

M.R.Y.C.

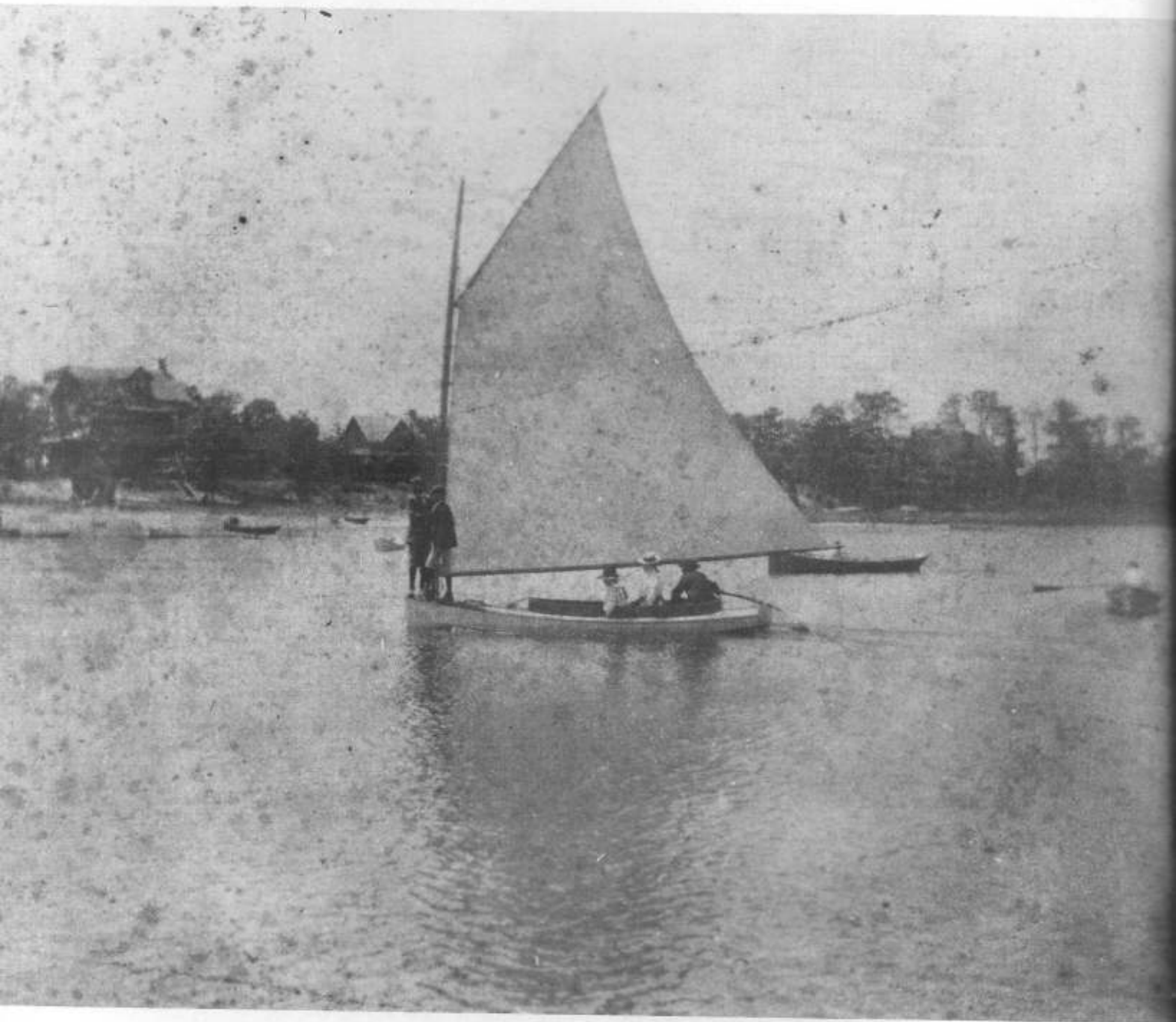


The History Of The
Metedeconk River
Yacht Club
1936 - 1986

The History
of the
METEDECONK RIVER
YACHT CLUB

1936 - 1986

The History



Preface

It all began in 1936. Let's go back together to that time.

The Metedeconk River looked about the same as it does now except there were fewer houses. The Point Pleasant Canal had opened in 1924 - sod banks and all - and the River had changed from fresh, brown cedar water to sort of brackish, brown other water.

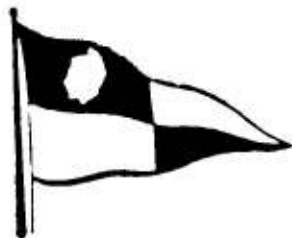
The Laurelton Circle was being hailed as a triumph of highway engineering but Princeton Avenue was a dirt road. Route 70 was a new two-lane road going through Lakehurst on its way to Camden. There was hardly a building or a gas station - just endless pine barrens until you got to Medford.

This area was a summer community and you got here from Woodbridge, over the old Perth Amboy bridge to Matawan and route 34. Every possible route to Woodbridge plowed through the Newark - Elizabeth suburbs. No route avoided the awful traffic and on late Friday afternoons Route 1 was a parking lot.

On February 25, 1936, the Van Ness Corporation, developer of Breton Woods, obtained a charter for the Breton Woods Yacht Club. Its purpose was "... to increase a spirit of neighborliness among the residents of Breton Woods..." and "To advance and encourage water sports, particularly bathing, boating, and fishing;..."

This is the story of that Yacht Club and how it became the Metedeconk River Yacht Club and grew and changed. The story is told by members who were there and who helped to make it happen.

Metedeconk River Yacht Club



This Book is Dedicated to:

Those Who Lead the Way and

Those Who Will Follow

ACKNOWLEDGEMENTS

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Other members were involved in editing and in providing pictures and time, all of which was required to get the book ready in its finished form. My thanks to all of you.

Dave Heacock

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The Metedeconk River Yacht Club - 1936 - 1956

The Metedeconk River Yacht Club was started long before many of the communities which now surround the river were even formed. Adamston, Osbornville, and Laurelton were sleepy crossroads through which city slickers traveled to the shore resorts of Bay Head and Mantoloking.

The north shore was beginning to abound with summer cottages. Cedarcroft had started in the mid 1920's. Filling was underway to construct the point at the end of Princeton Avenue east of Beaver Dam bridge.

On the south shore of the Metedeconk, Eagle Point and Cape Breton had taken shape but east of that were only Camp Nejecho, an Episcopal summer camp for boys, and the "fisherman's shack" which for years stood on the river at the foot of what we now know as Tilton Road.

The Breton Woods Yacht Club had been formed by the Van Ness Corporation, developer of Breton Woods. Although called a Yacht Club, this organization was really a property owners association. At one time, before the establishment of the Breton Woods Fire Company, the club owned and operated a fire engine.

Little is recorded about the early days of the Club and obtaining information is difficult because of the passage of time and the demise of most of its early members. The 1936 Commodore is listed as Samuel E. Cox and the first Fleet Captain was Hank Magierski who is still active in yachting and lives in the Toms River area.

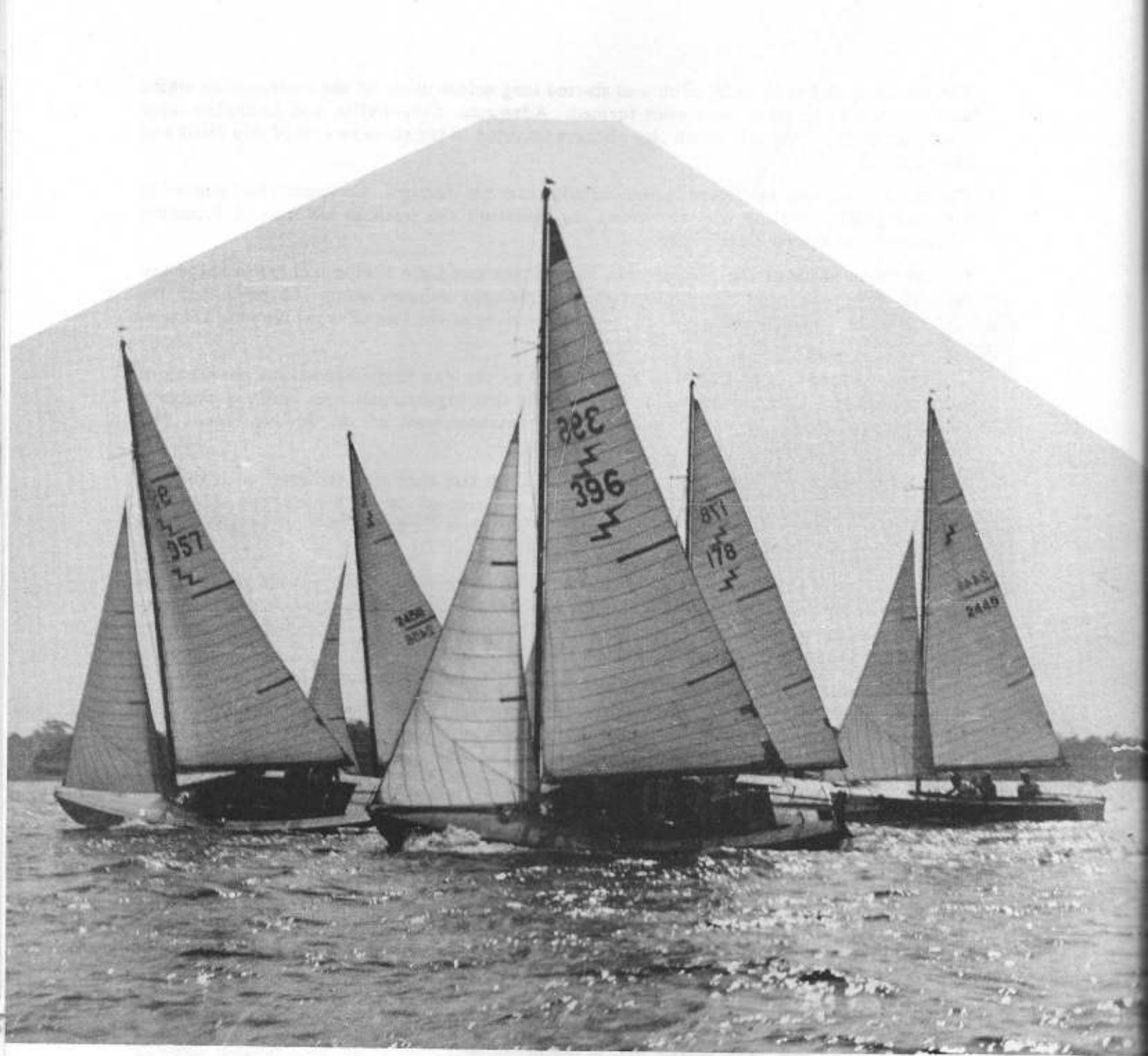
Yacht races were held each year after the Club's inception but, as time passed, the Van Ness Corporation siphoned off more and more Club money for roads, beaches, and other non-yachting improvements. This subordinated sailing activities and made it more and more difficult for the sailors to carry on their activities.

With the coming of World War II many sailors were involved in the war effort and gas rationing made travel to the shore difficult. Coast Guard identification was required and many other wartime restrictions applied for those who wanted to sail on local waterways. Wartime control plus the nonsailing attitude of the governing body virtually doomed all sailing activity. The Club was not functioning as a yacht club.

After the War

With the end of World War II and a boom in yachting activity, interest in sailing was high but support by the Yacht Club was nil. Races were held from the Breton Woods Yacht Club in 1947 but by 1948, conditions were intolerable. The sailing membership, many of whom did not live in Breton Woods, decided to break away and form a new club. Races were started from Windward Beach and meetings were held on the dock or in sailor's homes.

At this point the Barnegat Bay Yacht Racing Association had a marked effect upon the history of the Club. The Breton Woods Yacht Club had for some time been an associate member of the BBYRA and Harold Ascough, a Breton Woods Yacht Club member, had even



served as BBYRA Commodore.

Harold pointed out that a new Club would have difficulty becoming associated with BBYRA particularly if it were close to and competing with an existing member Club. He was in support of the sailors and, before he died in the fall of 1948, Ascough had sold the concept which secured the Yacht Club charter for the sailors.

On May 1, 1949, a group of avid sailors officially took over the Club including its bank balance of \$135.09. Later on in 1949, under the leadership of Commodore Walt Perkins, the name was changed to the Metedeconk River Yacht Club to make clear the intent to embrace sailors on all parts of the river.

While the ensuing years were a low point for facilities, sailing flourished. For two years, sailors met in the middle of the river to start races. Members took turns as "Race Committee." More than one race was started by Jim Carson's sister, Marge, who took to a rowboat, complete with cannon and Reader's Digest so that the sailors could have a windward start.

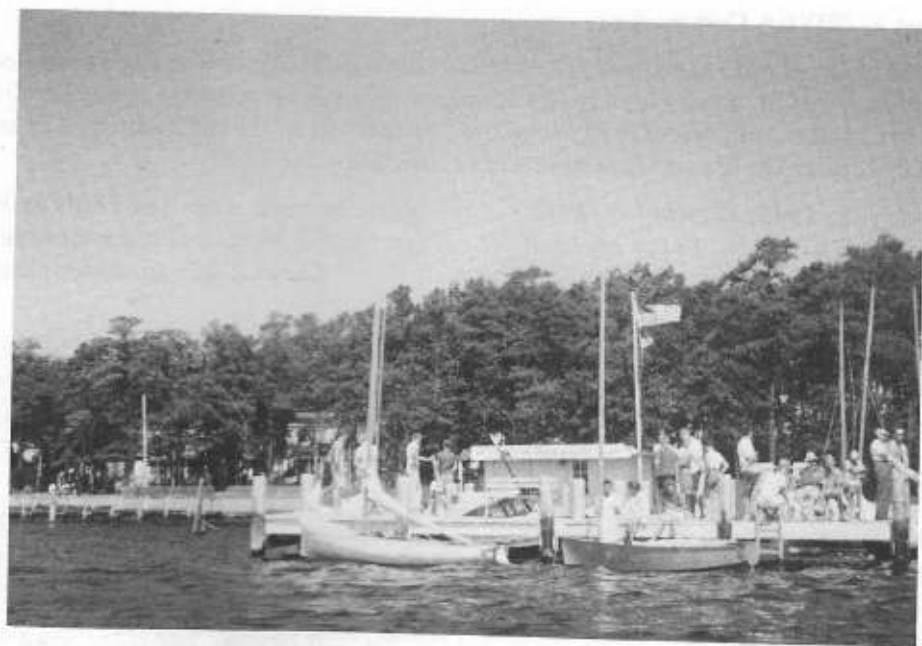
In 1951, an arrangement was worked out with the Farenwalds to use Cranberry Cove as a base. A small shed on the east side of the entrance to the lagoon served as a "clubhouse." For \$257, the Club built a dock which still exists.

