3. All females are required to wear bathing caps while in the pool.

4. Persons with obvious skin infections or requiring exterior bandages will not be permitted to use the pool.

5. Nothing shall be taken inside the pool enclosure which would tend to pollute the water or injure bathers. (This includes pets, hard toys, glass containers.)

6. Running, playing tag, pushing, playing ball and general nuisance activity will not be permitted.

7. Footwear is not permitted inside pool enclosure.

8. The wading pool is reserved for non-swimmers who must be accompanied and supervised by a parent or guardian at all times.

9. No person under 18 years of age may use the pool after 5:30 p.m. unless accompanied by an adult who remains on the Club premises.

10. Strollers and carriages are not permitted inside the pool enclosure.

11. Swimming devices such as face masks, flippers, life jackets and floats are prohibited.

12. Alcoholic beverages, soft drinks and food are not permitted within the pool enclosure.

13. The pool will be restricted to adult use from 2 till 2:30 and/or other times at the discretion of the Head Lifeguard.

14. Swimming off the docks is prohibited.

15. POOL HOURS:

	Swiming Instruction	General Use
Monday	10-12	12 to 7
Tuesday	10-12	12 to 7
Wednesday	10-12	12 to 9
Thursday	10-12	12 to 7
Friday	10-12	12 to 9
Saturday	None	11 to 7
Sunday	None	11 to 7

1970 Commissioning Day at Babylon Yacht Club


1971
Babylon Yacht Club Junior Sailing Champs

Babylon Yacht Club
1972

ELBERT W. CARLL
FIRST SUPERVISOR OF THE TOWN OF BABYLON, 1872

Babylon's only school in the 20's was this structure on the site of the present high school, Grove Place and Carll Avenue.

