



History of the Wickford Yacht Club

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Wickford, Rhode Island

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Prologue

The first Wickford Yacht Club began in 1935 in quarters on the easterly side of Brown Street. Later the club relocated to a stone building on Cornelius Island where it remained in operation until the 1938 hurricane destroyed the clubhouse. It is interesting to note that this first club sponsored one Narragansett Bay regatta during its existence. The starting line ran from Cornelius Island to the vicinity of the present clubhouse. Launch service for the regatta was provided by the club members who ferried passengers from the end of Pleasant Street to the club's dock on the southerly end of Cornelius Island.

It was not until after World War II that a second Wickford Yacht Club was formed by a group of Woodpussy class sailors. The members first met at Loring's Shanty at the end of Fowler Street and later moved to the Perkins and Vaughn Shipyard which is now the Wickford Shipyard.

Humble Beginnings

The idea for the present club started with Mary Grace Batton, wife of our first commodore, Fenton Batton. One of their daughters had become ill and the Battons took over care of her three children, the oldest of whom was twelve. Mary Grace told Fenton that "children who live by the sea ought to learn how to sail." Fenton recalls that there was a profound reason his wife felt this way. Mary Grace was terribly afraid of sailing because she could not swim. Once the sailing classes were started, Fenton made sure that being able to swim was a prerequisite for taking lessons.

Claiming that he was not qualified to instruct, Fenton began calling other families with children who might be willing to share the expenses of a boat or two and an instructor. He gathered a list of about fifty families and out of that group found a few individuals willing to try to organize a sailing club.

In another part of town, Ralph Vale, a teacher at North Kingstown High School, had tried to get a sailing club going to teach students to sail and to compete with other schools. When Ralph heard of Fenton's endeavors, he offered to help. Since he had been a member of the Edgewood Yacht Club, Ralph suggested they go all the way and form a yacht club. This sounded like too much of a project to Fenton, but Ralph was invited to meet with the organizers. In 1962, the group began meeting in the offices of Alan-Bruce (Alan Metzger and Bruce Garand), a yacht brokerage firm located on the second floor of a building at the east end of the Wickford Shipyard.

This original group consisted of Fenton Batton, Ralph Vale, Imp Packard, Bruce Garland, Alan Metzger, Pauline Gardiner, Alden Wilson, and Ron Loring. R. Keith Kane, while not an original member of the group, was also quite supportive during the planning and early development of the club.

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During one of their meetings, Ralph Vale brought up the subject of forming a yacht club and he had strong support from Alden Wilson. According to Fenton, the idea sounded like much more work than he had anticipated. Appalled at the thought, he felt he had to squash it. He decided to scare the group with the cost of such an idea. Someone asked how much money it would take. Off the top of his head Fenton replied "\$200 per family and that if people were serious, they should have the money to him by the next Friday!"

Fenton underestimated the enthusiasm of the group, for by the end of the week he had received \$1,400 in the mail. "I was really stuck!" he recalls. Willing to see the idea through, but not too hopeful for its success, Fenton began to work in earnest on the formation of a yacht club.

The first order of business was to incorporate, a task undertaken by Alden Wilson. While this was progressing, by-laws were written and the group applied for a charter to become a yacht club.

Another problem was getting people to join this fledgling yacht club - a club which had no clubhouse, no boats, nothing but an idea. The organizers did a lot of knocking on doors (and boat hatches) offering people the privilege of joining. Pauline Gardiner, who was in the real estate business, did much of the publicity through newspapers and posters.

In May 1963, the club was incorporated and, by the end of the year, fourteen additional members had joined, including John Gidley, Ogden Headington, John Heard, James Hutchins, William Johnson, Harry Jones, Roscoe Lawton, Ralph Leeper, Kenneth Payne, F.T.P. Plimpton, Charles Perkins, Irving Spaulding, Donald Steinman and Rollin Whyte. These founding members, together with the original group of eight, were known as Plank Owners. It is interesting to note that the initiation fee at this time was \$200 and the annual dues were \$25.

To no one's surprise, Fenton Batton was elected the first commodore and with that the Wickford Yacht Club was launched. F.T.P. Plimpton designed the burgee which we still use. It depicts the Wickford Harbor breakwater with a star as the beacon on the lighthouse. Ralph Leeper actually made the first burgee.

The First Meeting Places

The first meetings were held wherever possible: in Alan-Bruce's offices, members' homes, etc. Because funds were scarce, luck played a big part in our beginnings. One of those first bits of luck was the free use of a 16 by 24 foot barge owned by F.T.P. Plimpton. The first year this barge was tied up at Gardiner's Wharf. Plimpton offered to sell it to the club for \$250, but the club elected to just use it rent free. That was a good choice, because even after wrapping heavy plastic under the bottom, it had a leak that was too costly to repair. Many hours of work went into fixing up the barge, including construction of a cabin on deck and a head. The second season the barge was moved across the channel to the Wickford Shipyard docks. Although this was the club's first official home, it was used mostly by the sailing program and very few meetings were held there. Social events and meetings continued to be held at the shipyard or elsewhere.

After two seasons of having to pump almost daily, the members decided the barge was too much of a burden and it was returned to Mr. Plimpton. He later sold it to a person in Connecticut and eventually it sunk. A painting of the barge is on display in our present clubhouse.

Fortunately, a ground floor room beneath the offices of Alan-Bruce was available. The shipyard was owned by Joe Casey who supported the yacht club from its beginning. He offered this room to the club for \$900 a year. We accepted and in 1965 this became our home for the next three years.

It's a good thing our early members didn't mind doing some manual labor because, according to Fenton Batton, everyone who joined the club (probably 15 to 20 families by this time), pitched in and cleaned up the premises. "We scrubbed the floors, painted the walls and scraped up all the furniture we could find. We even had a piano. We were then able to hold meetings there; it was nothing fancy, but it marked the beginning of the social aspects of the club," said Fenton.

John Heard was elected our second commodore and he set up the yacht club organization by establishing working committees to develop membership and equipment.

The Early Sailing Program

The basic reason for all the work involved in getting a yacht club started was to teach children throughout the community to sail.

Early on, lady luck was with us again. Ron Loring, who was in the business of selling boats, found four 14-foot Sprite sailboats for \$1,200. The group also acquired two Blue Jays. These boats were not in peak condition and required many hours of work by Ralph Vale, John Gidley, Fenton Batton and the rest of the members.

