



BRISTOL, R. I.

CHRONICLE

NO. 6 —FALL 1981

Rendezvous '81

On August 22, 1981, the Herreshoff Marine Museum hosted **Rendezvous '81**, a memorable assemblage of 72 Herreshoff yachts with 475 members and guests. Not only was this the largest collection of Herreshoff boats that has ever returned home to the site of their construction, but was probably a larger number of such historic craft to ever assemble simultaneously in Bristol Harbor.

Blessed by a brisk southwest breeze, the **Rendezvous '81** Race Committee, led by Herb Farnum, conducted races in five classes. The A and B Classes were time allowance races under a modified Offsoundings rating system; two classically beautiful and well sailed yachts, John Lockwood's Newport 29 DOLPHIN and Paul Bates Buzzard Bay 25 ARIA, were the respective winners. The S class numbered 22, the largest fleet to start an S boat race for many years; John Migliaccio's WISTFUL was the winner. In a most competitive 12½ footer race Judy Newcomb's FROLIC won over the fleet of 18 boats. The Open Class was a collection of various Herreshoff designed boats not built at the Herreshoff Manufacturing Company. The Sidney Herreshoff designed ROGUE from Falmouth, Massachusetts was the winner.

Automobiles jammed Hope Street from Union to Walley Streets as townspeople and members witnessed the spectacle of the yachts sweeping by the mark close to the Museum pier at the mid point of a race twice around Hog Island. The One Design Classes streaked home in a squally spinnaker run. Races finished just offshore of the tent set up on the original site of the Herreshoff Manufacturing Company.

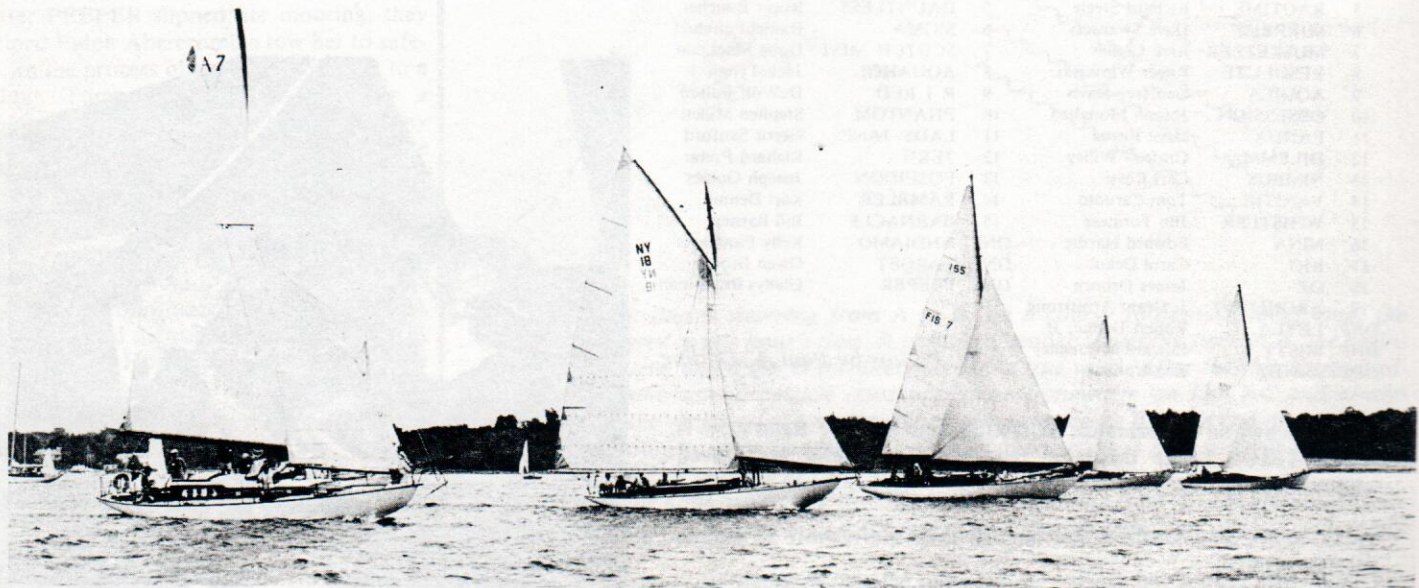
During the post race party ashore, all enjoyed the sight of the collection of remarkably well-kept yachts silhouetted against the setting sun. A fine roast beef dinner catered by Eliza's of Bristol was served from the tent and was enjoyed at tables set at the Museum's waterfront. Museum President Halsey C. Herreshoff presided over award of trophies to the winners. All yachts received participation keepsakes, framed annotated photos of the "Noble Trio", COLUMBIA, CONSTITUTION and RELIANCE, America's Cup yachts from the turn of the century. Participants and guests seemed to share a special feeling of complete satisfaction and pleasure in this rare event that is now a splendid memory.