Already, the long search for a permanent home had begun. For more than ten years, many leads were followed and ideas explored. These included the permanent use of Windward Beach, the Cedarcroft Clubhouse, land east of the bathing beach owned by the Metedeconk Club, and Cranberry Cove. The best prospect appeared to be a 100 foot lot owned by Mrs. Hubert Johnson. Mrs. Johnson was friendly toward the Club and the large dock and spacious property seemed ideally suited for a Club. The Club paid Mrs. Johnson a rental fee of \$125 for the use of this property during the 1955 season. Included was a "summer house" approximately 15 by 20 feet (screened) with a well but no toilet.

Having entered the realm of high finance, it took only six months to further deplete the treasury by purchasing a houseboat from Sievert Farenwald for \$4000. \$1600 came from the Club treasury and the balance from ten year interest free notes taken by nine members.

This began an era which saw the Club deepen its sailing roots, develop a Junior program and expand its social activities. It was not an easy time as the facilities were spartan and the houseboat often proved unseaworthy. It was the time, however, when the groundwork was laid for MRYC as we know it today.





Plans to Grow - 1957 - 1963

It was a lazy spring afternoon in April, 1963. A meeting had been called by Commodore Jim Carson to review some options we had for the purchase of property. Seven men were gathered on the porch at a cottage where Charley and Aileen Starkey were living. These men were the Officers and members of the Board of Trustees. They were:

Jim Carson - Commodore. He had joined the Club shortly after the War ended. Convinced of our need for a place to encourage sailboat racing, he was most interested in finding property to put our roots down.

Nelson Claypoole - Vice Commodore - He became the Membership Chairman and his job was to publicize the new Club and to contact and sell every new prospect.

Jim Daley - A vitally interested chairman of the property committee and for several prior years the only officer who was a permanent resident in this largely summer community.

George Francis - Early member. Co-Chairman of the building committee.

Dave Heacock - Joined Club as children became juniors in 1956. Marketing person. Became MRYC financial planner and sold the financial plan to all 32 members.

Sam Hicks - Industrial artist who handled sketches, brochures, advertising, and PR. Sam and Nelson Claypoole were an effective pair.

Charley Starkey - Legal counsel who handled contracts, bylaws, bonds, land purchase agreements.

On this May afternoon, the group discussed an opportunity to purchase some land off Tilton Road for \$18,000. MRYC had no money; annual dues were \$30; and there were 32 members. But out of this meeting came a plan, and a promotion. Out of this came the present Metedeconk River Yacht Club.

Let's review some of the efforts that preceded this meeting.

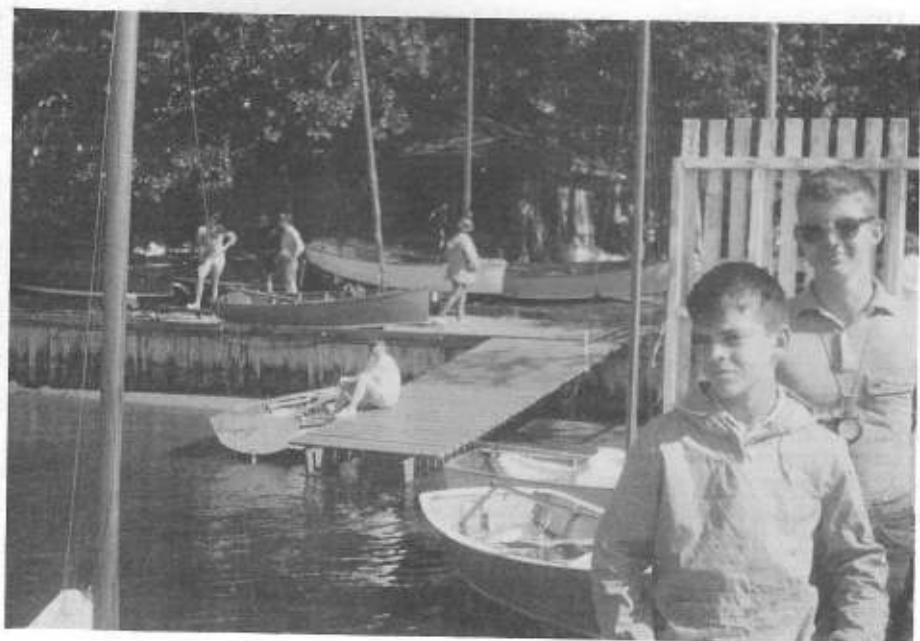
Property prior to 1963

In 1955, Club facilities consisted of a lot and a dock, leased from Mrs. Hubert Johnson, on Princeton Avenue with a frontage on the River of 100 feet. We also owned a small, ancient houseboat (barge style, no motor). Rental on the property increased each year and was \$300 per season by 1960. More important was the fact that the Club was unable to make any long term commitments for the property short of an outright purchase.

The houseboat was a very marginal proposition. Its capacity was only about twenty five persons; it was inadequate for any social functions. It also had an unfortunate inclination to sink. A screened summer house on the property provided some shelter but no toilet facilities were available.

Finally, in July, 1959 it was decided to sell the houseboat. In October, the boat retaliated by sinking at the Bay Head Yacht Club dock where it had been towed pending some repair at Morton Johnson's yard. It was raised and repaired and, fortunately, sold with delivery promised for the end of the 1960 season.

Delivery was to Baltimore by Jack Bird and his brother Dick. Their tale of adding outboards and fuel to that cranky old barge and taking her all the way to Baltimore is one



great story in itself.

Jim Carson established a planning and development Committee with Jim Daley as Chairman. A great deal of time was spent seeking property which might be suitable for MRYC's permanent home. Most of the land available was both too small and too expensive. Variance problems were anticipated and until 1962 the Committee had not been able to agree on a recommendation to the membership. Several sites had been seriously evaluated including a small island that is still undeveloped just off the North shore of the river in the Cedarcroft area.

At that time it was decided to acquire the Johnson property and build a change house 10 feet by 22 feet. Negotiation with Mrs. Johnson resulted in a firm price for the land of \$21,000 but a variance fight was inevitable. The Planning and Development Committee recommended no purchase and to continue the frustrating search for property.

Early in 1963, Jim Daley heard that ten acres of swamp along Tilton Road with 350 feet of river frontage was for sale at \$18000. The property was not listed but was being offered by the Brower family who had owned it for generations. Unfortunately, the property had been purchased quickly by the Nejecho Corporation, the developers of Nejecho Beach and Sandy Point.

Frank Sindlinger, the President of the Nejecho Corporation, then offered to sell us a parcel with the lot split in half and 350 feet back from the river for \$18,000. MRYC could then share costs of building a lagoon and filling the land and have a lot high and dry with 150 feet of riverfront and a depth of 350 feet for about \$22,000. A binder could be arranged to hold the deal while MRYC looked for member support and financing. The lagoon would be about 1000 feet long and options were offered to acquire the land along one side of the lagoon some time in the future.

The first reaction was chagrin that MRYC had missed out on the whole parcel at \$18,000. After some thought the package was discussed at the meeting of the Officers and Board. Dave Heacock accepted an assignment to develop a financial plan for presentation to MRYC members at a special meeting and dinner already scheduled for May 26, 1963. Frank Sindlinger was told of the Club's interest and agreed to hold the offer open.

The Financial Plan

In 1963, MRYC had 32 members. The budgeted income was \$1985 with expenditures of \$1335. The estimated total dollar needs were \$50,000 to be paid out as work progressed over the next year. \$25,000 for land, \$20,000 for the building, and \$5000 for the first docks and bulkheads. \$5000 was needed very soon to close the option on the land and make the down payment; there was \$2800 on hand.

The plan envisioned 100 members with dues at \$50.00 per family unit. MRYC would borrow \$30,000 at 6% and each member would purchase a \$200 bond, refundable if they left the Club. 100 members was break even - more would be needed to grow. 30 members had to support the plan to get started.

The plan was presented, complete with flip charts, graphs, and detailed handouts at the May 26 dinner. It was a success; twenty members signed pledges for the bond at the meeting, constituting firm encouragement to go ahead.

It was June 1, 1963. The building was to be started in the Spring of 1964. The Club needed to procure a variance, building permit, architect, and builder. And behind it all, a logical, convincing promotion which would triple the membership. The seven man committee was meeting every Sunday to develop plans.

"To promote the sport of sailing"



**METEDECONK RIVER
YACHT CLUB**

THE NEW METEDECONK RIVER YACHT CLUB

THE NEW METEDECONK RIVER YACHT CLUB is now becoming a reality. After many years of dreaming, with recent months of serious effort and constructive planning, the MRYC announces plans for one of the finest establishments of its kind in New Jersey.

BARNEGAT BAY SAILORS will be especially interested in the excellent facilities for dry-sailing, launching, mooring and docking. **MOTORBOAT** skippers will be pleased with modern slips for cruisers up to 27 feet. **ALL BOATMEN** will enjoy a protected anchorage in close proximity to the open sailing and cruising waters of Barnegat Bay. **PARENTS** will appreciate the sandy beach and safe swimming area for little children. A long established and very complete **JUNIOR SAILING PROGRAM** for youngsters 10 to 18 is very active under the guidance of experienced racing sailors. Juniors learn by doing — everything from basic knots to spinnaker handling. This program will be expanded with the construction of the new club facilities.

SAILING is the primary interest of the MRYC which currently sponsors Lightning Fleet 34, Penguin Fleet 98 and Blue Jay Fleet 108. A handicap class for other sailboats is presently racing and promises to grow. Interest has been shown in a Jet 14 Fleet. MRYC is a member of the **BARNEGAT BAY YACHT RACING ASSOCIATION** and many MRYC sailors participate in the regattas held each summer. Sundry MRYC Sunday races have been continuous for 16 years. Both Club and Bay races are conducted under the auspices of the respective national classes and the **NORTH AMERICAN YACHT RACING**

UNION. MRYC sailors annually compete throughout the world in international sailing events.

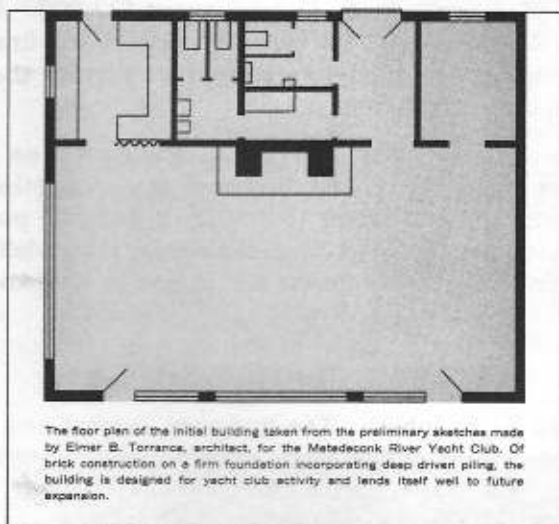
LESS ENERGETIC MEMBERS who prefer to be spectators of racing and sailing activities will find a broad view of the start and finish line right in front of the club and in the shade. The fellowship of a MRYC membership is more than a seasonal recreation. It is an accepted fraternity of congenial yachtmen who welcome the associations of a private club.

MEMBERSHIP in MRYC is by application, approval of the membership committee, and a majority vote of the club members. Dues and fees have been kept within the means of the average small boat sailor in order to encourage yachtmen of modest means to become members.

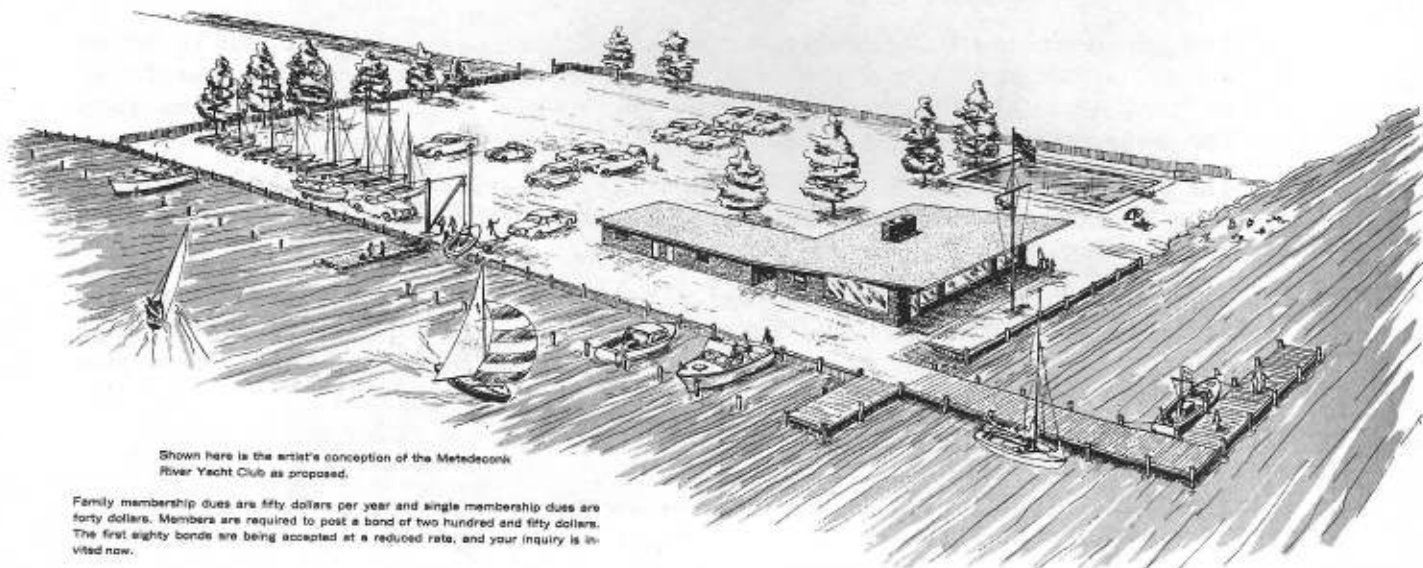
For the past several years membership has numbered about 35 and activities have been conducted from leased property with less than adequate facilities. With the advent of the new plans, membership has been steadily increasing and will rapidly approach our current limit of 150 members.