A 10 foot skiff and Ralph Vale's bass boat were offered for use as chase boats. A floating dock was constructed by Ralph Vale and rafted alongside the club barge. Finally, at the start of the 1963 summer season, we had all the essentials to launch a sailing program.

Harriett Gidley, who had extensive sailing experience, volunteered to be the first chairperson of the sailing program. She hired a very able instructor, Earl Potter who later became an officer in the Coast Guard, and Jeff Caswell, his assistant who drove a truck for Kingstown Sausage. The second instructor was Sue Eldridge and another early instructor was Tom Dykstra.

The program was an immediate success and grew from 12 children to over 20 in the first few years. The original cost per child was \$25. This took care of salaries but left very little money for maintenance of the boats. Over the years, the fee gradually rose so that we would have funds to maintain and improve the fleet. Classes were limited to around 20 students to assure good instruction and also because of the limited number of boats in the fleet.

A bit of trivia probably remembered by those earliest students: If you displeased the instructor, you had to stay after hours to pump out the barge by hand!

Harriett Gidley owned a cat boat which was also used in the sailing program. This boat was donated to the Mystic Seaport Museum where it is now on display.

As the program's young sailors gained their sea legs and learned how to handle the boats, Harriett urged them to compete against each other in Wednesday Night Racing and in regattas around the bay. Ralph Vale's bass boat was used from time to time to tow the boats to the racing areas. Harriett remembers that the line of towed boats looked like "a hen with chicks following behind."

About the time we were moving to our new Pleasant Street quarters, John Fales donated a rugged quahog skiff. This boat was affectionately called the "Queen Mary" and was used for many years both by the sailing program and Frostbiters. After rot brought its useful life to a halt, it became fuel for a bonfire on Cornelius Island.

Not to be outdone by their children, adults began inquiring about adult sailing lessons. The members saw no problem with this as long as it was self-supporting. During our third or fourth season, the club began offering adult sailing lessons on Thursday nights. This was a successful venture that continues today.

The sailing program was brought to our present clubhouse without missing a beat and its on-going success will be related later in this history.

Finding and Financing a Permanent Home

After five years of successfully beating against the headwinds, snug in our little shipyard clubhouse, the club was in fairly good shape. The membership had grown to about 35 families. Then a crisis struck. One day, probably in late 1967, Joe Casey, our landlord, informed the club that he had leased the area we were using to the University of Rhode Island for a research facility. Even though it was stipulated that they could not occupy the space until after the 1968 boating season, the panic button was pushed. Ralph Vale, our third commodore, immediately appointed a search committee to find us a new home. The members of this committee were Leslie Flood, Jack Wilson, Lee Armstrong, Norman Graven and Robinson Locke.

All possible sites were investigated, including a lot on Poplar Point near the lighthouse, a point on the channel opposite the Wickford Shipyard, a strip of land forming the east side of Bissell Cove, and a piece of land at the east end of the Wickford Shipyard offered for lease by Joe Casey. This last parcel was strongly considered until the committee found that it could not be purchased, which would mean that we might have to move again in the future.

When the search committee investigated a piece of property that John Fales had for sale at the end of Pleasant Street, they knew they had found the right place. John Fales was a boat builder and broker who had just moved his base of operation from Wickford to Bristol, RI. The complete parcel he had for sale included the building which we now own and the two houses to the south of the club.

The property the club now occupies consisted of a finished upstairs apartment which the Fales used as their home, a garage underneath and an attached building which had been an oyster business. There was also a shed running the length of the waterfront and a bulkhead dock with finger piers. The adjacent house, the home of Louise and John Heard, contained the business office and a carpentry shop where boat hulls were altered or built to specs. The other house was rented.

This whole parcel was available to the yacht club for \$95,000...a real steal at today's prices, but a seemingly insurmountable obstacle for a young club with few members and only a few thousand dollars in the treasury. After further negotiations, John Fales agreed to sell the piece of property we now have for \$65,000. This included about 230 feet of waterfront. Looking back, we can all see how we could have used the entire parcel, but at that time it took courage to go back to the young club with the proposal at hand.

The club gave the committee their approval to come up with a financing plan. Finance committee members Les Flood, Bob Locke, John DiMartino, John Morris and Jack Wilson sat down with sharpened pencils. Obviously the place to start was with a bank and Jack Wilson took on this job. After being laughed out of several banks (we had no collateral, a small new group of about 36 families and few funds), Jack laid out our needs to Old Stone Bank.

Old Stone had just become a commercial bank and was trying to make an impression in the state by giving loans to community oriented groups. They justified a loan to our group by putting us in this category. The maximum amount they would loan us was \$35,000. It was a start.

Richard Carpenter's minutes of the May 1968 meeting show that several methods of financing the remainder of the purchase were considered. Past commodore Fenton Batton suggested that blank pieces of paper be passed out to the membership and each member, unidentified, would write down how much money he would loan the club to

make the purchase. When added up, the figures totaled \$19,500. On May 13, 1968, the motion to purchase the Fales property passed.

The finance committee began work to raise the additional money needed for the purchase. Leslie Flood was chairman. The idea of a stock program was suggested and the committee thought it was worth a try. The structure of the program was set up by our lawyer members David Dumas and Richard Carpenter. Stock would be sold only to boosters of the yacht club, not to the general public. The stock could only be bought back by the yacht club as soon as funds permitted. This stock produced no dividends.

A placard bearing the names of the 46 people who took a chance on our young club's potential by buying this stock can be found at the club. This endeavor produced \$20,000. We were now within \$10,000 of our goal and we were lucky enough to have another group step in and give us a \$10,000 second mortgage loan. This group included Bob Locke, Marty Jackson and R. Keith Kane.

With the necessary funds now available and everyone anxious to purchase our new meeting place, the closing was set for July 23, 1968. John Gidley remembers the closing as a crowded room with numerous papers being passed back and forth to be signed. About two members were in attendance from groups representing Old Stone Bank, John Fales and his attorney, the WYC Realty Corporation, the Yacht Club and the second mortgage holders.

The membership did not waste any time. On Saturday, August 3, 1968 the club weighed anchor from their quarters at the shipyard to occupy the new clubhouse. Club members, some of them dressed informally and others in yachting blazers, caps and ties, gathered at the old quarters and had a champagne toast offered by Commodore Ralph Vale. "May the club have a safe passage and find a happy home in the west," he said.