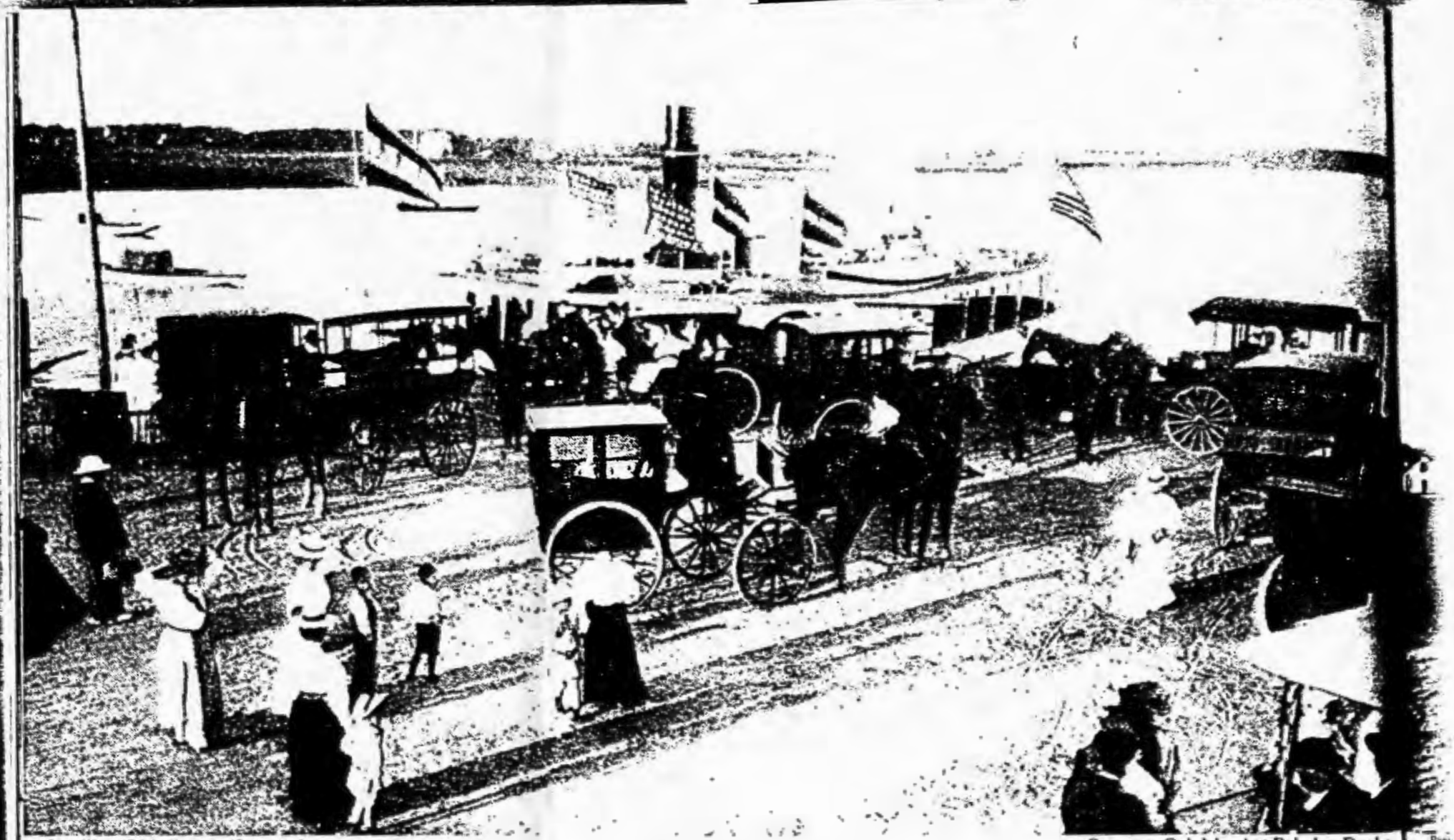


Photo: Village of Babylon Historical and Preservation Society

Steamer, Oak Island at Babylon Docks

Victorian House, Amityville

Deer Park Avenue Store, Babylon

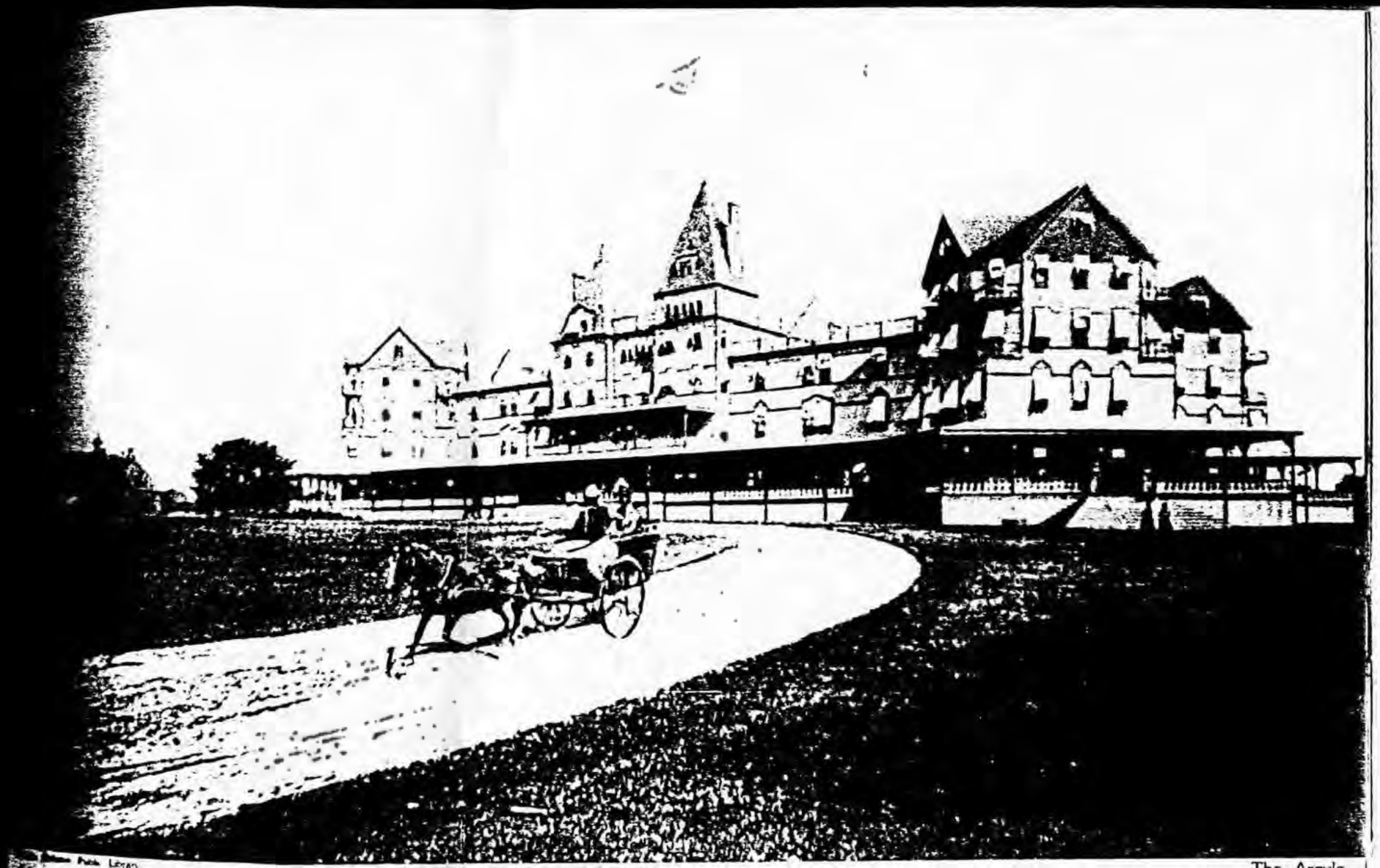
1826 House, Babylon

Babylon Area

The center of Babylon has become a concentrated business and commercial area, but an area of interest is Deer Park Avenue from Route 27A north to Ellen Street. Many structures from the mid to late 19th century were either intended for commercial space on the ground floor and housing above or have been converted to business. Of particular interest are the mansard roof buildings on Deer Park Avenue at its intersections with Grove Place and Route 27A, and a dozen other structures, including the historic Conklin House, scattered along the avenue. Many buildings are deteriorating and a general restoration and repair campaign could provide a street of considerable architectural interest.

Conklin House, Babylon

Steamer, Oak Island at B



The Argyle

ry & Chet Broman, 110 Sand Company

Architecture

BABYLON VILLAGE HISTORICAL & PRESERVATION SOCIETY

How Village Got Its Name

This article is the beginning of a series being presented by the Babylon Village Historical and Preservation Society. Anyone interested in Babylon's past is cordially invited to visit the museum on West Main Street any Tuesday afternoon from 2 to 4 p.m. If you are interested in becoming a member of the Society, please call Mary Ellen Sullivan at 661-1489 or Helen Rohdes at 587-5088 for details.

The Society is indebted to Miss Beulah Muncy, past Babylon Village Historian, for this fascinating story about the naming of our village.

"The VILLAGE OF BABYLON was originally called Huntington South. After Huntington was settled in 1653 the inhabitants followed the "Old Indian Path" to the South Side of the Island because they needed Salt Hay for their livestock for food, bedding and warmth banked around the barns. They gradually made their homes here, so Babylon was settled in 1689.

"SUMPWAMS, as I understand it, is the Indian name for Babylon but in old records is spelled many different ways. Deer Park Avenue in the early days was Sumpwams Path.

"The Jacob Conklin family moving south from Huntington, settled in Dix Hills, but they owned property on the south side of the Island also. Mrs. Platt Conklin, being a devout Christian, was quite disturbed when her son, Nat, planned to build a new home, bringing up his two mother-less boys, on a site whose nearest neighbor was a Tavern, the American House, erected in 1780. She said, "It will be another Babylon." But Nat replied, "No, mother, it will be a New Babylon."

Nat Conklin built his house on the north-east corner of Main Street and Deer Park Avenue. It was sold to a member of the Carll family and then to the D.S.S. Sammis family.

The house was moved in the early 1870s to the west side of Deer Park Avenue south of the railroad tracks where it was known for many years as the Washington Hotel, but is now the Babylon Chapter of the American Red Cross Headquarters.

The red stone in the chimney breast of the house, when moved, for some unknown reason was left behind and came into the possession of Sidney Seaman's daughters, Miss Jessie and Miss Emma Seaman. Mrs. E. V. Ketcham was instrumental in having the stone placed in the Babylon Library over the fireplace, which reads, "New Babylon, built by Nat Conklin 1803." Therefore, we have good authority as to how Babylon received its name. Babylon became an incorporated Village in 1872.