At the present rate of growth full membership (150) is anticipated by the summer of 1964 at which time it is planned that the grounds and buildings will be under construction. Full operation is expected by the spring of 1965.

The **METEDECONK RIVER YACHT CLUB** invites you to consider membership. Simply fill out the self-addressed card, affix a stamp and mail. One of our members will call you, answer questions and make an appointment to visit you if you wish.



The floor plan of the initial building taken from the preliminary sketches made by Elmer B. Torrance, architect, for the Metedeconk River Yacht Club. Of brick construction on a firm foundation incorporating deep driven piling, the building is designed for yacht club activity and lends itself well to future expansion.



Shown here is the artist's conception of the Metedeconk River Yacht Club as proposed.

Family membership dues are fifty dollars per year and single membership dues are forty dollars. Members are required to post a bond of two hundred and fifty dollars. The first eighty bonds are being accepted at a reduced rate, and your inquiry is invited now.

The first priority was a mortgage commitment. Jim Carson and Dave Heacock visited many banks with the financial plan. Many were interested but all wanted collateral notes signed by the members to cover our indebtedness. This meant that each member would pledge about \$500 to be used when and if needed. Dave and Jim felt that the whole project would be jeopardized unless MRYC could borrow money without this requirement. Finally, they were able to meet directly with the Chairman of the Toms River National Bank, Frank Sutton. Mr. Sutton reviewed our proposal, sat back, and said (essentially) "My bank has made possible the Toms River Country Club and the Toms River Yacht Club. We've never lost a nickel with them. If your group can raise \$20,000, my bank will loan you \$30,000."

Meanwhile, Frank Sindlinger was willing to dredge out the lagoon over the winter of 1963-64 provided a land contract was signed with \$5000 down - balance due at the mortgage closing in the spring of 1964.

MRYC now had a reasonable chance! The Club had about a year to get a variance, a building plan, \$20,000, and a lot of new members.

Architects and Building Plans

The original building plans were quite modest. With a budget limitation of \$20,000, MRYC would be limited to about 2000 square feet with provision for expansion. The Committee was well aware that any proposals would require membership approval. A local architect was retained and his preliminary drawings were a disappointment. He was highly skilled in strip stores and fire houses but it was felt that his cement block box proposal left something to be desired.

Meanwhile the Committee was receiving many suggestions. These ranged from a dramatic A-frame to a large second story club house with an earth floor at the first level so boat work could be carried out there. Many other ideas were considered including simply building a large prefab home and adapting it to use.

The Bricktown Planning Board finally approved the Club's proposal for a subdivision in December 1963 but zoning board approval for a variance still had to be obtained. This was not expected to be a problem except that the Town had no specific way to categorize a yacht club. Charley Starkey was much involved in all of this along with rewriting the by-laws and defining the refundable bonds which had been promised. 1963 drew to a close. MRYC's financial situation was firm but conditional upon its membership drive.

Building - 1965

William Cramer, architect and new member, had joined the deliberations and three different proposals for the clubhouse were offered to the members at a meeting held on December 5, 1964. Here preliminary plans, tentative specifications, and styrofoam models were displayed and voted upon. The winner was similar to the present building.

Bill Cramer was retained as the architect - plans were promised by Feb. 6, bids out by March 2, 1965. Early on, Bill had made it clear that no compromise would be made in building quality or general adequacy even though the original cost goals had not changed.

The plans were complete and the job went out for bids. The building had the present downstairs but the upstairs was only as large as the current dance floor. The second story was designed to be very strong in light of our plans for adult parties to be held upstairs. For example, the floor foundation is 3x12 on 12 inch centers supported by the laminated post and beams.

To no one's great surprise, the building cost estimate exceeded \$20,000. It was, in fact, about \$40,000. The Executive Committee and Board of Trustees accepted the new design, recognizing its integrity and permanence relative to any plans previously considered but agreed to delay completion of the upstairs decor if necessary.

The contract for the construction of the building was granted to Harry Strunk in April 1965. A ground breaking ceremony was held on May 1 followed by a dinner dance at Bay Head Yacht Club.

In April, the Club began to sell "Advance Bonds". These were additional bonds sold to current members up to a total issued of 150 - the membership limit at that time. They cost \$250, interest free, and were to be redeemed in the order sold as more members joined. This would provide immediate cash. By May, all advance bonds were pledged and the mortgage had been recast at \$40,000 for 15 years. The foundation piling had begun.

By the end of 1965, the club building was complete except for some interior finishing. The membership stood at 130. Work weekends involved insulating, putting up sheetrock, papering, and finishing.

A special membership meeting was held in December. It was agreed to do several things in the light of the agreement to spend more money for a finer club house. All issued bonds were increased in value by \$50 and new bonds were issued. The number of voting members was increased from 150 to 175 and dues were increased to \$75 Family, \$60 Single, and \$25 Junior.

It all started in May, 1963. By December 1965, the membership had tripled and MRYC had changed from a very minor operation to a first class facility. Thanks to the Committee of seven - Carson, Claypoole, Daley, Francis, Heacock, Hicks, and Starkey - five of whom are still members of the Club. Rowena Francis, too, will not be forgotten for her contributions to the Club.



The New Club Site - 1964-1965

Dredging and filling of the new land started in December. This was done by one man, a barge, and a clamshell dredge and took until spring. He would rip out sections of sod to build sod banks. Then sand from the lagoon was used to fill in the high ground. After a layer of muck, he struck good sand so it was decided that he should keep right on digging. As a result, the land is higher than originally planned and the lagoon depth when the job was complete was about forty feet. MRYC's cost for half the lagoon and all the filling was \$4000.

Meanwhile, Sam Hicks had developed a fine membership brochure. 6700 copies were mailed in January to every taxpayer resident in Brick. Nelson Claypoole had developed a task force to tell the Club story to everyone who responded to the mailing.

Rowena Francis had joined the group as PR and Entertainment Chairman. A thirteen week series of promotional articles was accepted by the Ocean County Observer. Britt's department store loaned MRYC their main window for a week and the window was filled with sailing equipment including a new Penquin Class boat.

This began to produce real results. In January MRYC had only 21 Bonds pledged. A general meeting on January 25 brought everyone up to date and enlisted them all to actively support the membership drive.

By March MRYC had 47 bonds pledged and Rowena planned some social affair every Saturday from May 30 through September 12. Some were at the Johnson property; a few were planned at the new land with water taxi service back to the O-Johnies at the Johnson site.

On April 5, the Club rented an old house on Princeton Ave. for an open house and cocktail party. It was quite a bash! Now MRYC had 63 Bonds pledged.

By late May 85 bonds were pledged. The lagoon was broken through to the river. A contract was signed for the initial bulkheading. \$6200 provided 50 feet along the river, 300 feet along the lagoon. The members approved a new land contract to acquire the next three hundred feet of land along the lagoon. This was a balloon contract where only interest was paid for ten years. Then the principal was due and the deed would pass to MRYC.

As the 1964 season began, so did normal Club activities. Twenty Juniors signed up with Jack Heacock the junior instructor. Advanced instruction started for adults and qualified junior racing skippers under Jim Carson.

The first use of the new site for a big social affair was on July 4, 1964. A clambake catered by the Lobster Shanty was a great success. Local builders provided cement blocks and plywood from which picnic tables and benches were made. Limited electric power was available from a donated portable generator operating in a hole in the sand so it wouldn't be too noisy. Primitive perhaps, but it was a beginning!

The season was outstanding! Nelson and Rowena kept their activities in high gear and by October 15 MRYC had 100 members. However, members had been unable to agree on a building plan.



Plans for the Pool - 1966 - 1974

1966 saw many new additions. Joan Steel, Mermate President and Entertainment Chairperson, with Dave Heacock, Commodore, purchased banquet tables, folding chairs, the bent back cafe chairs, pots, pans, stainless flatware, and glasses.

In 1967, the front patio which the Club had been unable to afford previously was made possible by a fund drive headed up by Dick Thomas. Members purchased a segment of the new patio and their contributions are remembered today by the bronze plaque on the forward East Club wall.

Membership continued strong and the Club prospered under the leadership of Roger Brown and Jim Carson. During these years, 1967-70, there was an increasing desire from the members for tennis courts, a swimming pool, and a liquor license. However, there was no unanimous feeling by the members and the officers found it difficult to plan for the Club future.

Jim Carson headed up a study starting in 1969 to determine member's wishes for the future. He pointed out that the sequencing and timing of additional facilities would depend largely upon the financial support the membership would be willing to provide.

This study clearly showed that there was strong interest in a swimming pool. The pool, however, was a subject on which membership desires could really polarize. Only Manasquan had one at that time. Could a new Club finance a pool?

Many ideas were considered and cost estimates varied from \$7000, for a small shallow pool, on up.

The Board of Trustees felt that any pool must be of top quality and probably should be Olympic size to accommodate competitive swimming. Accordingly, a proposal was mailed to each member on April 1, 1971 detailing a plan to be voted on at the spring meeting, May 8, 1971.

This plan described an Olympic pool without the present diving L, change house, and fence with an estimated total cost of \$35,000. All members would share in the basic cost of the pool and those wishing to use the facility would pay an additional pool fee. Regular club dues would not increase.

At that time, initial fees were \$300 with no refundable portion. The pool would add a fee of \$120 per member which would be refundable when a member left the Club. The regular dues were \$75.00 per family member and the proposed annual pool fee \$100. New members would pay an initial fee of \$420.00. The Club had 155 members at this time with a limit of 175.

Dave Heacock led the discussion at the spring meeting and over two-thirds of the members voted in favor. Ralph Engel was the pool chairman and began to solicit firm bids and specifications from potential pool contractors. Two bids were sought, with and without the present diving L. The target date for a contract was early October.

As the summer passed, several serious problems arose. It became apparent that a top quality pool with really good filtration, illumination, patio, diving L, built only a few feet above the water table was going to cost about \$40,000, not the original \$20,000 to \$25,000 on which the member presentation had been based. Alternate plans could leave out the change house and settle for a shed over the pumps. In addition, the Club would have to acquire a deed to the land the pool was on and this debt would be \$9500.00. Thus, instead

of a \$35,000 package which the membership had approved, the pool was a \$60,000 package without the change house.

A dissenting voice was heard - The sailors who had for years been part of the club and whose major activity was small boat sailing asked how much would costs per person go up - won't it cost me more in the long run to be a member here when all I really want to do is sail?

The Board of Trustees was faced with a major decision! Should the pool be postponed until risks could be better defined or simply assume that MRYC was strong enough to survive.

The Board of Trustees met in October to consider the bids, the finances, the risks and decided to proceed with the pool construction. A letter was sent to the members on October 21, 1971 from the Board. This letter said -

The pool may cost as much as \$70,000.

The bank has agreed to refinance the mortgage.

The costs won't change from the numbers outlined in the original presentation. The bill for \$120 is enclosed.

Pool membership is optional. \$100 per family.

The pool contract was signed in November and by December, 97 members had paid the pool assessment. The pool building permit was applied for.

By spring, very impressive machinery was on site. The site was excavated and pumps and well tips pulled down the water level. Wire nets and rebars defined the pool. Men came in using the gunite process and literally shot wet concrete from shoulder held guns to build up a thick, strong basic pool structure. Nomadic Arabs came and lived on site in tents with their women and laid down the marbled finish coat. They were a very professional team.

The pool opened on August 11, 1972. Since it was so late in the season, pool dues were forgiven.

Financially, things were in good shape. There was a refinanced mortgage; a deed to the lot on which the pool was built had been obtained. MRYC had deferred the plans for the change house. Members were paying the \$120 pool billing with almost no resignations. After all pool membership was optional. The problems came later.