Then with most of the membership looking on, ten year old Julie Graham and six year old Eric Jackson took down the club burgee at the old site and folded it for the symbolic passage across the harbor. Following a parade of boats around the harbor, they raised it forty minutes later at the new site assisted by Commodore Vale. The raising of the flag was saluted by a shotgun blast fired by Lee Armstrong and the tooting of horns on boats berthed at the club's floating docks. "This is a privilege someone gets only once in a lifetime," observed Commodore Vale. John Heard remembers an anxious moment when the halyard broke while raising the club burgee for the first time. There was a slight delay while the line was secured, and then the burgee was raised to the cheers of the onlookers.

Also participating in the flag raising ceremonies was the Reverend Edwin Dart, Vicar of St. John the Divine church in Saunderstown and a member of the Saunderstown Yacht Club. "I hope this is not only an auspicious occasion, but that the good Lord above will watch these proceedings and put his blessing on them," the Vicar said. After the ceremonies were over, the formally dressed members doffed their blazers and ties and joined the others in eating clam chowder. Later there was an old-fashioned clam bake.

Purchase Opportunity

A few years after the Fales' property was purchased, the property next door, now known as the Pleasant Street Wharf, became available. It was owned and operated by George Haines. The offering price has been forgotten, but even though Old Stone Bank would have loaned the club a substantial amount of the cost, the Board decided against the purchase. The reasons were sound. First, the club was still young and we had just taken on a substantial debt. Second, the yard was run down and would have required additional capital to restore. Third, to justify the expense, the club would have to continue operating the Wharf as a boat yard which the members were not interested in doing.

From Oyster Business to Yacht Club

The yacht club's new home had an interesting and varied history. About 1888, John W. Pettis of Providence founded an oyster processing company on "the point," which in 1920 became the Sea Coast Oyster Company. Oysters were plentiful in Narragansett Bay in those days and Wickford had a fleet of boats to harvest them. It's probable that other shellfish were processed there as well. The decline of the oyster industry came in about 1940 when Quonset Point Naval Air Station was built and the oyster beds were destroyed. With very few oysters, the business ceased and the building lay idle for a number of years.

After the 1938 hurricane, the property was purchased by Henry Johnson of Johnson's Hummocks Restaurant on Allens Avenue in Providence. Henry used it as a place for fishermen to sell their catches of clams, lobsters and other seafood. The building was also used as a site for clambakes.

The next person to own the property was John Fales. It is believed that he added the section which houses the upstairs lounge and the Junior Yacht club. During all those years, the main building (our Great Room) was left just as it was when the oyster business ceased. The building had multiple giant coolers, large overhead bins with underside trap doors, shucking tables, three or four levels of concrete flooring, and a giant pit, probably where shells were dumped. It was a far cry from what we see in our Great Room today.

Another bit of interesting trivia: It is rumored that during prohibition when rum runners delivered their products into Narragansett Bay, one of the previous owners dabbled in merchandise other than seafood!

The Transformation

The members immediately began transforming the property into the great club we have today. One of the first work events on the agenda was to repair the docks, a task which was accomplished within a couple of weeks. It was decided to leave the finger piers as they were and to rent them to club members on a "luck of the draw" basis.

As the upstairs apartment was in fairly good condition, only minor alterations were made and the heavy work of converting the oyster processing facility into our Great Room was started. Thursday night was the time when any able bodied male member met at the club with sledge hammers, saws, crowbars and chain saws to tear apart the remains of the shellfish business. Before removing the overhead bins, the roof had to be cross-braced. It was a wonder that no one was seriously hurt during the demolition. The coolers were thick and filled with insulation which stuck to the skin and the heavy walls and overhead bins came crashing down in every direction. While everyone pitched in, electrician John Gidley, builder Everett Hall and architect Ed Ekman deserve special mention for their work in turning the building into a proper yacht club facility.

John Gidley remembers that when they opened up a sealed attic over what is now the storage room for tables and chairs, records from the 1920's, oyster baskets and a couple of horse carriage seats were found.

Anxious to take advantage of the new quarters, the club held its first social event in the Great Room when there were still unfinished walls and "the pit" where people danced. Over the next few years the walls were covered with paneling, the pit was filled, the floor was leveled and covered with concrete, lights were installed and it began to look like a real club social room.

First Mates

During the first few years in our new home, a club within a club called First Mates was started by the female members. This group helped get the club in shape by doing a lot

of cleaning and decorating. They also raised money for some of the club's amenities because all of the dues had to be used for the basic operations and maintenance. One of the First Mates outstanding events was the annual Sherry Buffet and Fashion Show chaired by Sally Andrews. This was an elegant affair which filled the Great Room with guests. As times changed, the need for a separate women's organization faded, but the contributions of the First Mates will always be remembered. Female members continue to leave their mark on the club and contribute countless hours to the club's operations and activities. As of 2018, there have been six female commodores: Pam Dumas, Barbara Dawson, Willa Hogberg, Ellie Ferguson and Sarah Browne.

Early Improvements

Since the day the membership took ownership of the Club, the goal has been to continually enhance the facility to make it as functional and attractive as possible within our means. The criteria have always been to retain an informal atmosphere without the glitz and trappings common at many yacht clubs. Among the early improvements were:

The Grounds and Exterior

Part of the shed along the bulkhead was cut away to allow for crane access to the docks. The patio area was formed by adding a railing and picnic tables under the shed roof.

Bushes along the sea wall were removed to maximize the parking area and later the parking lot was upgraded from gravel and oyster shells to crushed rock. (Maintaining the parking lot remains a constant endeavor, as the stones just seem to vanish!)

An outboard motor storage shed along the waterfront was removed and replaced with a new shed placed against the south fence. The flagpole stands approximately where the old shed was located.

Galley and Great Room

Two heads which opened directly into the Great Room were replaced with the current first floor rest rooms. This improvement eliminated many an embarrassing moment when unsuspecting occupants were exposed with their pants down to the full view of partygoers!

A simple kitchen was built on the ground level to service social functions in the Great Room.

For many years, the furnace was not adequate to heat the whole Great Room area, so in the winter a temporary wall was erected across the room, water was shut off and the ground floor heads were secured. A second furnace was added to heat the north end of the club so that the Great Room could be used year-round.

In 1993, the cement Great Room floor was resurfaced with a urethane coating – the best available at the time. Bud Nannig, who manufactures plastic resins, came in with his crew and laid down the floor. This was a huge improvement over bare concrete. Additional coatings were later applied, extending the life of the floor for many years. (Read about the need to replace the Great Room floor later in this history.)