Beacon 10/5/78

Geography of....

By-gone Days at Oak Beach

Ulla S. Kimball

"Leave me here at dear Oak Beach
Let's cheer Oak Beach
Dear Oak Beach —
Here's where I want to stay
'Tween the Ocean and the Bay.
We go rowing every day
Crabbing too! I should say!
Here in the sun, we are having such fun
At dear Oak Beach!"

THIS WAS "our" song, a parody to the tune of "Take me back to N.Y. Town," which I wrote as a small child, on our first visit, as summer residents at Oak Beach.

How well I can recall the first day and all the excitement! Mother, Father, three girls, a French Bull dog, plus innumerable pieces of luggage and a huge trunk, boarding the Long Island Rail Road at the Old Depot in Long Island City. The ride to Babylon seemed to consume the whole day!

At the Babylon station, we boarded the old horse car, piling our luggage high on the two front seats. How we loved that ride! Arriving at the dock, we clambered aboard the side wheel paddle steamer "Oak Island," manned by Cap'n Rich, an ill-tempered, old, white mustached Sea Captain. It was said that in his younger days he captained one of the large Vanderbilt yachts.

Including stops for unloading at the Association Dock at the East end of Oak Beach, and Wilson's Dock on Oak Island, it took about one and one-half hours to reach the Government Dock, which was at the foot of the "Life Saving Station"—and our destination. (The "Life Savers" weren't called "Coast Guards" until World War I.) The old ferry had to follow a winding channel just wide enough for the boat and often went aground. The familiar "toot" of the whistle brought on the remark "*She's* aground again." The Life Savers went to the rescue but often had to wait for high tide to free her.

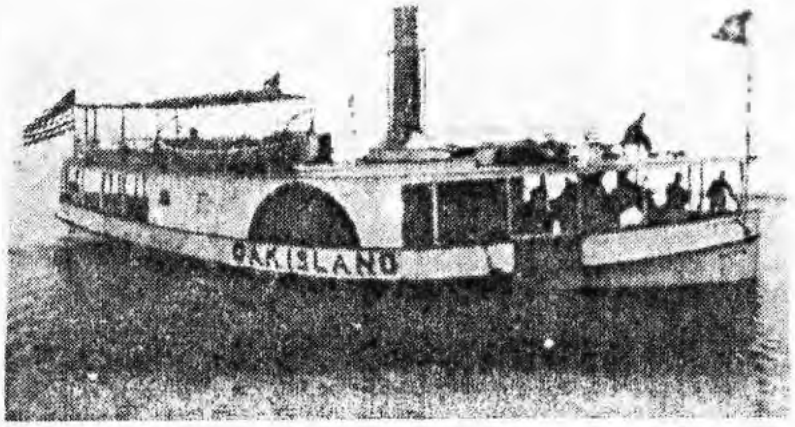
The first day, on arrival, we debarked at the dock, and there was no one to take our heavy trunk to the house. Dad, a dignified Ph. D., blond and handsome, with mustache and van dyke beard, wanted to prove that he was capable of handling the situation. On trying to load the trunk onto the wheelbarrow, he stepped back too far and over he went!! Can you picture three little girls screaming that their Daddy was drowning! Here he was, in only three feet of water, but sinking in smelly bay mud up to his calves! Life Savers to the rescue—and all was well, except his dignity! His expensive Panama hat was floating half way across the lead to Oak Island, but was retrieved by a small boy in a boat with a crab net.

We rented our house from Ed Arnold, store keeper and member of the L. S. crew, for a long season, (May 15 to Sept. 15) for the sum of $50! We had heard about Oak Beach from Dr. Percy Melville of Deer Park, who was the principal of our school. We took the house sight unseen! It was situated behind the L. S. Station and was approached by long planks covering a path over the marshy meadows. The planks would float in high tide! Getting to the house with a wheel-barrow presented a challenge. The beach was covered with scrub oaks, marsh roses and . . . mosquitoes!

The Life Saving Station and its beach tower, was commanded by Capt. Edgar Frost, a very strict, grim looking individual who often chased us away from the station. I can still picture his little black sloop "The Ripple" riding at anchor off the dock. His crew, a fine bunch of "*he*-men", consisted of Joe Meade (our favorite), Ira Albin, Ed Arnold, Ernie Arnold, Ed Velsor, Ed White and Bill Saxon. Floyd Tucker was the cook.

Twice a week there would be Lifeboat drill on the ocean, with all hands helping to launch the heavy surf boat. Once a week, they held Breeches-Buoy practice, shooting the line over the yard arm of the stationary mast, and pulling the buoy across the meadow to "safety." Invariably, it was *my* legs that were dangling from the buoy!

The big event, was the Friday Fish Haul in the surf. The net would be carried out by boat and made into a semi-circle. People on both sides hauled her in. Everyone helping could take his choice of the netted haul. Fluke, weak fish, eels, crabs and sometimes some prized Blues. The whole beach



had a free meal that night! We pulled in lots of dog fish (sharks) and skates . . . and plenty of jelly fish.

Ice was delivered twice a week aboard the "Fat Ann", a converted broad-beamed sail boat, with a low-powered noisy inboard engine. You could hear her approach a mile away! We paid three dollars a week for two 50 lb. chunks of ice, which were brought over in the hot sun from Babylon, piled high on the forward deck of the "Fat Ann". The ice was covered by smelly gunny sacks stitched together to form a large covering. I remember the smell vividly! Cap'n John Arnold, a heavy set, grey-bearded, gruff old bayman was assisted by his son, Ritchie. Ice was delivered to your house by wheelbarrow and was immediately wrapped in newspaper "to make it last longer" in the old fashioned ice boxes.

Cooking was done on a three burner kerosene oil stove, a smoky job, with the oil supplied by Mr. De Garmo "The oil man." He pushed a two-wheel hand truck, that was just about as wide as the beardwalk. For baking and roasting we had a wood and coal burning range. We gathered our wood at the beach, and were often rewarded by finding large chunks of cannel coal, which had washed ashore, and when dried out, made for great heat in the range.

Light was entirely by kerosene lamps, candles, lanterns and flashlights. "Candles only", was the rule for the upstairs bedrooms!