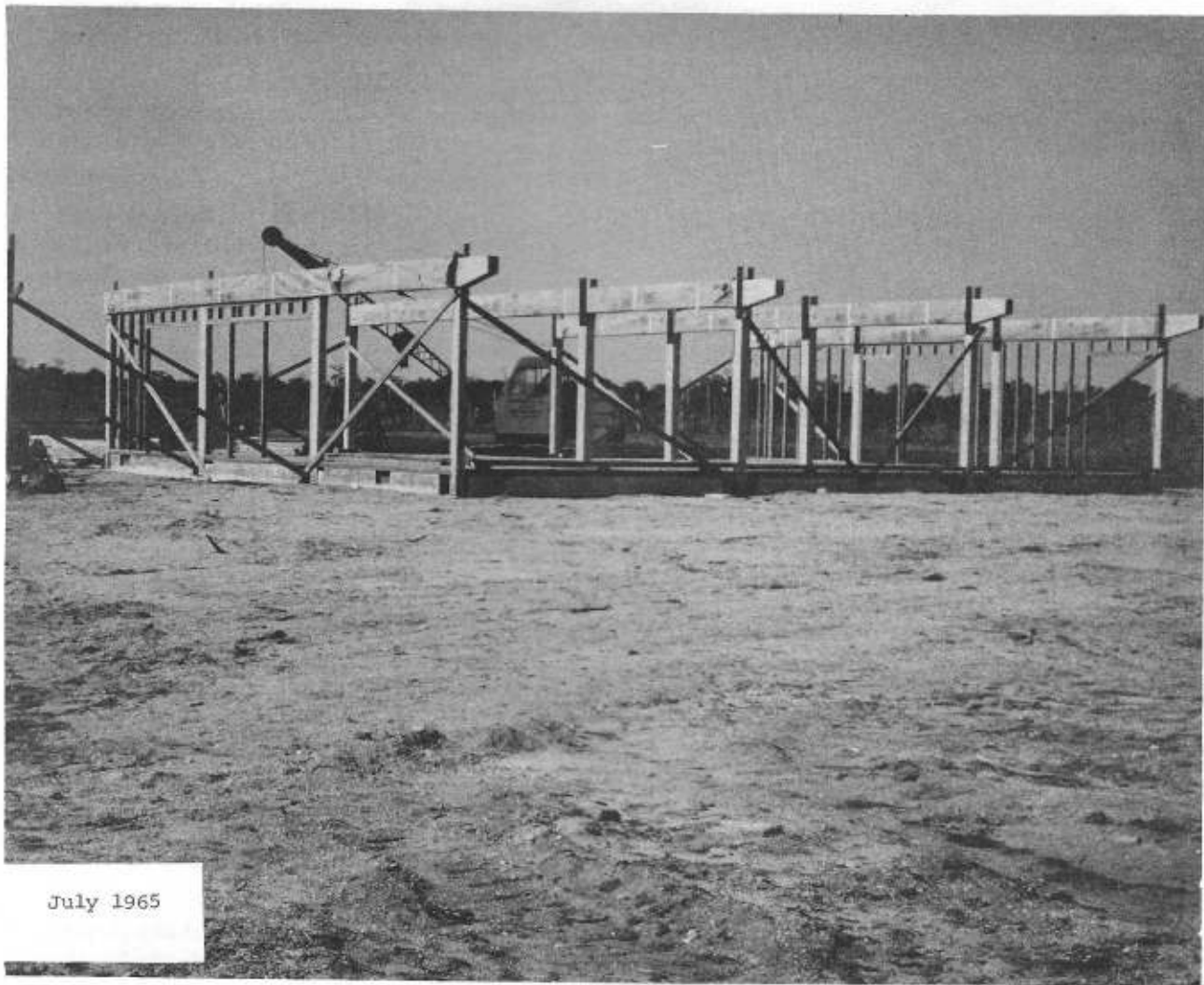
Despite an active campaign to promote pool membership, only 30 percent of the members had paid their pool dues by June, 1973. Membership stood at 160. Plans for the pool house were again deferred.

The Board of Trustees reviewed the lack of pool participation and the inordinate number of "guests", and decided that, in 1974, pool membership would be mandatory and January billings would increase from \$75 to \$175 for members who had not joined the pool. The board knew the Club would lose members; the board also knew that the Club was running at a loss. MRYC had suspended note refunds to resigned members and was in a serious position. The board believed MRYC had a fine facility and that new members would replace those who elected to resign.

Spring of 1974 resulted in about 30 resignations. However, many new members joined the Club and refunds to resigned members were resumed by the end of the year. MRYC had survived a major crisis; the Club was financially strong and had a fine pool.



Al Taboada - 1st person in pool



July 1965



The Liquor License - 1973 - 1975

For many years, the Executive Committee and the Board of Trustees had weighed the factors involved in a liquor license. Many felt MRYC was a sailing club, the last thing the Club needed was liquor. Many others felt that an occasional drink at their own club was in order.

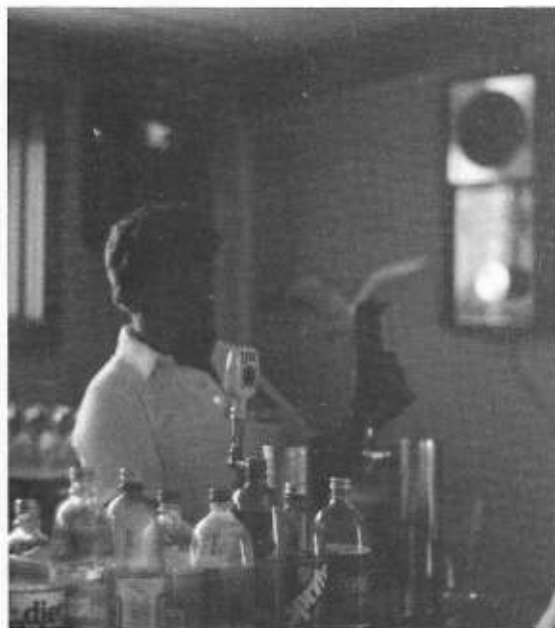
In early 1973, approval was granted by the Board to seek a liquor license. Fred Underwood played a major role with patience and persistence. The problem was simple - no club licenses were available in Brick - all those authorized were issued. When and if a license opportunity occurred, there would be several applicants. MRYC made all the right moves, waited, and in June 1974, MRYC was awarded a license to establish a bar.

At that time the upper floor of the clubhouse was only as large as the present dance floor. A temporary bar was set up by the windows on the north side and plans were developed by Bill Cramer to expand the upper floor one more bay to the west and provide for a bar.

Approval of the building permit took considerable time. The town insisted on a full site plan and we were duly resurveyed. Many meetings took place with the town relative to our being treated like any commercial development. Locations of sidewalks, parking places, large paved areas, curbs and drains were of primary concern.

One year later in the Summer of 1975, construction on the expansion began.

By late 1975 the bar was operating in its present location and in the fall of 1976, work on the flag gallery began.



The Past Decade - 1976 - 1986

By 1976, the Club no longer faced a question of mere survival. MRYC had a fine property, pool, and bar. Equally important, MRYC had a large membership, active racing and junior programs which were managed by dedicated members.

The long range plans were still far from complete. Most of the wet slip area had not been bulkheaded. Plans existed for the addition of the Flag gallery; the pool change house was still on hold; the grounds had no grass or landscaping; the galley was inadequate.

In early 1977, the flag gallery was complete. The cost of the building modifications for bar and gallery came to about \$40,000. Over the winter of 1977-78, the original sod banks were replaced by bulkheading. Floating docks were provided and by the spring of 1978, dock facilities were well developed. The transient dock in front of the Club was much smaller than it is today. Jim Carson obtained the various approvals from The Corps of Engineers and the State of New Jersey. He developed the plans and reviewed bids.

In 1980 MRYC acquired a deed to the back third of our land by paying off the balance due on a land contract. At the closing, Nejecho Corporation gave us about an acre of landlocked swamp. In 1984, MRYC completed negotiations to purchase the adjoining grounds to the West. This provided an additional 180 feet of riverfront swampland on which MRYC had held a tax lien and had been paying taxes for several years. Dave Heacock spent considerable time finding the various Brower heirs to the property. Fortunately, though hard to find, they were all alive and living nearby.

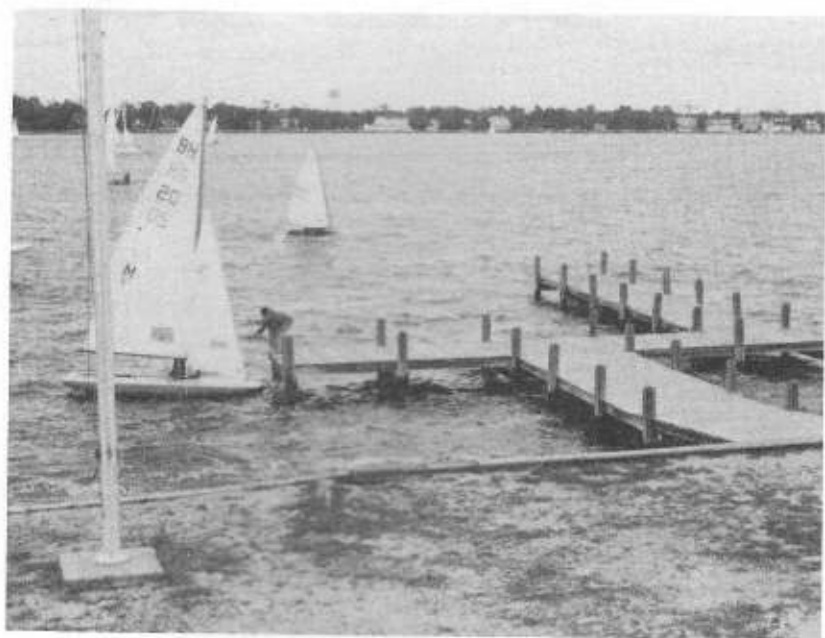
The Club now owned land of about 10.5 acres - half high and dry, half swamp but an effective buffer to land development on the west border.

The big news of 1984 was city water and sewer. With the long run back to the street, we needed a small pumping station. Bill Rodenberg managed this project.

Fred Underwood became Chairman of the Board of Trustees in 1984 and actively pressed for a program to complete a number of long-range projects which were pending. At the 1984 annual meeting, the members approved an increase in dues, fees, and initial member cost for 1985. An assessment of \$100 was levied for the purpose of building a change house for the pool, adding a lawn with sprinkler, and upgrading the galley. \$40,000 was borrowed, \$18,000 came from the assessment. The balance was met out of surplus.

The change house plans were developed by Paul Barlo, Architect, and the general contractor was Jack Bird. The building was completed in time for use by the members during the 1985 season.

This chapter closes in mid 1986. Since the decision to go ahead back in 1963, many members have contributed in many ways and MRYC has a fine physical plant, a full membership, and many involved members carrying out a broad program of activities. In these 22 years, MRYC has paid more than \$450,000 for real assets - land, bulkheads, buildings, pool, boats, hoists, and misc. MRYC has borrowed \$175,000 over the years with a balance still due of under \$100,000 over the next fifteen years.



The Junior Program - Sailing and Swimming

Today, Metedeconk River Yacht Club sponsors a program for children to provide training and competition in sailing and swimming which is acknowledged as "one of the best" in the area. In 1986, there were over 125 juniors participating under the guidance of paid instructors and older juniors training the beginners. The children's days and evenings are full of excitement, sportsmanship, and good competition all summer long.

Several MRYC junior sailors have gone on to achieve world class fame and it is significant that these fine young men and women have come back to help the program and offer suggestions to the current group of juniors.

Early Days

Beginnings were modest. In the early 1950's, with adult membership about 30, the total junior membership was about 8. Parent volunteers handled the teaching and classes were held on and off their docks.

By the mid-50's, the Penguin dinghy was used as the first junior trainer. Sievert Farenwald was the first hired instructor and classes were held on the Farenwald property using the one-room schoolhouse approach.

As the Club grew, so did the program. A rating system was developed to move youngsters each season from the Beginners Class to eventually the Skipper Class. This rating system, with modifications, is still used today. Certificates of achievement were awarded in these early days and are still a highlight of the present annual sports banquet! Now, class patches are added along with the Certificate.

The program was growing. Junior fees were modest and a Coke machine and cigarette machine were acquired with profits going to the Juniors. The machines were also operated by the Juniors and stocking, malfunctions, and money were handled by them. The coin slots, of course, provided a challenge to many Juniors and salt, wire, string, and slugs were often in the slots. Fortunately, the slot mechanisms are built for this and a trip through an automatic dishwasher as required usually sufficed to keep the machines running. Alan Heacock became the slot guru for most of his high school years. After he left, the cigarette machine was disposed of. Our finances were in better shape and the soda machines, plural by this time, were taken over by regular services.

Junior sailboat classes

The Penguin Class had some limitations as a Junior trainer. It was really an adult boat and was rather tender for lightweights in any moderate wind.

By the early 60's, the Blue Jay class grew rapidly in this area. It was a stiff boat, easy to handle in Barnegat Bay breezes. A sloop, with a spinnaker, it provides excellent training experience for Juniors and was well accepted by adults. The Club fleet was first sponsored by Ed Hoffman and Everett Howell and grew over a few years to 24 boats.

By the late 60's, the Sunfish had arrived. MRYC made several group purchases of these boats and this class soon became the new trainer class for beginners. The Sunfish is popular and a fun boat which can be enjoyed by all family members.