Hurricanes take a terrible toll on the waterfront and a plaque on the club shows where the waters rose during the 1938 Hurricane. Since we have owned the building, several storms have brought water into the parking lot and damaged our docks; but during Hurricane Bob in 1991, fourteen inches of sea water surged into the club. It stained all the wood and rusted any steel in its path. It was decided to use the money received from an insurance claim to renovate the Great Room, kitchen and entrance hall. Small closets were eliminated and new windows and paneling were added. Willa Hogberg and Commodore Walter Comb planned and supervised this project.

Docks

In the winter of 1976 the entire inner harbor froze over. The ice pulled out the railroad tie bulkheads and severely damaged the finger pier docks. A contractor named Tony Quigley, otherwise known as "Quigger the Digger", was hired to repair the foundations, rebuild the bulkhead along the waterfront and dredge the dock area. Some anxious moments occurred when the concrete was poured, as members worried that the whole new seawall would slide into the harbor. Luckily the pour was a success. This operation was supervised in 1977-78 by Leslie Flood, John Nahagian, John Andrews and Louie Booth.

When that project was completed, the docks were changed from individual slips to dinghy docks and transient dock space so that more members could benefit from the limited waterfront. Several years later, when some of the original floating docks needed to be replaced and more were needed, fleet captain John Andrews organized a work party at the Wickford Cove Marina (now Brewers). He had all the materials on location and set up a production line. Progress went exceptionally well and with John's step by step instructions and marina owner John Nahagian's help and equipment, six docks were completed in about a day.

In the early 1990's, inspection showed that the pilings holding the docks in place were badly rotted. The club applied for permits to put in new pilings and to angle the dinghy dock out to take advantage of deeper water. After a couple of years (and much red tape) the permits were approved and the project was completed in 1993.

The weather and sea continue to ravage the docks which need constant attention. Budget records show that in recent years over \$70,000 has been spent on dock replacements and improvements. We are most grateful to Bruce Ferguson, who owns a highly specialized metals processing company, for providing us with a wide variety of dock fittings, new ramps and other fabrications whenever we asked.

Junior Yacht Club

The Junior Yacht Club was given a home by cleaning up and painting the garage. Later a ping pong table and other furnishings were added. Although a formal Junior Yacht Club no longer exists, the room is used by the sailing program for classes and storage.

Upstairs

The north end of the upstairs "fireplace" room was originally a galley. One day in 1983, Everett Hall was trying to replace a broken faucet and, try as he would, he couldn't budge it. Al Henry, watching the struggle, said, "Why don't you just take out the whole kitchen?" So Everett did just that, with the blessing and help of the club's first woman commodore, Pam Dumas. The two upstairs bunk rooms were converted to a small meeting room and galley. The living room, now the site of weekly informal gatherings, was redecorated and expanded to include the former kitchen. The lower "game room" and ladies room remained much as they were when the property was acquired.

The Upper Deck

The club originally had a very small deck area outside the "game room." In 1985, it was decided to build an extensive deck area to take advantage of a beautiful view of the harbor and to furnish it with deck tables and umbrellas. In order to accomplish this, it was necessary to strengthen the supporting wall of the building and upgrade the other supports to carry the load. This led to the leveling of the floors in the first floor kitchen and hall outside the rest rooms. The kitchen was also modernized (the third upgrade!). This major project was several years in the planning and was completed in

1986 thanks to the planning and supervisory efforts of Commodores Barbara Dawson and Doug LeVasseur, John Andrews and architect Ed Ekman.

Coming of Age

Incorporation

By 1978 all Wickford Realty Corporation stock was bought back from the original investors. In 1979 it was decided by our attorney members that for legal and financial reasons, it would be to the advantage of WYC to incorporate in Delaware as Wickford Yacht Club. This was accomplished during Commodore Alan Metzger's term. By 1983, all the initial loans to purchase the club were paid off.

Steward Hired

During the early years, club members did most of the maintenance projects and the house committee did most of the cleaning. In the early 1990's, it was decided that we needed the help of a steward for the summer months; for several years college students were hired to do cleaning and minor repairs. In 1992 the board decided to hire a year round steward which has made a tremendous difference in the upkeep and condition of the club.

Activities

Since moving to the present building, the Wickford Yacht Club has been active and open to members year-round. The symbolic opening of the boating season takes place on Commissioning Day, usually on the last Saturday in May. It begins with a formal ceremony at the Club, followed by a parade of flag bedecked Club boats around Wickford Harbor.

The activities of the club are diverse and have catered to the interests of the members, with an emphasis on boating. The programs developed over the years include:

The Sailing Program

The sailing program continues to thrive and has turned out some of the finest sailors in the country, including many collegiate racers, All-Americans, national and Bay champions, and many members who have gone on to pursue careers in various marine fields. In keeping with Mary Grace Batton's original vision for the Club, nearly 3,000 local children and adults have learned to sail at Wickford Yacht Club. Each summer over 100 children from the community take part in the 4 or 8-week program which now has a large fleet of training and racing boats. In 1985, the sailing program was incorporated as a non-profit, charitable educational corporation named the Wickford Sailing Association (WSA). Although legally separated from the Wickford Yacht Club to take advantage of the benefits of non-profit status, the Association remains, in every way, part of the Wickford Yacht Club.

Bruce Dawson, who headed the sailing program between 1983 and 1993, and "Tyke" Loomis, Harriett Gidley's daughter, deserve special mention for developing the program into one of the finest on Narragansett Bay. Following in their footsteps, Doug Nannig, and Win & Kathy Brown have volunteered countless hours to on-shore and on-the-water management and operations.

Fees do not cover the entire cost of purchasing and maintaining the fleet, paying instructor salaries, and most recently, adding a 420 dock which is moored in the inner harbor. An annual Pasta Dinner and Auction and a 10 mile/5K road race netted more than \$10,000 in 2012 to help with ongoing equipment and boat purchases.

In keeping with the Yacht Club's mission to teaching children to sail, every year several scholarship grants are awarded to deserving local children who would otherwise not be able to take sailing lessons. The scholarships are funded through private donations and other WSA fundraising efforts, particularly Cheeseburgers in Paradise, the ever popular WYC social initiated by Tom Grennan.