BAMBINO Sweeps Fleet in Classic Yacht Race

The Herreshoff Marine Museum yacht BAMBINO won Class D and fleet honors in the September 5 Classic Yacht race sponsored by the Museum of Yachting at Newport. Second and third respectively were Herreshoff Newport 29's DOLPHIN and MISCHIEF in this annual race open to craft at least 25 years old. At the age of 77 the winning BAMBINO was nearly the oldest competing yacht.

BAMBINO was sailed by Halsey Herreshoff, Halsey Herreshoff II, Dave Driver, Ken Fish, Richard Husband, Jonathan Brooks, and Adam Albino. It was most gratifying for her crew to experience the outstanding windward performance of BAMBINO in a 20 knot northerly breeze over the course around Jamestown Island. Not only did BAMBINO win the overall prize for shortest corrected time, but also her elapsed time was faster than that of any Class D, C, or B yachts.

BAMBINO had been donated to the Museum in 1977 by Louis B. Off and was commissioned again in 1981 for participation in the Museum's **Rendezvous '81**.



MASHNEE, AQUILA, TORCH, KESTREL, and DOLPHIN beating out of Bristol Harbor after the start of the Class A Race

Photo by Paul A. Darling

Rendezvous '81 Race Results

Class A for the W. Butler Duncan Trophy

Pos.	Boat Name	Design	Owner's Name	Hailing Port
1	DOLPHIN	Newport 29	John Lockwood	Mattituck, N. Y.
2	KESTREL	Fisher Isl 31	Edmund Tarbell	New Castle, N. H.
3	BAMBINO	42 Ft. Sloop	Herreshoff Museum	Bristol, R. I.
4	TRIVIA	50 Ft. Sloop	Edward Fleming	Washington, D. C.
5	AQUILA	N. Y. 30	Amil Gargano	Douglaston, N. Y.
6	TORCH	Fisher Isl 31	Toby/Ben Baker	Wing Neck, Mass.
7	MASHNEE	Buz Bay 30	Ken Mahler	Mystic, Conn.
8	BELISARIUS	56' Yawl	Charles Read	Edgewood, R. I.
9	NAUTILUS	N. Y. 30	Bruce Morgan	West Palm Beach, Fla.
10	NEITH	54 Ft. Sloop	Douglas Hersant	Mystic, Conn.
11	CATSPAW	Buz Bay 30	John Woade	Norwalk, Conn.
12	MISCHIEF	Newport 29	Chris Wick	Old Saybrook, Conn.
13	TOPS	Fisher Isl 31	Topper Mack	Essex, Conn.

Class B for the A. Sidney DeW. Herreshoff Trophy

Pos.	Boat Name	Design	Owner's Name	Hailing Port
1	ARIA	Buz Bay 25	Paul Bates	Noank, Ct.
2	HORNET	FI 23	Jeffrey Silva	East Providence, R. I.
3	ENDEAVOR	15 Footer	Robert Keough	Jamestown, R. I.
4	GERALDINE	15 Footer	Charles Appleton	Westport, Mass.
5	WOODWINDS	15 Footer	Dean Wood	Barrington, R. I.
6	SUSAN ALICE	Fish	William Moody	Warwick, R. I.

Open Class for the Halsey & Edith Howe DeWolf Trophy

Pos.	Boat's Name	Design	Owner's Name	Hailing Port
1	ROGUE	Mod Npt 29	Michael Jackson	W. Falmouth, Mass.
2	HANAHOU	Marlin	Emily Harding	Jamestown, R. I.
3	ARIEL	Alerion 25	James Mitchell	Little Compton, R. I.
4	ALOUETTE	Br 29.9	Alfred Steel	Bristol, R. I.
5	CATSPAW	Golden Eye	Gil Low	Bristol, R. I.
6	SUNRISE	Rozinante	Fred Lockwood	New Rochelle, N. Y.
7	DOROTHY LEE	H-28	Robert Jay	Bristol, R. I.
8	ORIANA	Mod H-28	Frank Pardee III	Bristol, R. I.
9	GEMINI	Bullseye	Ross Hallaway	Bristol, R. I.
10	VINO	Br 22	Michael Persons	Bristol, R. I.
DNF	HARBOR POINT	Gauntlet	Paul Sanroma	Bristol, R. I.
DNF	SERENITY	Br. 29.9	Robert Martley	Newport, R. I.
DNF	SOLUTION	Br. 41	Ken Fish	Newport, R. I.