The water for general use was supplied by a hand pump at the sink, which came from a cistern of rain water. The pump had to be "primed" each morning to "get her going." Dad imported "Great Bear Spring water" for drinking and cooking, which came across the bay for a 25-cent cartage fee, and each demi-john held five gallons.

When we ran short of drinking water, we took the empty demi-johns of "Spring water" and rowed to far-off "Muncie Island," which lay west of Oak Island. Muncie was occupied by the "Elite" and Dr. Muncie ran the huge three story building as a sanitarium. The Island was dotted with pink stucco houses, a colony of perhaps 30 domiciles. They had their own ferry and channel which ran from Amityville. The water was pumped up by a huge windmill, a landmark which could be seen for miles. We always heard of the gay "goings-on" at Muncie Island!


Van Nostrand Dock and Pavilion, Oak Beach, L. I.

The big hotel was burned to the ground, and most of the houses crumbled and disappeared. Some were salvaged and moved to the mainland.

Later on, Captain Frost permitted us to use the pump in front of his ocean house, which spurted forth delicious crystal clear, cold, artesian well water. It always seemed such a mystery that fresh water could be found on such a narrow strip of land with salt water on both sides. Some twenty-five years later, when the erosion of the beach left the pipe to the

pump exposed, the fresh water still kept pouring out. The whole beach was supplied with this pump for many years.

No plumbing, of course! The outdoor "two holer" served us well. It was a great escape for us kids, especially when there were dishes to dry! Unfortunately the spiders and mosquitoes found it too!

When the breeze was off the bay, the greenflies and mosquitoes were so fierce that we never ventured out without our newspaper "puttees", wrapped around our legs for protection from bites. We never thought anything of it. All the kids wore them!

Garbage was disposed of by digging deep holes in the sand, emptying the day's garbage and piling the sand on top. When the hole was filled up—we dug another! I don't remember any odor.

Mail was the big event of the day! The Post Office was at Sid Van Nostrand's Hotel, on the east end of the beach and was the social gathering place for the 11 o'clock and 6 o'clock boats. There were no boardwalks running east and west and we had to trudge a mile each way through soft sand and mosquitoes to get our mail and mail our own. Mrs. Van Nostrand made heavenly clam chowder which she sold. What a treat!

After the first year, we rented Mrs. Young's cottage near the beach, and after several summers there, finally rented John Arink's beachfront house which we occupied for 10 years. Although the house was directly on the beach, you couldn't see the ocean except from the attic window. Tremendous sand dunes (great for sliding) in front of the house obscured the view of the water. The beach was so wide, that we asked to take our lunch along when we went swimming, to avoid that long trudge back and forth. (Now, the ocean laps at the front porch of the house which has been moved back several times.)

Crabbing was the greatest! I was an "expert", right from the start. I could "scap" any moving crab! I stood astride the bow seat of our row boat and poled with the stick end of the crab net, often sinking two feet in the bay mud. When I was ready to scap the crab, I had to slither down these two feet of mud and was always covered with it at the end of a crabbing session. I loved it! I followed a path of eel grass (sea weed) when the crabs liked to run and hide. If my poling wasn't fast enough to catch up with a big blue-claw, I would jump overboard to give chase. I always tied the painter (bow-line) around my waist before undoing the half-hitch mooring, so that if I jumped in, I wouldn't lose the boat. I used to sell them to neighbors who had no boats for ten cents a bucket (over two dozen crabs). What wonderful concoctions my mother made with crabs! And the softies!

At low tide there were two mud bars exposed off the Elizabeth Street dock, west of the Government dock. We would dig for soft clams, spotting a bivalve in every bubbling hole. We had to dig down to "China", elbow length, and never had any fingernails, but we had delicious soft clams with butter sauce!

Fluke fishing was my Dad's greatest enjoyment. He came to the beach every Friday night for the weekend, loaded with goodies from home. His first greeting was, "Did you get my killies, kids?" We caught the killies in a large hoople-shaped rim of galvanized iron, onto which was stitched a cone shaped, small-meshed net. We baited the bottom of the net with a fish-head or a squashed crab and waited! When a school of killies passed over the net, you had to be quick on the draw!

There was no surf-casting with rods in those days and my Dad used the "manual system". His four-ounce sinker would be swung in fast circles above his head and then wham! . . out into the ocean

with the baited hook. He was quite an expert and almost always had a good catch of fluke—our favorite dish. We learned how to fillet them at an early age.

Dad preferred to fish alone, patiently, about one and a half miles up the west beach. He carried a basket with coffee and sandwiches and would be gone all day. After we children learned to respect a fish hook, were proficient in baiting our own killies, and disgorging the hook from our catch, we became welcomed fishing buddies.

Shopping for meats and fresh vegetables was done once a week in Babylon. You could leave your weekly meat order with the butcher (there was no supermarket!) who put it aboard the morning steamer for your pick-up at the beach. Staples, such as rice, bread, cereals, milk, butter and cookies, were available at Ed Arnold's store. Prices were five cents higher per item to cover bringing the produce from the mainland. My father would bring three or four big hams from Washington Market in New York. He would bury a heavy barrel in the cool sand under the house, place the hams in the barrel, cover it tightly and it served as perfect refrigeration, until we were ready for a ham.

Our parents and their friends had a party (beer) almost every Saturday night at "Bruno's Half-way House" about two miles up at the West Beach, towards Gilgo. They had to walk along the dark beach to get there, hazardous in certain places in high tide. My mother always wore high heels. What a trudge that must have been for her! I recall their wet shoes on the boardwalk on Sunday mornings sitting out to dry in the sun.

In later years, the Oak Island steamboat gave way to the newer, faster, "Ripple", captained by Norman Smith, who was married to Minnie Van Nostrand. Then, came the larger, double-decker "Henry Ludlow" which we thought was the essence of luxury! These boats made three round trips a day. The two important trains from New York were in time to catch the 10:30 a.m. and the 6:00 p.m. boats for the beach. If the trains were late, the boats waited. It was a great excuse for the men to dash into "Manhattan House" (later Boyne's Hotel) at the Babylon dock, for a quick beer or something stronger. The raw clam bar there was a gourmet's delight.

Now, with perfect roads, easy bridge access, electricity, telephones, heat, insulation, bathrooms, garages and mosquito control spraying, the beach residents still think they are "roughing" it. They don't know how we as "pioneers" paved the way for them. What memories!