Social Events

The social committee coordinates at least one social event a month. These activities have run the gamut from simple beer and pizza parties to lavish Commodore's Balls. Early event favorites were Las Vegas Nights, auctions, Halloween parties, progressive dinners, a square dance and clam bakes. Among the perennial favorites today are the sellout New Years Day Brunch, Octoberfest, Commodore's Reception, a Lobsterfest, Cheeseburgers in Paradise that turns everyone into a Parrot Head; and Family Day, where tots to teens enjoy netting for starfish, sailing, kayaking and onshore games and activities.

Urban "Bud" Nannig remembers some of the early memorable events:

"Before the purchase of the Pleasant Street property, the club's social events were restricted to small parties in the rooms of the Wickford Shipyard. When the present clubhouse was purchased, more elaborate parties could be held upstairs in the fully furnished apartment.

In the spring of 1969 the Great Room had been torn apart. The floor contained drain holes and uneven concrete, but there was enough space for a dance floor. We held our first Commodore's Ball there in spite of the unfinished condition. The Social Committee hired a band and Willa Hogberg headed the decorating committee. The ball was a huge success and lasted until after 2 AM.

One other memorable Commodore's Ball was held for Pam Dumas, the first woman commodore. The Bay Queen was chartered and picked up 220 members and guests at the town dock on a cool and foggy night in May 1983. This was and continues to be the largest group assembled for a WYC event. The night was rainy but inside the boat the food was hot, the band was good and the party goes ate, drank and danced their way to Newport and back."

Two other noteworthy special events from the 70's were: the 1974 North Kingstown Tricentennial Parade, which club members were very active in organizing; and Tall Ships 1976, when Jamestown waterfront property was rented by the club to watch the tall ships parade. For Tall Ships 2000, the Club rented the historic Dutch leeboard sailing vessel, Brandaris, for the Parade of Lighted Yachts in Newport. Members dressed up in Viking costumes, complete with horned helmets. We won first place for Best Dressed Boat.

It should be added that when one thinks back to some of the earlier social events, it is impossible not to mention the late Al Henry. He was a wonderful Master of Ceremonies whose wit and humor made any speech he gave a memorable one.

While the food for many events held at the club is prepared by members, some events are now catered. Everyone who has served on the earlier committees will remember not only the preparation, but also the morning-after clean-up. These "work parties" invariably turned into another social event complete with the previous night's snacks and beverage. Barry Dufault, a professional chef and former WYC commodore, deserves special mention for the many years that he has planned and cooked food for events while trying to keep his willing, but sometimes maverick, volunteer line chefs in line! Paula Brownell is another member who is always ready to help make our social events a big success, whether she is taking reservations, shopping for provisions, cooking, or pitching in wherever needed.

Racing Events

Since the club's earliest years, Wednesday Night Racing has been a regular summertime event. Cruising class boats from throughout the area are welcome to compete with the first gun sounding about 6 PM. The lighting of the grills signals the return of the racers to enjoy a bring-your-own cookout on the patio.

For several years the club also held Sunfish and other small boat racing on Tuesday nights, mainly for the benefit of the younger sailors. Today, a large fleet of cat boats race on Tuesday nights and they hold an annual Catboat Rendezvous at the club. While the Wickford Cat Boat Association is not part of WYC, many of our members participate.

Every spring from 1972 to 1980 WYC hosted a huge one design regatta off the Wickford town beach. Skip Whyte, Dick and Cynthia Carpenter and many other members organized and ran these races for Finns, 470's, Flying Dutchmen, 505s and Lasers. These regattas were class eliminations and, in one case, an Olympic trial for 470's. The 1972 regatta was the first ever for the new Laser class and designer Bruce Kirby attended the event. The Wickford Regatta gained fame and was attended by many of the best small boat racers in the east. The experience was great and the recognition brought to WYC was worth the effort. Eventually the members found the tremendous amount of work too much and the club stopped hosting these events in 1980. (Later in this history, read about the revival of the regatta in 2009.)

Wickford Yacht Club is a member of the Narragansett Bay Yachting Association and hosts at least one NBYA race each year. We also allow the North Kingstown High School Sailing Team to use our facilities for their spring training. Some of our members participate in NBYA, Twenty Hundred Club, and one-design racing as well as bay, regional and national regattas.

Cruising

In the early years, most members owned small boats. Gradually, members acquired larger cruising boats which led to an interest in having an annual cruise. The first club cruise was organized in 1971 by Al Henry and Jack Wilson. It was a weekend excursion to Somerset (opposite Fall River) attended by a handful of boats.

Today the cruise is a seven to ten day event which is held the first week in August. Between 20 and 30 boats usually attend. Planned and led by the Fleet Captain, many cruises have been to the east, with stops at Cape Cod, Martha's Vineyard and Nantucket. The first port of call is usually Cuttyhunk Island with a cookout on the beach, a tradition established by Jack Wilson and John Morris. For several years during the early seventies, Jack and Janet Wilson's son, John, and L'Nore and Harry Latimer's son, Jimmy, entertained us by the fire with their guitars and singing until dark! Who could ever forget singing "Bye, bye Miss American Pie" and "Dead Skunk in the Middle of the Road!"

When the cruise goes west, the first stop is Block Island followed by ports along the east end of Long Island Sound. Several times there have been stopovers at Mystic Seaport with a cruise dinner ashore. Other ports of call noted by veteran cruise-goer Bud Nannig have been Osterville, Chatham, Provincetown, Cockles Harbor and Deering Harbor on Shelter Island, Essex and Greenport.

Through 2012 Bud and Frankie Nannig have participated in 40 cruises, 36 of them sailing their own boat. For many years they were assisted able bodied crew member Pam Dumas. Al and Pam Jacobsen hold second place in most cruises sailed with 32 sailed through 2012. Their accomplishment is particularly noteworthy because in the early years they sailed a Venture 17, followed by two different Catalina 27s. No floating palaces are needed by them to enjoy a good time! Bud Nannig recalls some particularly memorable cruise incidents:

"In August 1976, while on the cruise at Osterville on the Cape, we were visited by Hurricane Bell. Many crews anchored their vessels and went

ashore to spend the night at a motel. Boats moored on the emergency storm moorings in North Bay were visited by 80-year old Mr. Crosby of the Crosby Yacht Yard. Mr. Crosby asked us to leave so that the owners of the large yachts that owned the moorings could tie up during the storm. He was very apologetic and directed us to a safe haven in Prince's Cove. Prince's Cove is accessible only by a long winding channel making it virtually land-locked with high ground all around. As it turned out, the hurricane made landfall over Long Island and we had only 50-mile an hour winds. Among those in refuge in Prince's Cove were Bruce Ferguson, Alan Metzger, Bill Sabo, and me. All fared well during the night."