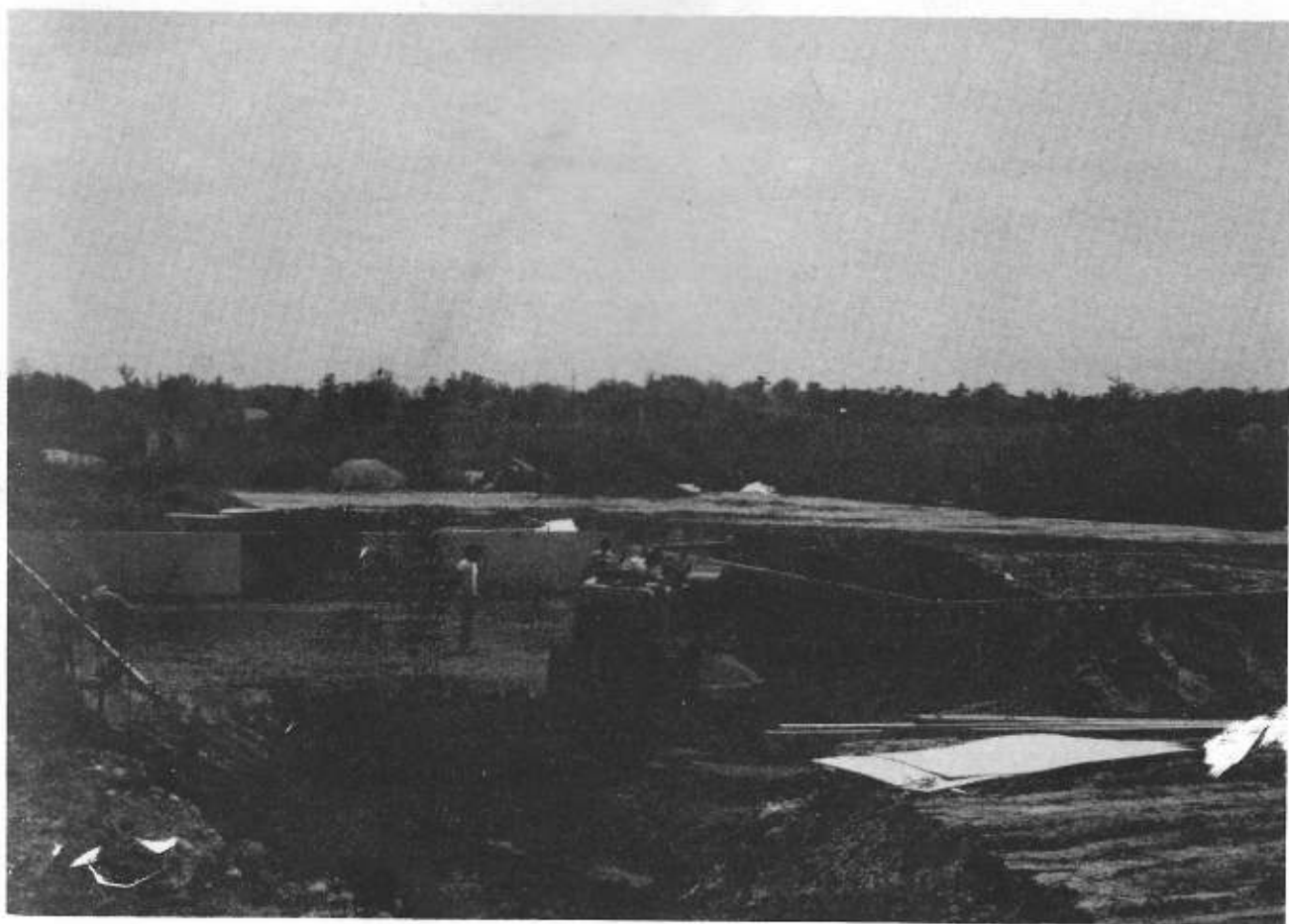
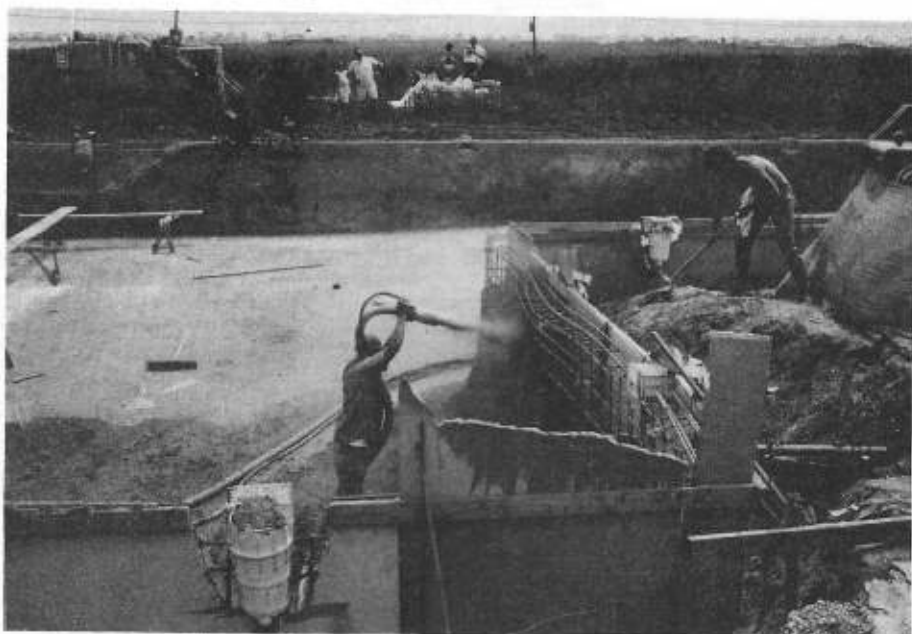
Juniors of the 50's



Juniors of the 70's



Juniors of the 80's





The Junior Program - Sailing and Swimming

During the 70's the Blue Jay class almost disappeared. However, it has come back as our intermediate trainer because of its many advantages in teaching crewing skills, and sail handling with a spinnaker.

1986 was the start of a new era as the Optimist Pram became the MRYC beginners boat. This 8-foot dinghy is a fine, safe boat to start off in.

Advanced juniors sail the Sunfish as the single-handed boat and also compete in Blue Jay, M-16, and Lightning.

The Sailing Program

In 1986, there were about 92 children participating in the sailing program. There were three full time paid instructors assisted by advanced juniors. The instructors are young men and women, often from other BBYRA clubs, who have earned their qualifications on local racing circuits.

Advanced sailing classes had been taught by Jim Carson in the early 60's as there were qualified juniors needing a more formal training. In 1975, Jim and Dave Ruitter established these classes on a more permanent basis. Entrance requirements are rigid and sailboat racing is taught on a very serious level. Classes are held in the evening, the boat chosen is the Lightning.

Juniors participate in a variety of sailing experiences beyond their lessons. There are informal races within MRYC, team races set up by the instructors with other clubs, and the Saturday bay races sponsored by BBYRA. MRYC formal races for juniors are held each Wednesday.

Several clubs in the area host regattas during the season. The newest is the MRYC All Girls Powder Puff race for Sunfish and Mini-Lasers. Bay Head provides one of the most exciting and beautiful weeks of the season with their Bay Head Race Week (held off the MRYC docks). Many classes provide a breathtaking sight as a river full of boats with their varied sail colors are all competing.

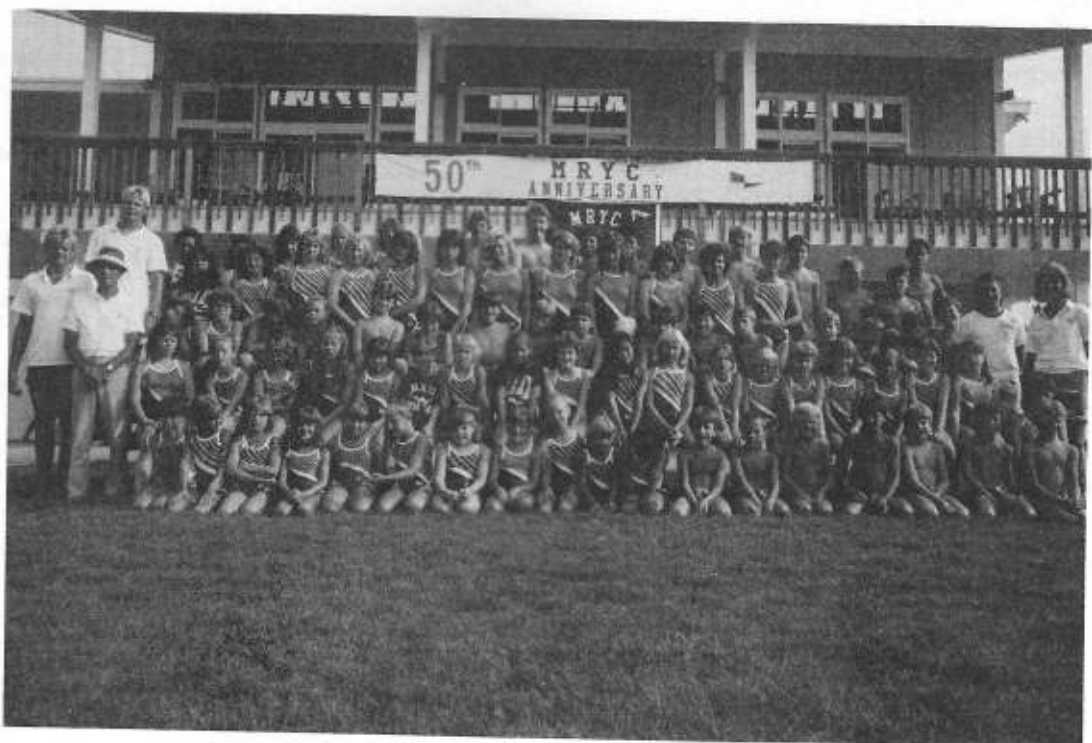
Wednesday lunch is part of the Wednesday races. The lunch program was started in the '60's by Aileen Schon (still actively participating), Joan Bird, and Nancy Lutz. The lunch ladies are parent volunteers in the kitchen preparing and serving to the whole gang. Cupcakes, cookies, brownies, etc. are donated by parents unable to be present. A lot of food gets put away on an afternoon!

The highlight of the Junior Sailing Program is the Junior Championship. This was first sailed as a day long round robin and the first winner was John Newman in a Penguin in 1956. Later, the winner of the largest class sailing in the Wednesday race series became the Junior Champion.

With the reestablishment of the advanced sailing class in 1975, the Lightning class was used for the championship and Doug Zimmermann was the 1975 champion.

The Swim Team

The MRYC pool opened late in 1972 and by 1975, the Club had a junior swim team. Mike and Jo Coscia deserve most of the credit for this development. Soon MRYC was part of the Ocean County Swim League. Participation in the League provided a great motivation into making MRYC's swim program the equal of others in our area.



Many other parents were becoming involved in support of Mike and Jo. Leonard and Vivian Dooren soon were playing a very significant role in the development of a well trained, competitive team.

When the Ocean County League disbanded in 1982, competitive swimming among local swim clubs continued and the MRYC swim team, now a very strong club, had two undefeated seasons in 1983 and 1984. A new group, the Shore Summer Swim League, has now been formed. Vivian Dooren is chairman and the league includes Spring Lake, Dover, Toms River Country Club, and the Atlantic Club.

Members of the team range in age from 6 to 17 and about 90 children are involved. They have special swim suits and t-shirts. Thanks to Bill and Liz Kraemer we have a team banner to display at all our meets. When Metedeconk hits the blocks and the swimmers are cheering their teammates along to victory, it is exciting and MRYC really looks good!

Swim instruction is tops. MRYC was very fortunate one day, six years ago, when Mickey Vogt came to the club and offered his services. Mickey is a world class swimmer and an experienced instructor. He has been our head coach since then and is a major factor in our success. Two other instructors and advanced juniors support Mickey.

The swim team has brought a new dimension to the club and has become a vital part of the junior program. The swimming and the sailing programs are well coordinated and over half our juniors are enrolled in both programs.

The Junior Program

Many aspects of both the sailing and swimming programs come together. The Junior Committee plays a major role in this coordination. Three years ago, this group put together a junior booklet with pictures, schedules, and information concerning every facet of the program. A Junior Who's Who was added to highlight the accomplishments of a distinguished Junior. Betsy Gelenitis, Yachswoman of the year, was the first winner. Jay Lutz, World Lightning Champion, our second. Linda Taboada was selected in 1986 for her fine record as a collegiate sailor.

Social activities are part of the program. These are made to appeal to all of our age groups. Some offerings have been Movie nights, Great Adventure, D.J. Dances, and Magic Shows.

The highlight of the season is the awards banquet on the last Friday in August. It is exciting to watch the children come to dinner and admire the trophies which will soon be awarded. The glow in their eyes is almost as glittering as the trophies themselves. For the first time all season, we get to see the group all dressed up; we usually see them in swim suits. The juniors have decorated the hall and added their own personal touches.

The years awards are presented as are several perpetual trophies. The slate of junior officers that have been selected by the junior committee are voted upon.

Juniors also provide support for some of the adult sponsored activities. They are much involved with the organization and running of the Fourth of July picnic. Many juniors have continued active in the Club and have gone on to become adult members. Over twenty-five of our present 200 members were formerly junior members.

Parents play an important role in the total Junior program and MRYC is fortunate to have some extremely dedicated parents and friends who, for years, have contributed their time and talent to the program. The Asbury Park Press has called the MRYC junior program "one of the best programs in the area". MRYC intends to keep the program growing and challenging for all their children.



THE MARY'S TABLE

and the women who were helping her to set the table. The women were all smiling and looking at the camera. The table was set with a white tablecloth and a banner that read 'MARYC' and 'Mary's'. There were also several small bowls and a large bag of 'GO' brand chips on the table. The background shows an outdoor setting with trees and other people.



The Women of MRYC - The Mermates

In April, 1965 MRYC had a land site and a lagoon, but the bids were just coming in on the building. It would be another year before this was complete. Rowena Francis, chairman of promotion and the entertainment program of the new club, invited the women of the club to her home to discuss the formation of a women's auxiliary.

Thirty-five women were present and, with champagne punch, formed the "Mermates". Rowena was elected president. Caril Cottrell, secretary, and Millie Strunk, treasurer. Dues were set at \$1.00 per year, and women over eighteen were invited to join.

The purposes of this group have remained essentially unchanged since its inception.

To promote good will and create a friendly atmosphere among members.

To raise funds for special club projects.

To assist the social director or other officers as a need might arise.

To investigate new ideas for the betterment of the club in all areas.

Initially, the Mermates were largely responsible for the club social program working with the Vice-Commodore. The calendar was developed, clever ideas were put into action by various couples and committees. Everyone pitched in and fun was had by all. Flag Raising and the Awards Dinner were held outside the Club but cocktail party planning, and covered dish suppers, involved the Mermates. Joan Steele, Mermate president in 1966 and 1967 was much involved in this program and in selecting the fixtures, tables, chairs, flatware, etc. which the new club required. Today, this function is carried out by a social chairman appointed by the Vice-Commodore. During the season, the Mermates offer two summer luncheons, men's night, and a fund raiser in addition to our fall and winter events held outside the Club.

When the summer season is over, the ladies of MRYC are still quite active. Luncheons at restaurants over a wide area - from Smithville to North Jersey and Princeton - are held. Programs in crafts, cooking, brass rubbing, and what-have-you exist as interest develops.

Trips to the Art Center, Flemington, Renault Winery, and Duke Gardens, are typical. The Mermates have sponsored special affairs, such as a birthday party or, an evening dessert, each year.

A bridge club, started in 1975, is meeting monthly for lunch and cards. The Bowling team took 3rd. place in their league back in 1975. From aerobics to maj jong, the Mermates have bonded together a group which extends their interests beyond the Club.

Service to the Club

Service to the Club was not limited to the socials. In 1968 Marthellen Hoffman started a small program of selling hot dogs to MRYC sailors on Sunday. The activity grew in popularity and expanded its menu. The Mermates appointed a galley chairman who posted a schedule in the spring for Mermates support in the galley - three hours per season. Later, as the galley grew, it became necessary for the Mermates to hire outsiders to run the galley. Mermates ran the galley for ten years before turning it back to the Executive Committee in 1978.



The ships store concession was turned over to the Mermates in 1969 by Commodore Jim Carson and Elaine Irons was the first chairman. Members are able to purchase Club Burgees, clothing, jewelry, glasses, stationery, and cards with the Club imprint at a minimal markup. Each season the store tries to highlight a special item. This year it is our anniversary jewelry.

Fund raising events have been part of the Mermate program since the beginning. Initially, this effort was not for money but for green stamp contributions. The Club's first deck chairs came from this effort.