Geography

Popular Types of Muncie Island Bungalows, costing from $1000 to $1500.

The Story of Oak Island Beach

Ed Meade

Sketch in Muncie Island promotional brochure of early 1900s. Muncie Island became a victim of the State Boat Channel project in the 1920s. Many of the cottages were barged off, several of them to Amityville.

GEOGRAPHICALLY, Oak Beach has long been the principal, inhabited, residential sector of what ea. , maps of the area called "Oak Island Beach" — a barrier beach complex of seasonal structures built on grassy dunes, meadows and sand. It included Oak Beach, Oak Island, Muncy Island, Captree, Seganos Thatch and certain small, grassy islands adjacent to its border, all across Great South Bay from Babylon.

Existing historical data before 1900 becomes broken and sketchy as to building and development, but Oak Island apparently pre-dated Oak Beach as a settled community of seasonal houses. I am indebted for this information to Robert Morris of *Newsday* who has carefully researched our early foundings. He has discovered that the DeMott house on Oak Island was probably the first structure in these parts, having been built by the Oysterman's Association around 1880. This group harvested oysters commercially in the Oak Island marshes and flats and sold to such New York restaurants as George Rector's, where "Oak Island Oysters" were a featured course on the menu.

Indeed, prior to the turn of the century, the oysters were prime and grew in great abundance in large beds towards the north of Oak Island. Some of these beds persisted until the late 1920's and 30's when, alas!, the high powered outboard motor changed Oak Island's cherished insularity. This remains the principal reason why today's Oak Island residents so jealously guard their clam beds and fishing and crabbing areas. The adjacent flats, marshes and creeks can no longer remain productive and self-sustaining with the onslaught of a motorized flotilla coming over from the "main-land". Easy access to the area by day boaters and outboard craft has long posed a threat to the

Island's fragile ecology of shellfish, finfish and waterfowl, for these things do not thrive in a crowded environment of clammers, hunters and picnickers, gleaning the Bay's bounties at will.

The DeMott house is still intact on Oak Island and remains in the ownership of descendants of the original family who purchased it from the Oysterman's Association. Later, other families from the Babylon, Bay Shore and Amityville areas constructed houses for vacation purposes. Most of these were essentially day shelters built as a refuge from storms and mosquitoes, and included kitchens, bedrooms and porches. Most of these people were self-sufficient as to drinking water, sanitation, transportation, etc., and were able to get along on their own without a lot of servicing help. The rest of the older houses on Oak Island carried the names of most Babylon families as well as a few from New York, i.e.: Cooper, Searles, Thorpe, Cadwalder, Foster, Woodruff, Meade, Griffith, Shipman, DeKay, Koronski, Howell, DeGarmo, L'Hommedieu, Farrington, (Captree), Prohaska, Haff, Reevland, Kiesel, O'Shea, Terriere, Van Sielen, Wilson, Cornelius, Thornton, Cummings and Lyons — to name a few. The family rowboat, propelled by the "Armstrong Method" was the hallmark of the Oak Islander — long before the dawn of the outboard motor.

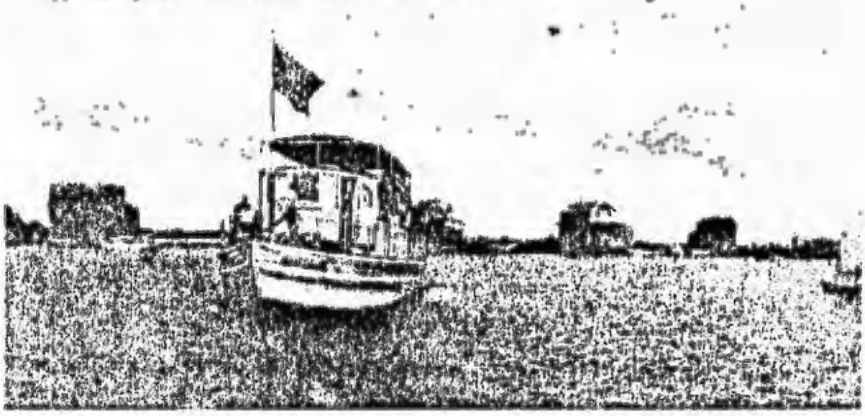
Building on Oak Beach proper apparently started shortly after these first Oak Island structures went up — somewhere around the turn of the century. My own house was built in 1909 by Bill Resky, who was a boat builder by trade and owned and operated Resky's Shipyard, then located on the eastern end of Oak Beach on what is now the Oak Beach Association property. Bill was a skilled boat builder and he preferred house building in the off season; his houses often reflecting some unusual nautical touches. The large wooden boat shed at Resky's Shipyard was painted in many colors and hues, like the Biblical "Joseph's Coat of Many Colors", as a result of the constant wiping of paint brushes during the season of boat repair. In later years, when the Boat Channel through the marshes from Jones Beach to the Fire Island Inlet was dug, the State, with Resky's permission, moved the shipyard to a location on the Seganus Thatch, more convenient to the boat traffic on the new State Channel.

My house, built by Resky with my father's help, has been moved three times. The original site at the time of my birth would now be a spot somewhere in the middle of the Inlet, probably in a mid-channel location, under some 25-30 feet of water. Most of the existing older Oak Beach houses were built during the 1900-1920 period as seasonal summer dwellings. As has been the case with many of these houses, my house has been redesigned and refurbished to accommodate year-round family living needs.

The first regularly scheduled ferry service that operated between Oak Island Beach and the Mainland was the old side-wheeler *Oak Island* owned and operated by Captain Oakley of Babylon. Its heyday was the 1900-1911 period and it negotiated the narrow, winding channels of the Bay through heavy beds of eelgrass and the grassy flats. I am told that many times it would get stuck on a mud flat during its crossing and could only be released through active direction of moving passengers and freight about the deck. It carried a number of 55 gallon drums of water which the one man crew would roll from side to side until the boat was released. Hard-working Ern Arnold, later to become our dependable iceman, was an expert roller of drums and could usually be depended upon to press into service some of the male passengers who felt up to the exercise.