"Most cruises had their high and low points and many humorous events took place. One remembered by many was the mass boarding of Commodore Les Flood's power yacht in Osterville while he was entertaining his "respectable friends." About 30 or more of us secretly hiding below on my chartered Seawind 30, docked beside Les's boat and at the proper signal appeared out of nowhere. To Les's horror the crew swarmed over the boat drinking his cocktails and devouring his hor d'oeuvres. After a half hour or so, to Les's relief, the gang left carrying off several six-packs for the ride back to the mooring."

"Over the years there have been numerous groundings and anchors tearing loose with rafts of boats sailing through the harbors. At Cockles Harbor on one cruise, Chet Kirk's helicopter caused a great commotion, when his helicopter churned up all the freshly laid stone around the marina swimming pool. Chet had intended to leave quietly for a business trip but quite the opposite occurred, much to his dismay! On another cruise to Mystic, the dinner tent at the Seaman's Inn was blown down by powerful thunderstorm just minutes before our cocktail party and dinner. The dinner was finally held in a very crowded inside dining room."

"Most cruises were relatively uneventful except for those temporarily lost in the fog of Cuttyhunk or trapped in Great Salt Pond by the Fastnet Storm of 1979. During the storm, all the boats in the pond were at anchor for two days while 40 to 50 knot winds howled."

"Also noteworthy were the one day fall cruises to Dutch Island which we enjoyed for a few years. Everyone would go ashore for lunch and to socialize. However, the skippers would hope and pray that their anchors did not break loose in the strong current. On more than one occasion, the party was cut short as crews scurried to their dinghies as they watched their boats drag anchor."

The club also organizes a spring in-the-bay mini cruise as well as an informal rendezvous in the fall, held for many years at Allen Harbor and then Potter's Cove. The hearty folks who go on the fall cruise sometimes subject themselves to freezing nights and blustery October winds. But they are rewarded with wonderful memories of fishing and digging for clams followed by a "catch of the day" community dinner. The Sunday tradition is a nature hike up Prudence Island and sometimes fireworks and a cocktail party on the largest boat that shows up.! The club also has three moorings in Dutch Harbor and one in Newport's Brenton Cove for members use. In the past, it wasn't uncommon to have five or more boats rafted up for the night in Newport - a practice now forbidden by the Harbormaster. The Club also maintains five moorings in Wickford Harbor for rent to visiting yachtsmen. When installed, these moorings were stood alone on the north side of the channel to the surprise of many people who exclaimed, "Who would want to moor "way over there!"

Frostbiting

Before the Wickford Yacht Club was established, a frostbiting group called the “Windingers” was active in Wickford Harbor, sailing from Fales dock. Most of these hardy souls became early members of the WYC. Rollin Whyte, Bill Sabo, Al Henry, Ken Paine, John Heard, John Gidley, Ralph Vale, Paul Sollitto, Ron Loring, Bruce Dawson and Bud Nannig were among those who sailed every Sunday from November to April. Also racing have been many children and grandchildren of the early members including Debbie Sabo, Skip and Nancy Whyte, Sue Thorpe, Doug Nannig, Tim Dawson, Chuck Allen, Mike Tamaro and Ike Bowen.

Some winters as many as 25 Sea Dogs have sailed the five races on Sunday afternoon. Each New Years Day a special “Hangover Bowl” has been held with its own trophy and prestige. During the racing, Bloody Marys are served from the committee boat and a party is held afterward to present the special trophy, usually won by Peter Greene or Rollin Whyte!

A highlight of the season is the Seadog Worlds, an annual competition between the Wickford and Sachem’s Head Fleet from Guilford, CT.

Because many frostbiters are club members, the organization was invited to use the club for a nominal fee. Eventually it was decided that in the best interests of both organizations, the Frostbiters would be adopted by WYC. Thus the organization is now an association within WYC.

Year Round Activities

The club promotes many other activities catering to members’ interests. Meals & Reels, Boating Seminars, Boating Skill Builder classes, men’s and ladies’ golf groups, Thursday morning coffee hour, and Mahjonn in the Commodore’s Room are among the varied activities. The most popular gathering is the weekly Friday night cocktail hour in the topside “fireplace” room or on the deck weather permitting.

The New Millennium

Membership

After 1995, there was a great increase in total membership because many members entered the Senior category which freed up Active membership spaces. In January 2009, new By-Laws were adopted to slow the exodus to the Senior category and to encourage younger people to join the Club. The Board of Governors made a commitment to encourage younger boaters and sailors to join as we believe this is important for the long-term viability of the club. The intermediate category age was increased to 34 years old and the age to become a senior member increased to seventy years with a minimum of twenty years of membership. Through another By-Law change, membership was capped at 180 active and senior members. As of 2013, the total membership was 160 members in all categories, including actives, seniors, intermediates, inactive and non-residents.

Wickford Regatta Revived

In 2009, Skip Whyte and Ted Greene revived the Wickford Regatta which hadn’t been held since 1980. The first invitational in this new era attracted over sixty one design boats including Lasers, 420s, 505s and A-Cats. This highly successful event requires help by many club members to staff the race committee and to coordinate on-shore management and social events throughout the two-day event. Class participation comes and goes due to commitments to other regattas, but an average of eighty boats now participate each year. Thanks to Skip Whyte, former

Olympic sailor and the 470 Olympic team coach, Wickford YC is gaining a reputation for putting on a great regional regatta. One Viper racer sent a thank you note in 2012 summing up the reasons he loves the regatta:

“Wickford Yacht Club is an informal club hanging out over the harbor. Welcoming doesn’t begin to describe the atmosphere. It felt like the whole town had volunteered to help out. Regatta Chair Skip Whyte is host in his home town under the watchful eye of his wife Barbara who will never knowingly let a sailor go hungry. Other reasons to love this regatta: The Southerly sea breeze. Set your watches to it 11:05 am, and that indefinable something that made us all agree to come back next year and tell a few friends. But maybe not too many, because it’s the small scale and the informality that made this a perfect weekend. Oh, the results? Somebody won and nobody lost. At least six out of the twelve Viper sailors won a race and everybody had a good time.”