S Class for the Pardee Trophy

Pos.	Boat Name	Owner's Name
1	WISTFUL	John Migliaccio
2	SPRAY	Phil Lenz
3	MIC MAC	Arthur Cuddy
4	COQUINA	Herreshoff Museum
5	RAGTIME	Richard Steele
6	SURPRISE	Dave Swanson
7	MUSKETEER	Rick Conley
8	RESOLUTE	Roger Winiarski
9	AQUILA	Geoffrey Davis
10	OBSESSION	Joseph Monahan
11	PANDA	Dave Pierce
12	DILEMMA	Grafton Willey
13	NIMBUS	Carl Rossi
14	VANITIE	Tom Caruolo
15	WHISTLER	Jim Torinese
16	NINA	Edward Hardie
17	RIO	Carol Debuc
18	OZ	James Osborn
19	ARGUMENT	J. Grant Armstrong
DNF	LEYLA	Robert Debuc, Jr.
DNF	MISTY	Edward McGagney
DSQ	MAGIC	Ken Upham

12½ Footer Class for the Windhill Trophy

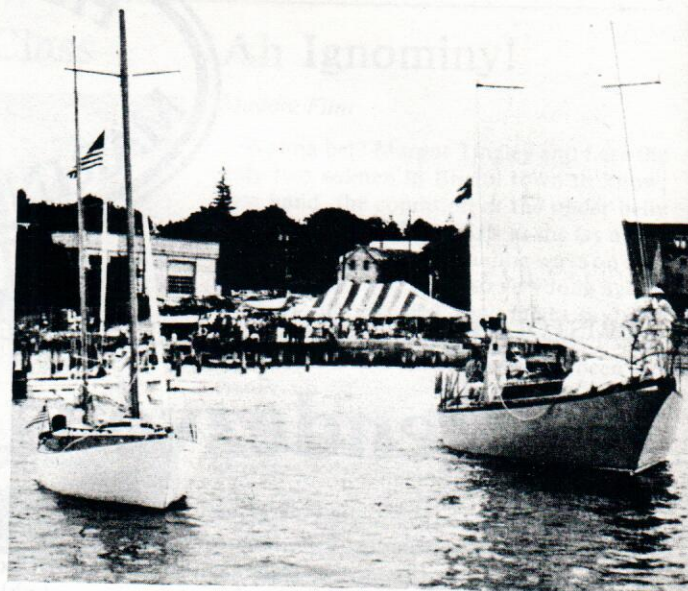
Pos.	Boat Name	Owner's Name
1	FROLIC	Judy Newcomb
2	HUSTLER	Richard Holmes
3	KELPIE	Carlton Pinheiro
4	NINA	James Sargent
5	DAUNTLESS	Roger Boucher
6	SIGMA	Daniel Fairchild
7	SCOTCH MIST	Doug MacLeod
8	AQUAHOL	Jack Tynan
9	R I RED	DeWolf Fulton
10	PHANTOM	Stephen Millett
11	LADY JANE	Gerrit Sanford
12	TERN	Richard Pretar
13	POSEIDON	Joseph Gomes
14	RAMBLER	Karl Dennis
15	BARNACLE	Bill Barney
DNF	ANDIAMO	Kelly Parella
DNF	TARGET	Owen Brooks
DNS	PEEPER	Gladys Brightman

Photos by Paul A. Darling

Fred Lockwood's Rozinante SUNRISE and Charlie Read's 56 ft. BELISARIUS frame the large red, white, and blue tent, headquarters for Rendezvous '81.

Todd, Scott, and Dean Wood aboard their Herreshoff 15 Footer WOODWINDS.

Halsey Herreshoff presents to Judy Newcomb the Windhill Trophy for First Place in the Herreshoff 12½ Footer Class.



VIGNETTES OF RENDEZVOUS '81

Stephen Millett sailed his 12½ footer PHANTOM close under the stern of the Committee Boat just as the starting signal was fired. To his consternation, the blank wad from the cannon blasted a hole through the mainsail. Stephen's protest was disallowed on the basis that whatever disadvantage accrued to him in the race resulted indirectly from his achieving a precisely timed start.

Bruce Morgan's New York 30 NAUTILUS traveled all the way from West Palm Beach Florida, the furthest distance of any yacht participating in **Rendezvous '81**. Unfortunately the yacht broke her boom on the passage north. The Museum was able to give him a nearly perfectly fitting boom previously swapped with Ed Fleming's TRIVIA.

The longest travel of a Rendezvous skipper was that of Dr. Robin Tattersal who came up from Tortola B.V.I. to sail the Museum's yacht BAMBINO in the class A race.