Later affairs went for the gold. An annual card party - fashion show was held for many years. The committees were kept busy inventing themes and carrying them out! The "Tars and Spars" cocktail parties brought husbands on board. Family dinners featuring spaghetti or fish fries were regular annual events.

Probably the most interesting affair was the annual auction led by that famous auctioneer, Ed Maritz. Many items were carried home by unlikely buyers. There was the wooden Lightning mast to a family who didn't own a Lightning; the Danforth anchor almost look alike that just didn't work, and had a sign on it saying so. Later the auction took on a new twist with "goods and services" added. Members bought a plane ride, baby-sitting, a painted room, a dinner cooked by a member at your home, sailboat rides, or a hand-made craft item.

Regular sales were held from time to time selling pant suits, Tupperware, and geraniums. The Mermates created and published a fine cook book of favorite recipes.

The fund raisers generate a surprising amount of money and all these funds revert back to the Club for a variety of needed items. Pool furniture, the bar ice cube maker, exhaust fans and paddle fans, the pool sun shade, dishwasher, freezer, and galley equipment were approved and purchased by the Executive Committee using Mermate contributions for all or a part of the item.

Mermates have contributed many of the recognition and award plaques displayed in the Club.

Time and Talents

Not all donations have been money or tangible items. Mermates have given of themselves in making tablecloths, redoing the "ice cream parlor" chairs, planting and caring for the summer flowers, maintaining the upstairs planters, and helping out where possible.

Mermates have been made a part of the club planning through invitation by the Executive Committee to help plan a club beautification program and to plan the decor of the Clubhouse second story.

In 1972, the Club By-Laws were changed and the Mermates won a position and vote on the Executive Committee. This position is filled by the Mermate president and helps coordinate their activities with those of the Club.

Over these 21 years, as MRYC has grown and become more complex, Mermates role has changed from the hectic pick-and-shovel early days but their goals remain the same. The Mermates are available to help in any way to keep MRYC a club of distinction.



One Designs and the Metedeconk River Yacht Club

The history of one-design sailboats in the Club dates back to 1936. Often racing in one group with handicaps because there were only one or two boats in any particular class, one-design boats have been racing continuously over these fifty years.

The largest fleet in the beginning was the Comet along with the Snipe, Sea Gull (similar to a Lightning), and "G" Sloop. The "G" Sloop was designed by Sparkman and Stevens and was supposed to be the ultimate in small racing boats. Unfortunately, it had a round chine, was tender and prone to upset.

In 1938, Sparkman and Stevens tried again and the result was the Lightning. Originally a wooden boat, the Lightning has evolved within its one-design rules to become a sophisticated racing boat. It is a world class boat and has been part of the MRYC fleet since its inception. The 1944 Lightning Class yearbook lists six MRYC boats; the 1945 lists eight including Dave Berry (#351) who took seventh in the Nationals. Metedeconk sailors have done well in Lightning events over the years including a North American and a World Championship both won by Jay Lutz.

The mid-'50s saw the introduction of the Penguin dinghy into the Club. The acquisition of boats accelerated when Monmouth Boat Club decided to replace their whole fleet over one winter and many of their old boats were purchased by MRYC sailors. Paul Newman along with sons Bill, John, and Dave were instrumental in this effort. As both a senior boat and a junior trainer this class remained popular over a period of fifteen years until replaced by higher performance boats. Jim Carson won the Penguin Internationals in 1955.

The mid- 60s saw the emergence of the Blue Jay as an important class. Ed Hoffman and Everitt Howell worked for the acceptance of this boat. Quickly expanding to a fleet of 24 boats, this class was sailed on Sundays by the seniors and during the rest of the week was used as a junior trainer.

The late- 60s saw the popularity of the M-16 bilge board scow skyrocket to produce the large fleet MRYC has today. Metedeconk is currently the center of M-16 activity on Barnegat Bay. MRYC has a large Sunfish fleet, now primarily a junior trainer and a growing fleet of Sanderlings, a modern version of the B-cat. The Prindle and Hobie 16 catamaran fleet compete primarily in the BBYRA. Frank Dockery won the New Jersey State Hobie 16 regatta in 1973.

Over the years other classes have been part of the MRYC fleet; some have sailed as part of a handicap division which has come and gone as the need arose. These include the Windmill, Jet 14, International 14, and the Hobie 14. All of these have been popular boats in their time but have never really become popular in the Club.

BBYRA

The MRYC one-design sailing program is closely allied with the programs of the Barnegat Bay Yacht Racing Association who sponsors a large inter-club regatta each Saturday and provides sailors access to the Mallory, Sears, Adams, O'Day, Bemis, and Smythe national championships sponsored by the United States Yacht Racing Union.

As an Associate member of the BBYRA in the early years and later as a full member, MRYC sailors have come home with over eighty championships. MRYC has annually hosted or cohosted a BBYRA regatta since the mid '60's. In addition, MRYC has provided





three BBYRA Commodores - Harold Ascough, Bill Neil, and Roger Brown

Regattas

Regattas play a major role in the full development of a yacht club. A big regatta requires a total commitment on the part of all club members. Mermates, Auxiliaries, power boats, and all those skilled sailors who make up the Regatta Committee. Fortunately, MRYC has always been receptive to regattas and over the years has hosted many - a selection of the more important are listed below:

Spring Tuneup. First in 1950, many times since.

Central Atlantic District Lightnings: 1955, 1959, 1960, 1961, 1972, 1982, 1985

Atlantic Coast Lightning Championship: 1966, 1972, 1978, 1980, 1986

New Jersey State Lightning Championship: 1965, 1969, 1977

Lightning Junior North American Championship: 1978

Lightning Junior World Championship: 1984

Midget Championship: 1984

M-16 Rust Remover: 1980, 1983, 1985

M-16 Eastern Districts: 1976, 1981, 1984, 1985, 1986

Hobie Cat Regional Championship: 1970

Penguin Atlantic Coast: 1966

Penguin Wassail Bowl: 1959

Blue Jay Nationals: 1968

Here Come the Auxiliaries

The first auxiliaries came into MRYC about 1966 as the Club had a few slips which had been built. From these modest beginnings, the yearbook now lists over 70 auxiliary owners. Over 35% of the members own auxiliaries and many have provided distinguished leadership for the Club. Four of the ten members of the Executive Committee and two of the seven man Board of Trustees in 1986 own auxiliaries.

The auxiliary activities started in 1970 when a small group promoted fall and spring series racing along with downbay and ocean cruising. Ed Steel, who had recently switched from the Windmill one-design to an auxiliary, was one of the leaders in this effort.

Racing began in 1971 with Ed Steel as Fleet Captain. Races were held on Saturdays in spring and fall and, although things were kind of primitive compared to now, it was a lot of fun.

Intrepid captains would scout the docks seeking crew and promoting the racing concept. A number of current members were first exposed to MRYC by crewing in these races. The race was won by the first boat over the line; a handicap system was not yet developed. The race course was a subject of mutual agreement each week - sometimes sailing without marks. Rules were loose and races were for fun. However times, course, and wind were recorded and used to develop handicaps for the following year. The three top sailors in the 1971 Spring Series were Will Roberts, Al Taboada, and Ed Steel.

Over the winter, handicap systems were studied and an available standard system was adopted. Course sheets were set up and races became somewhat more formal although it would be some time until there was a general understanding of the USYRU racing rules.

By 1973, the Auxiliary Fleet was a well integrated part of MRYC. In addition to scheduled racing, they were host for the annual Luau, a downbay cruise was inaugurated, and several short cruises and overnights were scheduled. There were 28 auxiliary owners on the club roster.

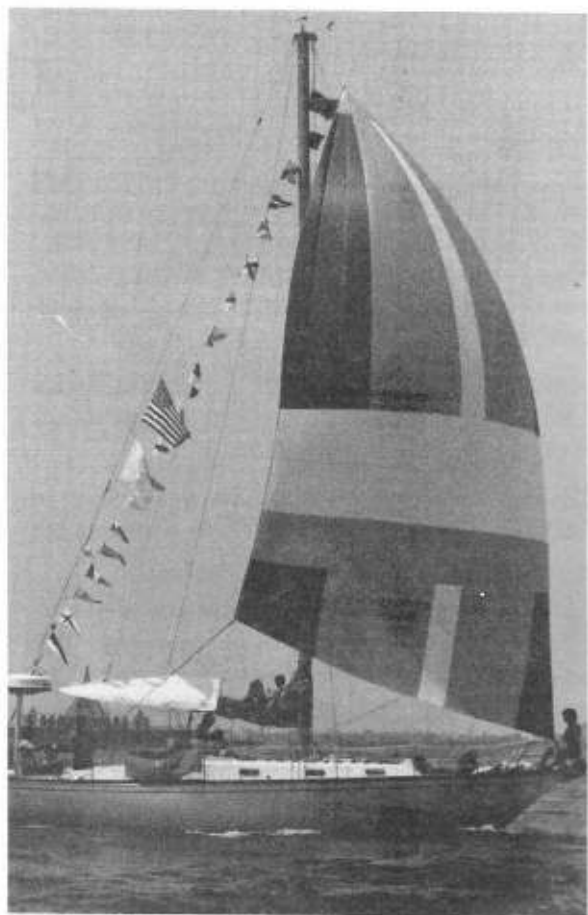
Anecdotes

Early days bring their share of recollections. The fleet planned a sail to the Captain's Inn for dinner. Ten boats started out - all turned back but one - there was no wind. One hearty sailor insisted on pressing forward and finally arrived - after the restaurant had stopped serving.

Then there was the time six boats left for an overnight. They were overtaken by a squall at the Mantoloking bridge. Two boats collided causing significant damage, one hit the bridge and lost his mast, and another had his sails blown out. Que Sera, Sera!

Who was it who pitched a pup tent on the deck for the kids? Their boat was small but they didn't want to miss that cruise.

And finally. It had been decided to award a perpetual trophy each year for the winner of the down bay race and overnight. The engraver made an error and, to this day, each year the MRYC Auxiliary Fleet awards the "Brown Bay Trophy".



Left: The "Sloop" of the "Sloop" Club, New York. Right: The "Sloop" of the "Sloop" Club, New York.



Growth

Since those beginnings, the fleet has grown as the Club has been better able to accommodate them. MRYC started with about twenty slips, no catwalks, and sod banks for the walls of the lagoon. Catwalks were added in 1973 but the present complement of bulkheaded slips was not complete until 1978. By that time, the fleet had grown to about 60 boats. By 1981, the fleet had grown to its present level.

A bubbler was purchased and installed about that time and members were able to leave their boats in the water all winter. The fleet maintained and paid for the operation of this system.

Activities of the Auxiliary fleet have broadened. A variety of club socials have been sponsored - the luau, ship wreck parties, and picnics. In 1979, the Auxiliary fleet picked up the popular champagne breakfast, one of the season's most popular affairs.

MRYC joined an off-shore race, the Tri-Sail, in 1980. This race involves Bay Head, Manasquan, and Metedeconk and a club trophy is awarded the first place MRYC boat.

The Auxiliary fleet has contributed much to the Club's physical facilities. Working through the Executive Committee, they have fully or partially contributed to the flag pole, picnic tables, grill, pool shade, and portable marks.

MRYC sailors cruise regularly. Summer cruises to Long Island Sound, Block Island, the Chesapeake, and Martha's Vinyard are normal. Winter has found members teamed up and chartering in the Virgin Islands and Panama. MRYC boats have raced to Bermuda and cruised in the Bahamas. MRYC sailors have crewed twice in the Annapolis to Bermuda race.

So the fiftieth anniversary for the Club is the twentieth for the Auxiliary fleet. In that time, the fleet has developed into a major, contributing factor in the growth and vitality of MRYC.





Power Boats

The Club's purpose as stated in the by-laws is "To advance the sport of yachting". Accordingly, as the Club began to develop in the late 1960's, it was expected that in time there would be a strong base of power boat membership. At present, we have a lot a power boats but, except for two trawlers, most of them are under thirty feet. Only a few of them are berthed at the Club.

There was a period from 1968 to 1976 when our power boat owners and fishermen actively supported the MRYC Fishing Club. The original concept was developed by Henry Halbuer, Bill Rodenberg, Russ Crane, and Art Hunt. They were primarily interested in fishing but envisioned down bay overnights, an annual parade and water carnival, and general support of club socials and objectives.

Each year, a cocktail party kicked off the season. Catches were tallied all season long. A week long "Tuna Derby" held in September scored fish caught in that period and an award dinner wrapped up the season with awards for both periods. Other cruising affairs were also sponsored.

By 1976, the Fishing Club passed into history. Fuel was expensive; auxiliaries were the viable alternative. Today, with less apprehension about the future, an effort is under way by Bill Rodenberg to reactivate the Fishing Club.

Of course, power boats are always necessary to support the sailboat racing effort. Jim Carson and Dave Heacock provided the committee boats and numerous other club members provided patrol boats and other support boats as needed. Baby Duck, the Club's 24 foot Uniflite, was purchased in 1977 and is effective as a committee and tow boat. Two other club outboards round out the club owned fleet.





A First Class Club

From MRYC's humble beginnings as a small sailing club on the River, the past two decades have witnessed the emergence of a yacht club which has grown to first class caliber. The purchase of the current site and construction of the existing clubhouse was only the beginning of a tremendous "growing up" period for MRYC.

Club growth has come in a variety of ways: membership, facilities, expanded sailing activities, and in outlook. None of this would have been or could have been possible without the continued support of an enthusiastic and dedicated membership. Members are really what makes MRYC and they fully support our purpose "...to promote and advance the sport of yachting and to promote social enjoyment and good fellowship."

Membership has blossomed over the decades. The initial 30 founding members grew to 100 in the 60's and by the 70's MRYC was at a 175 member limit. Today, membership has expanded to the current limit of 200 with many applicants waiting for acceptance. Membership is varied - one-design sailors, auxiliary sailors, motorboaters, fishing club members, and junior sailors and swimmers - all involved in the many aspects of the Club. Many children of members have chosen to join the Club as they become adults. MRYC must be doing something right!

Facilities

Facility expansion did not stop once MRYC's permanent home was established. It was only the start of a growth phase which has given MRYC the top rate facilities enjoyed today. In 1972, the addition of the pool provided an added recreational aspect for our members' use.