The *Oak Island* was finally retired from service around 1911 or 1912; its route replaced by Captain Norman Smith's *Henry Ludlow* and the smaller *Ripple*. The two ferries served the Beach faithfully for many years. Their Babylon base was at the "Steamboat Dock" and berthed at the "Government Dock" on Oak Beach, making stops at Wilson's Dock on Oak Island and Smith's Dock, which served the eastern end of Oak Beach. On occasion, they would also respond to the waving of a prospective passenger from the sidelines. Depending on the size of the crowd, either the *Ludlow* or the *Ripple* would leave the Government Dock at Oak Beach at 7 a.m., with

Approaching the Government Dock, Oak Beach, L. I.



The "Henry Ludlow" coming in to Oak Beach. Oak Island is in the background.

stops at Oak Island and the east end of Oak Beach and arrive at the Babylon Steamboat Dock at approximately 8 or 8:30 a.m. The first return trip to the Beach left at 10:30 a.m., where O'Shea's and Ferraro's Markets made faithful deliveries of meats and produce in time to "catch the 10:30 boat". Likewise, they also made deliveries to the evening boat, which left the dock at 6 p.m. Oak Beach residents who came over for the day's marketing usually did their grocery shopping between the arrival and departure of the morning ferries.

The Steamboat Dock in Babylon was indeed a busy place around ferry time and generally the Oak Beach ferries could be depended upon to leave promptly in order to maintain a reasonably on-time schedule. John Bosch's taxi service did a rushing business in those days—meeting and delivering passengers in time to meet trains and do their shopping. In addition, there was an ancient trolley car that ran from the Steamboat Dock Plaza to Babylon village and thence moving west toward West Babylon and ultimately ended up in Farmingdale via Route #109. I remember riding on the old trolley as far as Farmingdale; often a bouncy and bumpy ride most of the way. I am told that Fountaine Fox, a prominent cartoonist of the day, and creator of "The Toonerville Trolley" and "Toonerville Folks" cartoons, derived his early inspiration from riding on the old Babylon trolley. Its tracks started at the Steamboat Dock, running north up Fire Island Avenue and Deer Park Avenue, then turning west along "Trolley Line Road" which paralleled the L.I.R.R. tracks as far west as Lindenhurst and Amityville.

"Meeting the Boat" was an important ritual at Oak Beach and Oak Island but, unlike the motorized scurrying of the Mainland, Beach residents crowded together on the docks with their express wagons (just as people still do on Fire Island) to transport food and other belongings between dock and home. Captain Smith finally abandoned the ferry operation in the late 1920's when it became evident that the Long Island State Parkway System would bridge the bay from Jones Beach to Wantagh and Freeport. For a few years Matt Sumner, proprietor of Oak Beach's east-end store, ran another ferry — the good ship *Avocet* — between Oak Beach and Babylon. Although the "Coming of the Road" in the early 1930's was to signal the end of the ferry as the sole link with the Mainland, doubtless there are Beach residents still, my own sons included, who remember the pulse-quickening anxiety of Matt's efforts to bring the twice weekly runs of the *Avocet* to an uneventful confluence of boat and dock, midst the screeching protest of timbers and line handlers alike.

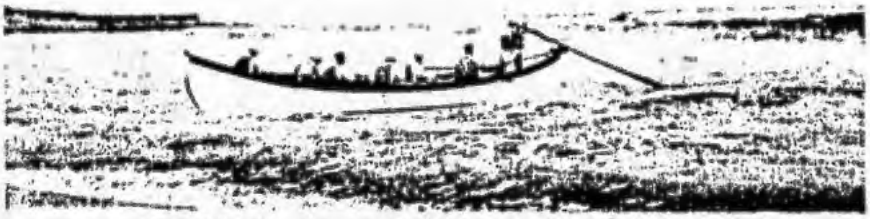
As with Matt's Ferry, which lingered on several decades beyond its need as a commercially viable form of passage, there is much about Oak Island Beach which reflects its antecedents—from the familiar names of generations of residents to the houses themselves — which, despite the changes wrought by the automobile and the electric light, serves to infuse us all with a sense of grace and purpose which transcends that of mere "summer place." And, as I reflect on the meaning of the Beach to me and my family, it occurs to me that, as with all good stories, they

must continue to be told—held, cherished, and repeated, lest they pass like the *Ludlow* and the *Ripple* into oblivion. So it is, as perhaps Oak Beach's only surviving native son (so far as I know) that I sought to explore some of the earlier facets of Oak Beach life—periods which, for ease of understanding, may be said to be defined by such cataclysmic events of man and nature as the Coming of the Road in 1933, and the Hurricane of 1938.

Oak Beach As An Island Resort

Geographically, Oak Beach was bounded on the south by the open ocean, not the Inlet as it is today. Its western boundary fronted directly on the old West Inlet and worked northward toward Muncy Island and westward toward Cedar Island, now known as Cedar Beach, a prime Babylon Town beach resort. The Cedar Island of those days had a sportsman's club situated on its dunes and was widely used by its members for picnicking, clambakes, fishing and waterfowl shooting in season. It was a landmark and could be seen for miles, either from the Ocean or the Bay. Along with the Guggenheim Pond and shooting preserve at Jones Beach (now a bird sanctuary maintained by the Town of Oyster Bay) it was probably the last of the private shore clubs before they became public lands.

The Beach's northern boundary was, and is, the "Lead", separating Oak Beach from Oak Island. Its far-eastern boundary was "Havermeyer's Point" — marked by the old Clock Tower. The point was named after the Havermeyers, a prominent New York and Islip family of the period whose extensive holdings and wealth derived from their Caribbean sugar interests. This section is now part of the Captree State Park, but originally was an expanse of rolling dunes interspersed with beach plums and bayberry bushes. Before the advent of the State Boat Channel, Captree was a remote and quaint little cottage community that was separated from Oak Beach by a shallow body of water that was generally unnavigable for large sail and motorboats. Captree people, like their Oak Island counterparts, valued their privacy and their pristine ways as the 20th Century closed in on us with all its "improvements".



Capt. Meade and crew at Ditch Plains, Montauk, in 1916.