Facility Improvements

The most time consuming and costly project at the Club is building repair and maintenance. We owe a large debt of gratitude to several of the many people who serve on the House Committee as both project managers and hands on workers. These tireless volunteers include: Everett Hall, Damon Rivard, Hans Kresinski and Mark Gallant. In 2000, under Commodore Jack Lee’s direction, new kitchen equipment was installed. This allowed us to prepare meals for a larger number of members. In 2001, with the support of Commodore Peter Fahlman, the first floor ladies room was “redecorated”. In 2002, under the direction of Commodore Paul Browne, the upstairs “game room” was repurposed. The original wide board flooring was uncovered and restored and the room was converted to a lounge with tables, chairs and a bar. This new “Commodore’s Room” transformed little-used space to an attractive gathering place for small parties and meetings.

State-Of-The Art Waste Disposal System

In the summer of 2001 it became evident the existing sewerage/septic/cesspool system available at the club would no longer be adequate. Not only was it unable to handle the increased volumes being imposed on it but it would be totally unsuitable to meet new environmental regulations being enacted by the RI DEM. In March 2003 after 2 ½ years of investigating options, seeking assistance from academics at URI, obtaining regulations and advice from the RI DEM and CRMC and hiring an engineering firm to draw up plans, the approvals for construction were finally granted.

Due to WYC proximity to Narragansett Bay only a system with pre-filtering capability and a Bottomless Sand Filter (BSF) would meet acceptable criteria for the repair to the existing system. This is known as an “ISDS” (Individual Sewerage Disposal System). It had to be a big system due to the number of participants the club had at some of the annual functions. A lovely garden and some precious parking spaces were going to be lost. Bid responses from contractors quickly indicated the \$40,000.00 estimated cost for this repair was actually going to be more like \$100,000.00. A special meeting of the club membership was held August 19, 2003. Approval was granted for this expenditure to be paid through a dues assessment.

Construction began on October 27, 2003 and was completed on November 14, 2003. System lines through the galley, the hallway and the patio were replaced. The old sewer/cesspool was filled and covered with concrete. Three 2,000 gallon tanks and an above ground filter system are now in the parking lot. The system will handle capacities of 200 people per day.

Deterioration, Damage, and Reconstruction

In 2008, the Board drew up a long-range plan to upgrade the upstairs living room, Great Room flooring, first floor restrooms, Pavilion, lobby, heating system, seawall foundation and docks. In 2009, the “fireplace” room was redecorated and the Pavilion roof repaired. After much research, polystyrene sheets and then carpeting were laid in the Great Room in an attempt to seal off the urethane floor which was deteriorating. In 2011, the northwest wall was reshingled and 23 feet of sill replaced when severe rotting was discovered. Our long range plan was becoming a crisis management plan, as one problem after another was discovered in our aging building!

Unfortunately, carpeting the Great Room did not prevent the underlying floor from continuing to deteriorate. In August 2012, after much research under the direction of Commodore Bob Brockway, Bill Heagney and others, we “bit the bullet” and signed a contract to have the entire floor taken down to cement and a state-of-the-art hydroponic (non water absorbing) urethane flooring poured. But the worst was yet to come!

Removal and disposal of the old floor proved to be much more difficult than ever expected. But when finally completed, what was revealed was shocking. The cement floor was severely cracked and the floor literally “rocked.” To survey the situation further, two layers of concrete were removed, exposing huge voids with nothing holding up the floor. The tide could be seen ebbing and flowing underneath! Seventy-two yards of concrete were quickly poured to save the floor and the building around it. The initial \$55,000 cost of the project swelled to \$85,000! We also discovered that the beautiful north wall of windows needed to be torn down and structurally reinforced.

What else could go wrong? Little did we know: On October 29, 2012 Superstorm Sandy slammed into the east coast, with 18 inches of seawater surging into the entire ground floor of WYC – Great Room, bathrooms, kitchen, Junior Yacht Club room, docks, lobby, and workshop were all inundated. The good news was that the newly poured cement in the Great Room probably saved the building from total collapse. Sandy became the catalyst that made almost every phase of the club’s long range improvement plan an immediate priority. The Great Room was totally renovated and made more energy efficient; three new furnaces were installed; three larger bathrooms were built on the first floor; the galley stove and cabinets were replaced; plumbing, electrical, insulation and structural improvements were made wherever needed... and much much more. Thankfully, insurance covered a large portion of the cost, and the rest was paid for through a previously approved assessment.

On May 11, 2013 we celebrated our fiftieth anniversary and the reopening our beautifully restored club. It is impossible to name all of the members who worked so hard solve many difficult problems and to bring the club back to life. Commodores Robert Brockway and Sarah Browne, House Committee Chair Damon Rivard, Mark Gallant and our financial guru, Peter Fahlman, led us through it all. Elaine Casey Lemieux deserves our undying gratitude as well. Elaine, a building contractor, volunteered to manage the entire reconstruction project; without her, the work could not have been accomplished so efficiently and so well.

2012 – 2018 Responding to Changing Times

New Membership Options

Wickford Yacht Club has been able to maintain and substantially upgrade its facilities over the years while remaining debt-free. What an accomplishment! To do so has required good financial management, hands-on member involvement, and a strong, diverse membership. Times have changed, and we needed to restructure membership

categories to reflect new realities: Many members were (and still are) aging into the senior category, resulting in less people in the higher revenue-producing “Active” category. Other members, after the loss of a lifetime partner, wanted to stay in the club, but there was no “single person” rate available to them. Likewise, men and women who wanted to join on their own had to come in at the same rate as families. We also needed to consider a cost-effective way for seasonal residents to participate. By-law changes in 2016 created new membership categories to address these issues and make fees more reflective of personal situations. In addition, every member deserved a voice, not just one vote per family. The revised By-laws gave every person in most membership categories their own vote.... no more one-vote per family! The changes have been well received and have had a positive effect on membership growth and retention. As of late 2018, WYC had 277 voting members. What amazing growth from the 22 original founders and shareholders!

Year-Round Activities

The diversity of activities offered at WYC means there are many ways to benefit from the club: monthly social events, TGIF gatherings, Thursday morning coffee hour, summer racing, sailing classes, frostbiting, a winter lecture series, a Mahjong group, - and more - keep the facility busy year round. The Great Room has become a popular venue for member-sponsored private events, which generate welcome extra revenue for our coffers.