In 1974 MRYC acquired a liquor license and plans were made to expand the upstairs facilities of the clubhouse. This work was complete by early 1977. Over the winter of 1977-78, permanent bulkheading was installed and floating docks and improved hoists were ready to go for the 1978 season. The main dock was expanded in 1982 to include a "sheltered horseshoe" shaped docking area and accommodations for many more boats. This has been a tremendous asset as it has provided MRYC yachtsmen with a safe area to tie their boats in any wind direction. From 1980 to 1984, MRYC was able to negotiate the purchase of and to acquire the deeds to additional land parcels increasing land area to about 10.5 acres. Dave Heacock and Eleanor Gelenitis spent one entire Saturday visiting homes in Point Pleasant, Sea Girt, Bergen County, and a hospital in Toms River to get the necessary signatures of heirs to an estate which held title to the last tract of land to be acquired.

City water and sewers were complete during 1984 and 1985 saw the Club going ahead with plans for the change house by the pool. Lawn and sprinkler and a much improved galley were completed that same year.

MRYC now enjoys some of the finest facilities on the bay with an overall ambiance which makes it one of the most attractive clubs. This has come about because the membership has contributed ideas, labor and support, and of course, money. Growth is not at an end - long range plans exist and continue to be modified to reflect membership requirements and desires.



Activities

MRYC was started with a primary emphasis on sailing, and the past two decades have been filled with expanded sailing ventures providing another aspect of it's stature as a "first-class" Club.

Many yachtsmen have participated in local, national, and international events. Our sailors have traveled to many states: California, Washington, Ohio, Michigan, Oklahoma, Texas, Tennessee, Florida, Wisconsin, Hawaii, Georgia, and others where coastal folk would not even expect to find sailing water. Overseas, MRYC members have traveled to Canada, Mexico, Chile, Argentina, Finland, Switzerland, New Zealand, and Italy. Flags from these diverse countries have been brought home and grace the Club staircase walls, serving as a reminder of members who have carried Metedeconk's colors on their overseas racing.

MRYC members have been participating in BBYRA and Club races since the beginning, promoting the corinthian spirit of sailing. Our sailors have represented MRYC in countless national, North American, and regional events. Some have participated in one-design and auxiliary events, others have been active in USYRU championships. A few racers have qualified for the finals in USYRU events and one team was a top winner. In 1984, four of Metedeconk's yachtswomen won the prestigious Adams Cup at Marblehead, Mass. Betsy Gelenitis Alison, Patti Jeske, Linda Taboada, Ellen Reago, and alternate Margo Limmer carried the MRYC colors to triumph!

Men's international participation has been mainly in Lightnings, where Jim Carson and Jay Lutz have done MRYC proud. In Women's international events, Betsy Alison has carried MRYC colors to numerous IYRU and Class World Championships. Betsy was also recognized as "Yachtswoman of the Year" on three different years. Betsy's recognition is a unique record.

The men and women of MRYC compete at many levels of competition. They are first class sailors from a first class club.

MRYC is also known for the excellent quality of sailing events which it has hosted over the years. Early years saw several major regattas in Penguin and Blue Jay. It seems like Lightning Regattas have always been part of MRYC activities.

MRYC's open spring and fall series in both one-design and auxiliaries have generated much enthusiasm. Who will ever forget those cold, windy weekends, sipping cup-a-soup in the clubhouse thawing out for the next race. Who remembers the Penguin Fleet's Turkey Bowl Regattas with the big penguin statue gracing the front patio?

In 1978, the whole Club pitched in for the Junior Lightning North Americans with 30 boats and 90 young sailors from all over the country. Then in 1984, MRYC ran the Lightning Junior World Championship. Who in the club spoke Italian or Spanish, or Finnish? MRYC did a super job on the water and on shore, hosting and housing all the participants and serving as their home away from home. MRYC's latest Lightning Regatta was the Atlantic Coast Championship in July, 1986.

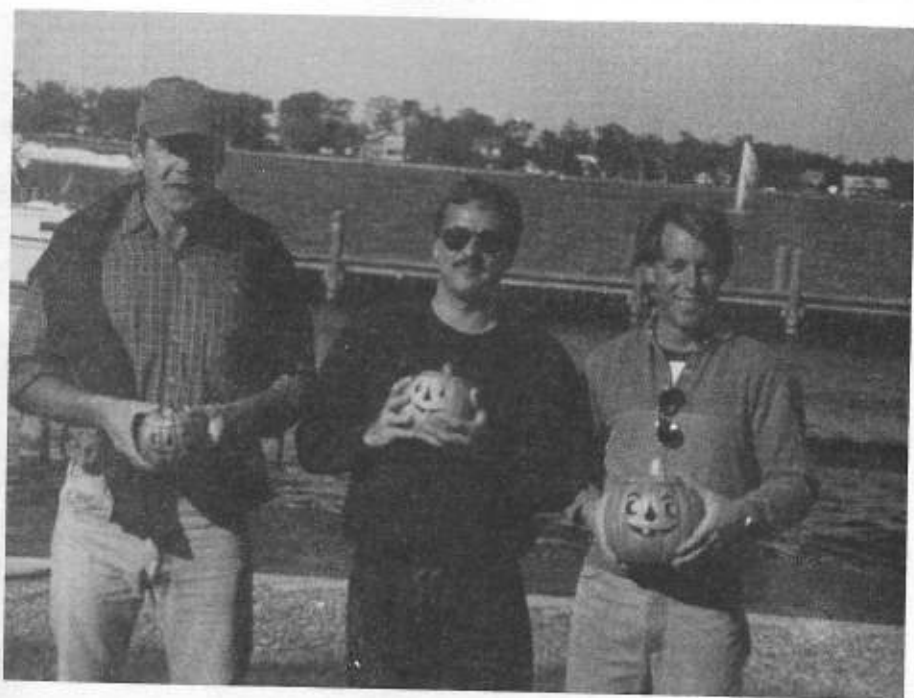
Metedeconk is famous for it's M-16 Eastern Championships. These were held at MRYC in 1981, 1984, 1985, and 1986. MRYC has the good sailors and some of the finest race committee personnel in the country. And they have the backup and support of the whole Club.

Sailing races are not all serious competition; Consider the Pumpkin Race and the Herring Island Race. Our First Annual Pumpkin Race entered the scene in 1972 with 14 participants. The greatest "pumpkin pickers" that year were Ed and Pat Maritz. This annual event has provided much fun and amusement to all participants regardless of age.





The "Adams Cup" Champions



Champion "Pumpkin Pickers"

and Ada Greene's ceramic pumpkins are treasured trophies!

The Herring Island Race held on Labor Day is another fun race - any boat of any size, providing it has a sail - qualifies. Crossing a starting line with boats ranging in size from 10 feet to 40 feet is quite an experience for sailors young and old while handicapping and scoring is quite a feat for the race committee.

In addition to our sailing programs, Mike Coscia, in 1972, saw a need for a swimming program. This would provide instruction and competition for young people interested in swimming. This program has grown and today the MRYC swim team ranks with the best in the area.

MRYC social activities are great. Where you have sailing people, you have great parties. Flag Raising, the Commodore's Cocktail party, and the Windjammer's Ball have become traditional events.

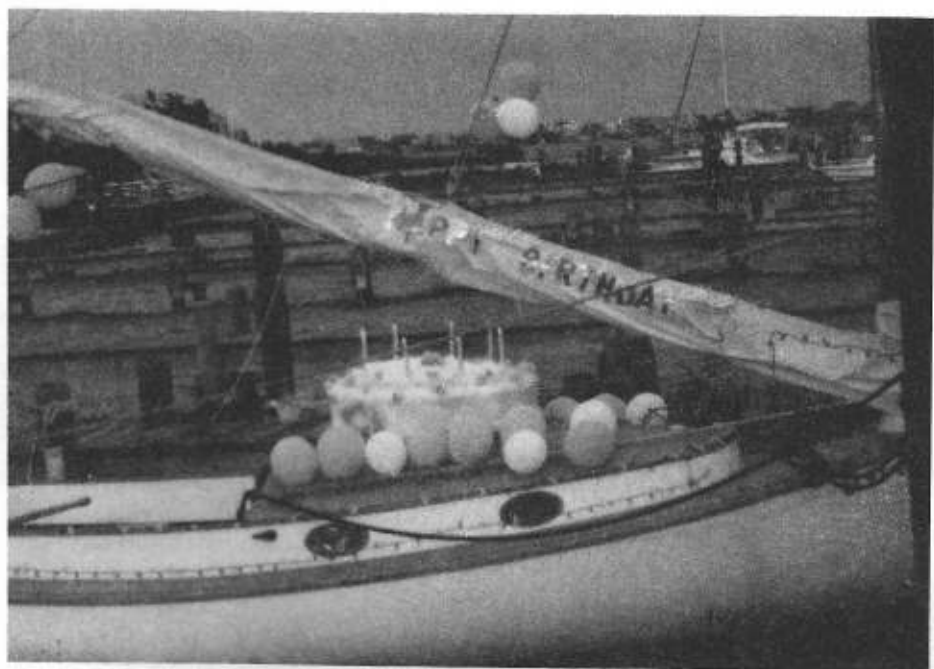
Friday Fun Nights were started back in 1972 by the Van Zandts with the establishment of a lounge on the second floor. This was "adult country" and no children were allowed. These Friday nighters faded away but are revived now as "Friday Night at the Club" Every Friday night during the summer, a different group of volunteer members cook and serve their special recipes to a crowd of hungry members. The bar is open and these Fridays become game nights with different groups playing anything from tic-tac-toe to Nautical Nonsense in different parts of the club.

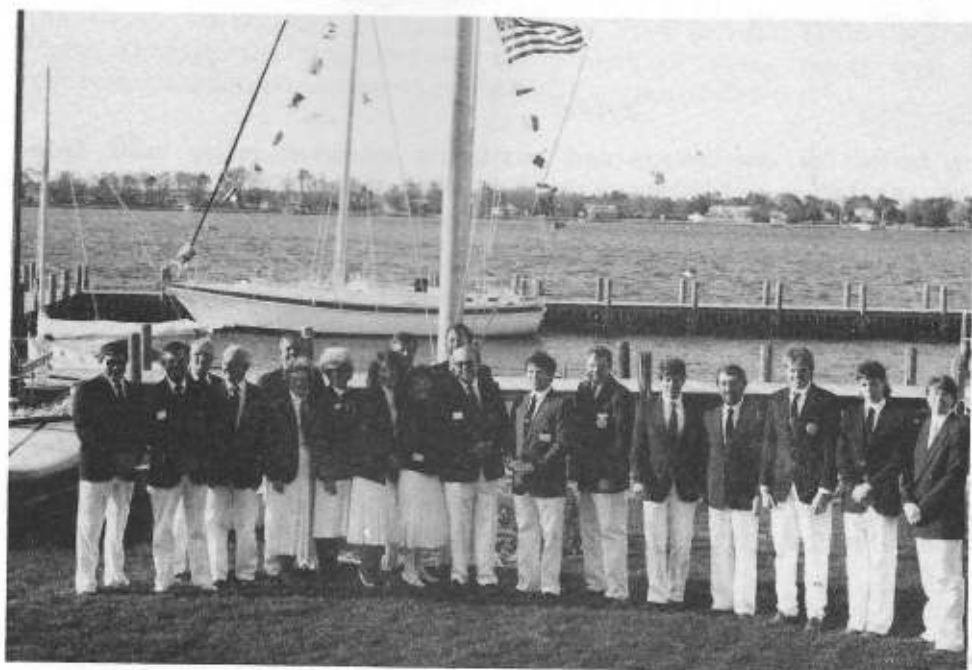
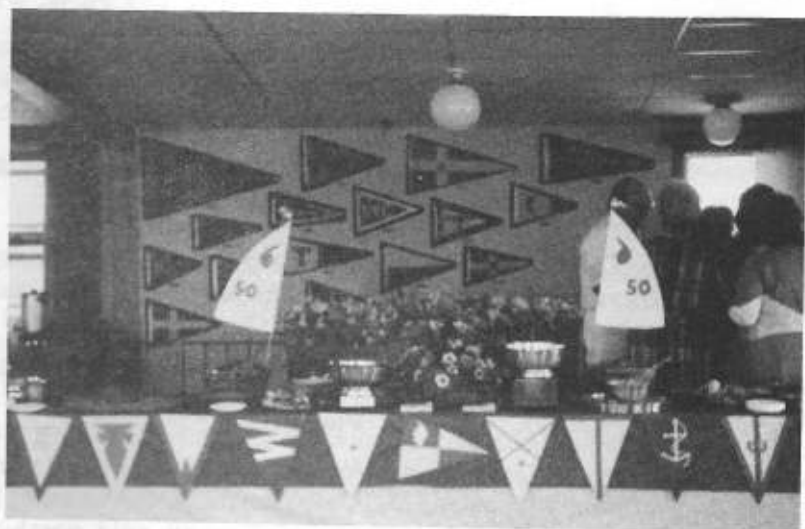
The champagne breakfast and the 4th of July and Labor Day picnics are favorite happenings (remember the Battle of the Fleets with canoe races in the pool, the egg tosses, relay races, and the greasy watermelons?)

With so much of MRYC's success dependent on the hard work of our members, an award has been created to recognize this support. In 1972, Dr. Alberto Taboada and Dick Thomas donated and presented the "Commodore's Cup" for the first time. This award is made annually to a member who has distinguished himself by serving unselfishly and conscientiously in the best interest of the Club without regard for material gain. The first recipient was Bill Cuntz.

The past 25 years have seen many changes at MRYC. MRYC has suffered growing pains but has survived. MRYC now has one of the finest yacht clubs in the state. MRYC has produced some of the finest sailors in the country. We can be proud of our growth in terms of size and the quality of membership.

On this 50th Anniversary, we look back with pleasure; we look forward with confidence. MRYC is a FIRST CLASS CLUB with a bright and promising future. THE BEST IS YET TO COME!!!!





1986 - The Anniversary Year

Prior to the close of 1985, the Executive Committee and the Board of Trustees formed the 50th Anniversary Committee. Their mission was to make MRYC's 50th year one of the finest for all members.