Almost from the very beginning, Oak Beach was a special and chosen spot for writers, musicians and people from the arts. However, it was the Coast Guardsmen and their families who represented the permanent population and the Coast Guard Station was generally looked to as the seat of government authority when such direction was needed. The old Oak Island Beach Life Saving Station, later the Coast Guard Station, was probably built around the turn of the century although we have no factual information on this. It was one of a chain of nearly identical stations that were positioned about five miles apart all along the eastern coast of the United States. About half way between all stations was a "key post" with telephone, and clock which was regularly punched at night by the shore patrol from the nearest station. A familiar nightly sight to early residents was the lone surfman on shore patrol trudging slowly to the "key post" to report any potential navigation hazards to the nearest station.

During stormy periods, many a coasting schooner in distress was saved by the Coast Guard crew dispatched by surfboat from the nearest station. The launching of the Coast Guard surfboat was always a dramatic moment in the rescue operation -- especially when the seas were high and breaking on the beach. There was a rigid order to the process of launching the surfboat; the officer-in-charge of the station, called the "Captain", planned the rescue strategy and directed the crews in their respective assignments. The surfboat was usually towed from its barn to the beach on a wide rimmed wheeled cart, pulled by the station's single horse. Manned by the 8-man crew, with the "Captain" at the steering oar and the other seven crewmen positioned in the boat, each assigned to a rowing oar, all rowed to the beat set by the captain/helmsman.

Launching of the surfboat was often a tricky and dangerous maneuver, particularly in a winter northeaster with 8-10 foot waves breaking on the beach. The captain's skilled handling of the boats was an art known only to the old-time Coast Guardsmen and commercial beach fishermen. Again, when the surfboat returned to the beach, often with rescued passengers aboard, it was up to the captain/helmsman to guide it safely through the breakers. These men were truly heroes in a stormy sea situation, and their rescue work gave rise to the old Coast Guard motto: "You *have* to go out (when a ship is in distress) but you don't have to come back!"

Another rescue operation depended upon the use of the "Lyle Gun" and breeches buoy. The "Lyle Gun" was a heavy brass cannon used for firing the rope-attached projectile to ships in distress that were grounded in the surf—an exercise in ship-to-shore rescue work intended to get the safety rope and breeches buoy between the vessel in distress and the shore based rescue post. When the rope was stretched between ship and shore, the breeches buoy was the means of transporting the ship's passengers to safety. This exercise was regularly practiced by the Coast Guard crew members, usually in the meadows to avoid danger to the cottages. The "Lyle Gun" would fire the projectile and rope over a "T" shaped pole to simulate the rescue apparatus between ship and shore. Oak Beach residents would turn out in force to watch the drill, an exciting show for all, complete with signal flags and all the trappings of rescue work.

Not surprisingly, there was always a closeness between the Coast Guard and the seasonal visitors in those days. In many cases, the Coast Guard in their off hours would help out the residents with minor construction and boat repair needs. I also remember, as a boy, that the Coast Guards would, at some point during the summer, launch the surfboat from the beach and row it in a circular course seaward—dragging a large seine net. Having completed the course and hauled in the net they would entrap thousands of fish—flounder, fluke, bluefish, weakfish, skate, sandsharks and crabs; eventually every species of marine life that inhabited the shore area. These were

then given to Beach residents who came in droves with their market baskets for the bountiful catch. It was a very special event of the season and reflected the close bond between the Coast Guards and other residents.

I have another memory of an early Oak Beach vignette: that of Captain Edgar Frost sailing his black sloop the *Ripple* around the east end of Oak Beach when the bluefish run was on, and, while sailing his sloop, hand-lining in bluefish as fast as he could handle the lines. I don't ever recall witnessing another such incident that impressed me as much; that figure of the lone boatman, steering his sloop along the edge of the breakers with tiller between his knees, pipe clenched in his teeth, sheet rope in one hand and fishing line in the other—all at the same time. When one considers all the variables of sailboat navigation in the surf such as changeable winds, waves, tides and safety priorities, this was truly a remarkable piece of seamanship. Any motorboat fishing scene would necessarily pale by comparison with such a feat.

"Teeter" Frost was an Oak Beach original, — a colorful old Yankee, — wise in the ways of the sea, bay, boats and household construction, and a good man to have in your corner when help was needed of any kind. He owned several houses which were rented each summer to vacationing families from New York and New Jersey. His wife was a charming and gentle lady who knew most of the Beach people of the day and who could often be seen sitting and knitting in the large Frost bay-window overlooking the passing parade on Savannah Walk. The old Frost house was later moved to Babylon when beach erosion became severe, and is still positioned near the bay on a quaint street. Both Frosts survived to a ripe old age and I suspect that it was quite a shock having to move from their beloved Oak Beach home to Babylon in order to escape the ravages of beach-erosion, as did many other people of the period.

Eventually my father, Capt. Joseph D. Meade, succeeded Frost

as the officer-in-charge of the Oak Island Beach Coast Guard Station. Following his own retirement from the Service, my father, with a natural penchant for writing, wrote a column for the Babylon newspapers called "Oak Island Breezes" which chronicled life "on our droning shores" — as he put it. Under the pen name "Neptune Jr", these were written with a tongue-in-cheek twist and were often laced with some humorous poetry that related to people and events of the day. As was his style, these columns were always written with a kindly touch but never an embarrassment to any of the characters to which he referred. One such classic was entitled "The Man with the Rubber Oars", a gentle spoof on one of our Beach characters whose plight in a rowboat was witnessed by many as the ferry arrived, but who otherwise remained unnamed.

Then there was the saga of the unbelievedly rapid painting of the Coast Guard surfboat. Once each summer the Coast Guard Commandant from Headquarters would, unannounced, pay an inspection visit to the local stations. On one such occasion, the Coast Guard on lookout in the Tower spotted the Commandant's boat rounding Mott's Point at the east end of Oak Island. Knowing that the surfboat had not been recently painted as scheduled, and as was expected, he immediately sounded the warning to the crew who sprang into immediate action. There was a 10-gallon pail of white paint in the boathouse and in 15 minutes the boat was painted, through the use of two brooms and the 10-gallon paint pail.

Later, the Commandant was heard to congratulate the Captain on "the fine appearance of the boat and equipment" but remarked also on "the thickness of the paint" and the "strange" condition of the two brooms. Some explanation was made that apparently satisfied his curiosity. This incident, however, reflected the resourcefulness of the old-time Coast Guard crews when faced with a crisis situation. They were used to "making do" on short notice, without an abundance of equipment and automated support.