Focus on Sailing

On the sailing front, Wickford Sailing Association now offers one and two-week introductory beginner lessons, 8-week intermediate classes, instruction for Opti, Laser and 420 racers, and evening adult classes. WYC members generously allow WSA to use their keelboats for the adult classes. True to the Club’s original mission to teach sailing to local children, a large percentage of participants are non-members from throughout the community. The program continues to produce excellent sailors who go on to excel on the regional, national and collegiate circuits, or who simply enjoy the lifelong pleasures of sailing and competent seamanship. WYC also opens its waterfront to the North Kingstown High School sailing team for spring practices.

Wickford Regatta

The first Wickford Regatta was held for Lasers only in 1972 on the weekend before Memorial Day. Skip Whyte had become the Laser dealer for Rhode Island and came up with the idea for the event. The Wickford Regatta was one of the first Laser Regattas on the planet. About 15 Lasers participated including Bruce Kirby, the designer of the Laser, Ian Bruce, the builder of the Laser and two URI All Americans, Skip Whyte and Henry Bossett. A year later 470s were added. The regatta earned a well-deserved reputation for excellent race management and a competitor friendly environment. Participation expanded every year. By 1978 the classes included Lasers, 470s, 505s, Flying Dutchmen and International 420s. Top competitors in all of these one designs came to Wickford for the best racing of the season.

After the 1980 races, WYC decided to take a rest and the regatta went into hibernation for 29 years. Skip Whyte returned to Wickford and WYC in 2005 and was looking for an opportunity to get something going once again. In 2009 the Wickford Regatta was reborn with Lasers, International and Club 420s, International 14s and 505s. It was a huge success. Over the next few years a number of classes came to Wickford as their schedules allowed. Lasers, International 420s and 505s were the common denominators. Vipers, A-Cats, Foiling Moths, and International Canoes each made appearances. The 2018 edition had 9 classes and record

participation with F-18s, 29ers, Wazps, UFOs, and RS Aeros joining the classic classes. The competitors tell coordinators Skip Whyte and Barbara Jackson that the Wickford Regatta is the best event of the year and more classes are seeking a start in 2019.

The WYC membership takes great pride in running this June regatta. The two-day event requires a full-on effort of the membership to run the races and to house and feed participants. The pay-off is wonderful exposure for WYC and an excellent financial return.

Communications

The club has made huge strides in its communications and technology. A comprehensive website, E-newsletters, email blasts, a convenient online site for event registration and payment, and even an on-site video-cam are keeping everyone up to date on everything that is going on.

Looking forward

In the planning stages as of late 2018 are renovation of the upstairs living room, galley and men's room, and repair of the upstairs deck. On the waterfront, a major project to shore up the ground under the sinking patio and decking and to replace the Pavilion floor, enclosure, and roof are in the engineering and permitting stage. We look forward to these very necessary improvements very soon.

Mission Being Accomplished!

Over the years, WYC has changed in location and size, but not in spirit. The founders of the club stated its mission to be: "To foster the sport of yachting and to provide suitable facilities and activities for its members." That mission has been far exceeded: We have instilled a lifelong love of boating in thousands of children and adults who learned good seamanship and boating skills at WYC. In addition, many sailing program participants have gone on to become military officers, marina owners, yacht surveyors, professional sailors, sailmakers, instructors, yacht captains and more. We continue to play an important role in the boating activities of Narragansett Bay and welcome visiting yachtsmen and yacht clubs from throughout the region. In addition, the Club is a center for socialization, education, and wonderful relaxation for any member who takes advantage of all that is available to them. We are thrilled to see second and third generation families become members. As we look at our activities and accomplishments, we realize how well our mission continues to be met and exceeded year after year

Wickford Yacht Club 1968



Original building featured a garage now used by the Sailing Association.



An extended covered work area was removed to enlarge the parking area.



Today's Commodore's Room was the master bedroom.



Part of the upstairs "Fireplace Room" was once the kitchen.



"Fireplace Room" still has built-in couches and paneling, but the kitchen is gone.



The only upper deck was off the master bedroom.

Past Commodores

Fenton Batton	1963-64	Barry Hoffman	1994
John J. Heard	1965-66	Edwin Sherman	1995
Ralph T. Vale	1967-68	Harry Sleicher	1996
John Gidley	1969-70	Mark Callahan	1997
John E. Morris	1971	Thomas Grennan	1998
John DiMartino	1972	Ellie Ferguson	1999
John Wilson	1973	Jack Lees	2000
Albert Henry	1974	Peter Fahlman	2001
Leslie Flood	1975	Paul Browne	2002
Urban Nannig	1976	Damon Rivard	2003
Robert Ferry	1977	Bruce Ferguson	2004
Bruce Dawson	1978	Bernard Kiernan	2005
Alan Metzger	1979	Harvey Liberman	2006
Richard Carpenter	1980	Charles Allen	2007
John Andrews	1981	Richard Breault	2008
Paul Sollitto	1982	Barry Dufault	2009
Pam Dumas	1983	John Wilson III	2010
Bill Sabo	1984	Win Brown	2011
Barbara Dawson	1985	Robert Brockway	2012
Doug LeVasseur	1986	Sarah Browne	2013
Al Lewis	1987	Jeff Cook	2014
Bill Heagney	1988	Vincent Cerbo	2015
Bob Driscoll	1989	Jon Colby	2016
Willa Hogberg	1990	Barbara Jackson	2017
Christopher Peet	1991	Richard Lemieux	2018
Walter Comb	1992		
Paul Raffa	1993		

Editor's Final Comments

It is safe to say that almost everyone who has been a member of the club has contributed to its success and it is with somewhat of a guilty feeling that, having mentioned some names, it has been impossible to name all and their endeavors. It was volunteerism that got our club started, and it is volunteerism that keeps us going strong today. Let's raise a glass to all those who have made Wickford Yacht Club one of the finest yacht clubs on Narragansett Bay!

Acknowledgments

This history was compiled from statements contributed by the following members:

Fenton Batton	Leslie Flood
John Heard	Urban Nannig
Ralph Vale	Bruce and Barbara Dawson
John and Harriett Gidley	Richard and Cynthia Carpenter
John and Dorothy Morris	Damon Rivard
John and Janet Wilson	and conversations with many others.

THE WICKFORD YACHT CLUB

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Pasquale De Luca.	Alan Metzger.
John Di Martino.	John Morris.
D. Warner Dumas.	Urban Nanning.
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