The Committee met during the winter of 1985 planning special activities for 1986. Some of their accomplishments were:

The 50th Anniversary logo designed by Paul Barlo.

Special jewelry.

A t-shirt contest held by the Juniors provided the design for the 50th Anniversary t-shirt.

The 50th ball was planned.

Morning BBYRA races were held on the Metedeconk River.

Trophies for the Club championship series were goldplated.

Fireworks and a special banner were planned for Flag Raising.

Plans were developed for this book.

During the spring of 1986, the Club House was painted and many repairs were made to the exterior. Members came out on the work weekends to help clean and do other maintenance chores to prepare the Club for the Flag Raising Ceremonies.

Flag Raising

Members received special invitations, fireworks were planned, and a tent was erected to accommodate everyone who attended. Unfortunately, the weather did not cooperate and it was cold under the "big-top", the wind was a strong, cold north-west and the fireworks were cancelled. In spite of it all, everyone who attended had a great time and were proud of MRYC and the official beginning of her 50th season.

Races

The Open Spring Series for one-designs and auxiliaries attracted many boats from surrounding clubs. At the tune-up regatta hosted by Bay Head Yacht Club, BHYC presented MRYC a banner in honor of her 50th year. This banner is proudly displayed in the Club House.

The Summer Series provided a period of fine competition among Club members, the highlight being the Club Championship which was won by Jim Gelenitis. MRYC, a sponsoring Club in the Squan Tri-Sail Offshore Regatta, had several members serving as race organizers or as competitors. Several members went on to sail in the Atlantic City Race Week, another offshore regatta.

The BBYRA races brought out many sailing members and several brought back trophies and recognition for the Club. MRYC has had sailors who have sailed the bay for many years; however, Bob and Jean Furnback brought distinction to MRYC for sailing on the bay a total

of 15 years - the first five years in morning races with their M-Scow, the last ten years in the morning in M-Scows and in the afternoon with their Sanderling. On August 9th, MRYC co-hosted the BBYRA with Shore Acres Yacht Club and the morning races were held on the river. What a beautiful sight it was to see all those sails on the river and the hear the compliments from the sailors.

The Herring Island race held on Labor Day was well attended and a fun race for all ages. This year another race was added to the Labor Day schedule - an M-Scow crew race. Seven boats competed; it was hard to tell who enjoyed it the most - the skippers (all women), the crews (all men), or the race committee.

The Atlantic Coast Lightning Championship was hosted by MRYC in July. Over 20 boats from the east coast participated. Many members willing provided housing for the sailors. Heavy or light shifty air was the norm but MRYC hosted a successful regatta.

The two Fall Series were a success - although colder, windier, and shiftier than usual. The Eastern M-Scow District Championship Regatta was held at the end of September. Again either heavy air or light shifty air was the norm. Twenty-five boats participated from various clubs within New Jersey and, as usual, the regatta was a success.

Club members, if not sailing, are there helping in the background. Without all of these volunteers, the racers would lack a race committee, registration committee, patrol boats, lunches and dinners, and parties. These volunteers are the unsung heroes!

Juniors

The Junior swim team maintained an excellent record with 8 wins and 2 losses. Eight swim team records were broken in 1986. Candy Coscia who won many of the Club's earliest swim team awards still has unbroken records.

The Junior sailors loved the new Prams and new sailing skills were learned. Highlight of the year was Bay Head Race Week and many of the Club Juniors brought back trophies. Team racing against other yacht club juniors was also successful. The children had a busy summer - team racing, learning, practicing, competing, or relaxing at the many planned social events.

The Junior Committee is striving toward having the Junior Officers assume more responsibilities in their elected positions which parallel the positions on the Executive Committee. MRYC has a fine junior program. From its early beginnings, many people have passed through the program and the juniors of today could well be the authors, coordinators, and participants in the MRYC Centennial Celebration.

The Women of MRYC

For many years the women of MRYC have been active in many areas of Club activities but few of them have been really active sailors. In 1986, a change was inaugurated with "Women's Wet Wednesdays". Every Wednesday evening during the summer 14 to 20 women put their Sunfish in the water and learned sailing and racing basics from Betsy Gelenitis Alison. After several hours on the water, the women would return, put away the boats, sit down to dinner prepared by the chefs of the evening, and review lessons learned. The enthusiasm displayed by these women was fantastic and all hope to see the program continued and expand.

Social

The fireworks cancelled from Flag Raising made their debut at the Beach Party. The entire river was illuminated with the spectacular display. The OO's and Ahh's brought out the child in all of us!

The Windjammer's Ball was held on Saturday, October 11, 1986. Awards were presented and the newly elected officers received their flags. There was also dinner and dancing.

The 50th Anniversary Ball was the highlight of the social year. It was held at the Mooring restaurant on Saturday, November 15, 1986. Favors were given to all and, for the first time in many years, the Ball was black tie optional which gave the members the opportunity to attend in all their finery. The Ball was the close of MRYC's 50th year and what a wonderful year it was.



50th Anniversary Committee

POSTSCRIPT

This book represents an attempt to record some of the happenings of the past fifty years to enable those in the future to know what has happened.

We cannot predict what will happen in the future, but we are confident that failure will be overcome by triumph, disagreement will be moderated into cooperation, sorrow will be replaced by joy, and within the spirit of good fellowship MRYC will celebrate many more anniversaries!

MRYC BBYRA Champions**Lightning**

1953	Jim Carson	1978	Dave Ruitter
1955	Jim Carson	1979	Jody Lutz
1957	Jim Carson	1980	Jim Carson
1958-66	Jim Carson	1981-82	Jim Gelenitis
1967	Bob Adams	1983	Brian Taboada
1968-73	Jim Carson	1984	Paul Gelenitis
1974	Bill Newman	1985	Alan Ruitter
1975-77	Jim Carson	1986	Paul Gelenitis

Penguin

1960-61	Jim Carson	1970-71	Jim Wagner
1965	Roger Brown	1978	Jim Wagner
1968	Roger Brown	1979	Bob Zimmermann

Blue Jay

1967	Ed Hoffman	1976	Jeff Maritz
1969	Ed Hoffman	1978	Stuart Challoner
1970	Ted Beaton	1985	Phil Kinzel, Jr.
1986	Greg Kinzel		

Midget

1970	Jay Lutz	1983	Chris Krautheim
1978	Keith Taboada	1984	Phil Kinzel, Jr.

M-16 'B'

1978	Mark Beaton	1984	Paul Gelenitis
1980-82	Paul Gelenitis	1986	Dale Dunston

M-16 'A'

1981	Keith Taboada	1986	Owen Carolan
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Prindle

1983	Peter Topping	1985	Peter Topping
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Appendix

MRYC BBYRA Champions in USYRU Eliminations

Sears

1968	Bill Cramer, III	1975	Jay Lutz
1973	Jay Lutz	1980-81	Keith Taboada
1986	Craig Dooren		

Mallory

1955	Jim Carson	1980	Alan Ruitter
1975	Jim Carson	1981	Paul Gelenitis
1978	Jim Carson	1983	Paul Gelenitis
1979	Jay Lutz	1986	Paul Gelenitis

Adams

1978	Betsy Gelenitis	1984	Betsy Gelenitis
1979-80	Mimi Dimon		

Smythe

1982-83	Brian Taboada
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Bemis

1985	Alan Taboada
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O'Day

1983	Jody Lutz
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Appendix

Junior Activities

Junior Commodore

1974	Paul Gelenitis	1982	Linda Taboada
1975-76	Debbie Freeth	1983	Leonard Dooren
1977	Don Freeth	1984	Brian Taboada
1978	Gene Chandler	1985	Chris Krautheim
1979	Jody Lutz	1986	Craig Dooren
1980	Daile Freeth		
1981	Keith Taboada		

Junior Club Champion

1956	John Newman	1974	Jan Maritz
1957-61	Bill Newman	1975	Doug Zimmermann
1962-64	Joan Howell	1976-77	George Francis, Jr.
1965-66	Kipp Heacock	1978	Jeff Maritz
1967	Bill Cramer	1979	Jody Lutz
1968	Jim Schon	1980	Keith Taboada
1969	Mark Nauialis	1981	Not awarded
1970-71	Jay Lutz	1982-83	Brian Taboada
1972	Mark Beaton	1984	Garold Thompson
1973	Paul Gelenitis	1985-86	Chris Krautheim

Junior Swimming Awards

Swim Team Mermates Sportmanship Award

1980	Meryl Solomini	1984	Vicki Hock
1981	Tracy Robinson	1985	Kristy Wass
1982	Garold Thompson	1986	Sharon Fayad
1983	Fred Cutaio		

Most Valuable Swimmer Award

1975-76 Candy Coscia

In 1977, as the team grew, the award was given to a female and a male

	Female		Male
1977	Candy Coscia	1977	Leonard Dooren
1978	Candy Coscia	1978	Chris McCartin

In 1979, with further growth, the awards branched to recognize ages 10 and under plus ages 11 to 18

10&U	Female		Male
1979	Nancy Connell	1979	Craig Dooren
1980	Sharon Fayad	1980	Ricky McCartin
1981	Nancy Connell	1981	Craig Dooren
1982	Amie Buchanan	1982	Eddie Doe
1983	Lisa Doe	1983	John Marsden
1984	Danielle Hajeski	1984	Joe Buczkowski
1985	Lisa Doe	1985	Chris Yerich
1986	Beth Wright	1986	Gerard Kinzel
11-18	Female		Male
1979	Candy Coscia	1979	Glen Zimmermann
1980	Kim Bogden	1980	Chris McCartin
1981	Valerie Marsden	1981	Glen Zimmermann
1982	Lisa Besson	1982	Chris McCartin
1983	Lisa Besson	1983	Ricky McCartin
1984	Lisa Besson	1984	Todd Pearce
1985	Amie Buchanan and Danielle Hajeski	1985	Craig Dooren
1986	Danielle Hajeski	1986	Ed Doe

Junior Sailing Awards

Craig F. Burke Memorial Trophy 'Sailor Sportsmanship' Award

1963	Sally Baird	1975	Dick Thomas
1964	Nancy Stahnten	1976	Linda Schon
1965	Judy Ballis	1977	Karlene Meier
1966	Philip Guercia	1978	Christine Corriston
1967	Jay Anderson	1979	Kevin Fayad
1968	Patti Jeske	1980	Tom Braun
1969	Bruce Farenwald	1981	Chris Petracco
1970	Mark Beaton	1982	Linda Taboada
1971	Donald Schon	1983	Maureen Kennedy
1972	Betsy Gelenitis	1984	Owen Carolan
1973	Patti Schon	1985	Craig Dooren
1974	Jim Daley	1986	Ed Doe

Bill Cuntz Seamanship Award

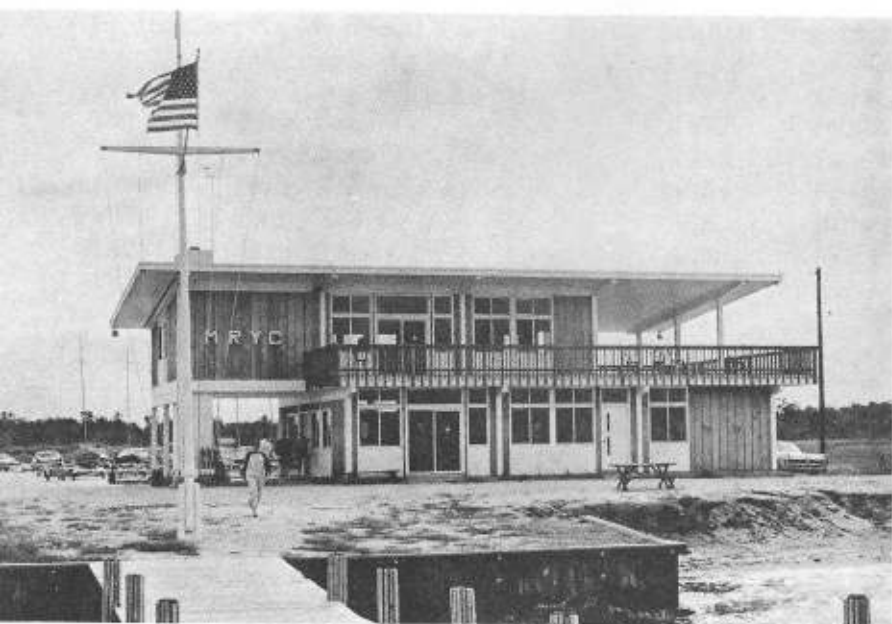
1984	Maureen Kennedy
1985	Philip Kinzel, Jr.
1986	Sheila Carolan

Most Improved Beginner Award

1971	Monica Daley	1979	Michael Allsopp
1972	Edward Woj	1980	Chris Krautheim
1973	Gene Chandler	1981	Jack Whitman
1974	Susan Fairhurst	1982	John Kolmer
1975	Dawn Thompson	1983	Owen Carolan
1976	Leonard Dooren	1984	Charles Carroll
1977	Scott Libonate	1985	Brandon Schmidt
1978	Philip Kinzel, Jr.	1986	Mary Beth Bogardus

Philip Guercia Memorial Trophy - Junior Sunfish Championship

1973	Jan Maritz	1981	Chris Krautheim
1974	Betsy Gelenitis	1982	Philip Kinzel, Jr.
1975	Gene Chandler	1983	Jack Whitman
1976-77	Holly Thompson	1984	Greg Kinzel
1978	Philip Kinzel, Jr.	1985	Billy Strunk
1979	Tom Braun	1986	Eric Zipf
1980	Kevin Fayad		



Metedeconk River Yacht Club
1969

Windjammers **DINNER**
DANCE

Metedeconk River Yacht Club

To Be Held At

SEA GIRT INN - Sea Girt, N. J.

September 10, 1949

7:00 P. M.

Price - - - **\$3.00 Per Ticket**

*The Board of Trustees and the Executive Committee
of the*

Metedeconk River Yacht Club

request the honour of your presence

to celebrate our

50th Anniversary

on Saturday, November 15, 1986

at The Mooring

Route 70, Point Pleasant

6 p.m. Cocktails 7 p.m. Dinner

Dancing to follow

\$30.00 per person

Black Tie Optional