Speaking of "making do" and short notices, it might be appropriate to comment on my own earliest association with Oak Beach. This came about in August 1911, when my parents were "in residence", my father being Captain of the Coast Guard Station. It was planned for me to arrive at our house in Babylon, but things did not work out that way. My mother had invited several cousins from New York to spend a few days at our then, new, beach house. Fortunately one aunt was knowledgeable in matters of medical assistance at birthing and in being on the scene during such activity. I am told that things "began to happen" and my mother dispatched my father to fetch our family doctor, one Dr. Woodruff of Babylon, who also had a summer cottage on Oak Island. The rest of the story has been recounted to me several times over the years. My father legged it, crossing the meadows to the rowboat and thence to Oak Island where he found Dr. Woodruff savoring some clam chowder for lunch. Without further adieu, he grabbed Dr. Woodruff by the hand and rowed him across the Lead, then virtually towed him by the hand back through the meadows to our house.

In the meantime, I had already arrived. Dr. Woodruff pronounced the birth a resounding success and closed the ceremonies with a "well done" comment to my aunt and assorted helpers. Like the older country doctors of his period, he apparently was not overly surprised at the turn of events and from a health standpoint, everything worked out well and ended happily for all concerned. The fact that I had arrived about two weeks ahead of schedule did not seem to faze him —even though our household routine was necessarily changed considerably—to say the least. Later, the Coast Guard Station broke out the signal flags and touched off the Lyle Gun with a resounding salute.

About six weeks later, a second birth occurred at the Beach, to another of the Coast Guard families, the Albins. So far as I know these were the only two native sons born here and, with the pattern of hospitalization for birth established shortly thereafter, it is unlikely that such incidents would again occur. For me, living and growing up at Oak Beach became an orderly rotation of seasons interspersed with school periods spent on the mainland in Babylon and other such brushes with "civilization". Of course, there were no ferries running in the off-summer season and our transportation to the mainland was by Coast Guard boat—or by individually-owned sloops belonging to one or more of the Coast Guard families. These were the last days of sail and people who sailed their Great South Bay sloops —mostly old "sandbaggers", a term coined for their employment of ballast—were rapidly being converted from sail alone to motorboats.

To Be Concluded

For further details of this account, the reader is referred to the Technical Supplements attached, which present details on these documents and on the actions, with press clippings.

III. THE NEGOTIATION OF LEASE RENEWAL

While fifteen years remained on the existing leases, the actions of official bodies opposing lease extensions had a chilling impact on beach properties, effectively red-lining them. Mortgages became impossible to get, and houses became progressively more difficult -- and soon impossible -- to sell. Families whose homes represented their only substantial asset faced the possibility that these homes would be rendered worthless. More devastating, beach homeowners lost the assurance of continuity of the communities through their own lives and those of their children and grandchildren. For these reasons it became imperative to seek lease extensions without delay, and the barrier beach homeowners initiated negotiations with the Town in late 1984.

From 1984 until August, 1990 the Town and beach representatives conducted long and sometimes grueling negotiations, seeking to achieve security and equity for the residents and a fair economic return for the Town.

The lease renewal and extension offered by a unanimous Town Board on August 14, 1990 provided for a lease extension to 2050, a sharp escalation of rents from current levels to $6,400 a year in the year 2050, and the introduction of a transfer fee on the sale of beach property of from three to five percent of the sale price. Residential development of any additional lots was expressly prohibited.

The negotiations leading up to the offer were accompanied by extensive public meetings, and the question of fair rental was referred to a blue ribbon panel consisting of a retired judge and two real estate experts -- and the panel itself held a public meeting. The lease negotiations spanned the terms of two supervisors and numerous town board members. Their successful conclusion is a tribute to effective bi-partisan government in action, working with a responsible community to achieve a fair outcome for all concerned.

The lease offers were greeted with relief and enthusiasm by the beach residents, a festive joint celebration with the Town administration was held, and the process of lease issue and execution began. By November 8th, approximately half had been executed and recorded in Riverhead, and the rest were slated to be executed well within the December 31st deadline set by the Town.

The First Presbyterian Church

Cyril A. Lewis, A.W.S.

By The Waters Of Babylon

Carol Corbett

Beginnings

THE FIRST Presbyterian Church of Babylon began in the hearts of Long Island Colonists. As was the custom in those days, the founding families of the Babylon church met in homes on Sundays, often travelling many miles by horse and carriage. Church services were long, and sermons were preached by those of the congregation who were knowledgeable in scripture. They were a diverse people, but with a common commitment—to worship the Almighty God.

The First Church

At eventide, at the end of a cold, windy autumn day, a group of early settlers of the Colony of New York slowly and laboriously set out toward the farm house of one of their neighbors. Many and fervent were the supplications to the Almighty for guidance and strength, and before the close of the gathering pledges of money, donations of materials, and offers of labor had assured the completion of a House of God.

The Presbyterian Church of Islip and Huntington South was built, it is thought, just to the west of what is now Higbie Lane in West Islip, in the year 1730. A small structure, it served the congregation until 1778. In 1857 the title was changed to The Presbyterian Church of Huntington South and then again changed in 1870 to The First Presbyterian Church of Babylon, Long Island.

During the Revolutionary War the British army dismantled the church, taking the lumber to build a barracks in Hempstead. The people were disheartened, but not destroyed. Through those years of hardship they once more had to meet in private homes.

The Second Church

The War over, determination replaced fear, and on November 7, 1783 the members purchased, for five pounds current New York money, the land in Babylon on which the present sanctuary stands. This second church, a two-story frame structure, was built and the Rev. Luther Gleason was called as pastor. He divided his time between the Babylon church and the Presbyterian Church of Smithtown. The Lord's Supper was administered for the first time in the new sanctuary on the first Sunday in April, 1798.

"The church was . . . located . . . between the houses of Nehemiah Hearit on the East and the blacksmith shop of Joshua Hearit on the West, reads the *History of the First Presbyterian Church of Babylon*" by James W. Eaton (1912).

The Third Church

The congregation grew and more space was needed, so the third church was completed in 1838. Now called "Fellowship Hall" this building is currently used for classes, bible studies, meetings and dinners. A complete kitchen has been added.

The Fourth Church

On September 24, 1870 the cornerstone was laid for the fourth church, the present sanctuary. On May 24, 1871 the new church was dedicated to "the service of Almighty God."