The beautifully restored 54 ft. Herreshoff yacht NEITH journeyed to Bristol from Mystic, Connecticut. Having no engine, the NEITH was becalmed enroute Saturday morning. Most fortunately, Nick Nicholson took Douglas Hersant's yacht in tow, but the NEITH arrived for her race one half hour late. The Race Committee immediately delivered a circular on board and directed NEITH to start with an allowance for all but five minutes of her delay.

If anyone thought it was an Irish pennant dangling from the impeccable MASHNEE, it was, in fact, the means by which skipper Ken Mahler's swimming cat gets back aboard.

Twelve year old Tommy Mack and his pal, Peter Serbst, were heroes of **Rendezvous '81** participating in the rescue of Gladys Brightman's 12½ footer, PEEPER. After PEEPER slipped her mooring, they helped Ralph Abercrombie tow her to safety. In the process of securing PEEPER to a piling, Tommy fell overboard. After a quick run home for dry clothes, Tommy came back to lend further valuable assistance.

While Ed Fleming was racing TRIVIA, his 85 foot mother ship MISTY slipped her mooring with only Mariana Fleming and Kathy Sneider aboard. They got the engines going and to the amazement of the TRIVIA crew followed the second lap of the Class A Race around Hog Island. The word is that the ladies, unsure of Bristol Harbor depths, decided the safe course was wherever TRIVIA could go.

John Migliaccio's S boat WISTFUL was one of several yachts readied and launched just for **Rendezvous '81**. WISTFUL's problem was that two weeks earlier she had sunk while under sail in a sudden night-time squall. The newly renovated WISTFUL won the S class race.

CAPTAIN NAT'S INTEREST IN THE WEATHER

by Clarence DeW. Herreshoff

Captain Nat Herreshoff had a life long interest in the weather. For more than forty years he made daily recordings of the local weather data and forwarded them to the Weather Bureau in Washington, without salary.

He developed an anemometer which used the wind pressure rather than the revolutions per minute of a small windmill. The wind velocity was indicated by a column of water in a long inclined glass tube mounted with an appropriate scale over the mantel in his drafting room.

He became an expert weather forecaster, and many had more confidence in his predictions than those in the daily paper. Friends of his, planning a picnic or a trip, would frequently ask him what the weather was going to be.

In his later years, Captain Nat spent several winters in Bermuda, making the trip by steamer. En route, he would sometimes amuse himself by determining the approximate wind velocity. His method was a novel graphic one, based on the known ship's speed and the wind direction. His equipment consisted of the back of an envelope, a pencil, and a folding pocket ruler. This ruler was beautifully made and Captain Nat always carried it with him. One foot in length, it folded down to three inches. There was a hinge in the center and one in each leg. The center hinge was tightly fitted and bound sufficiently to hold the legs in place after they were adjusted to any

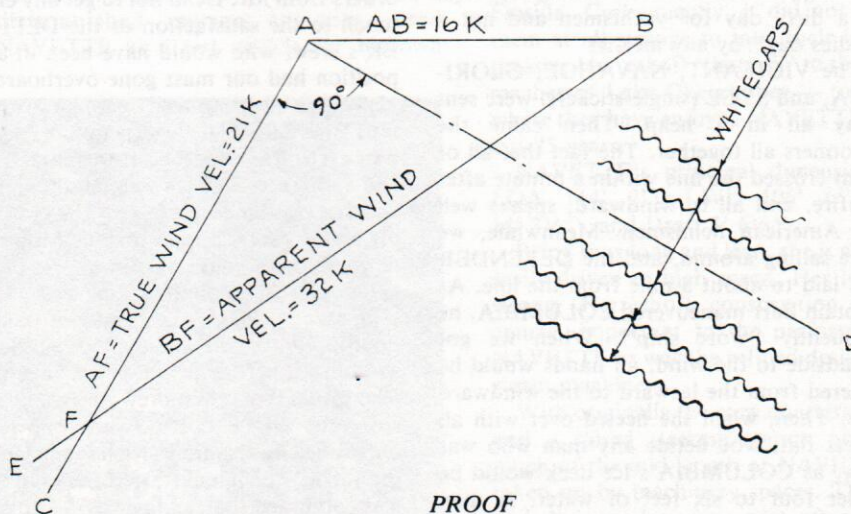
angular position. Because of this feature, it was possible to readily transfer to paper the angle between two parts of an apparatus.

To solve his wind problem, Capt. Nat first went to the ship's bulletin board to note the ship's speed posted there. Let's assume it was 16 knots (K). Using any convenient scale, such as ¼ of an inch per K, he drew line AB 16 units long on the back of his envelope to indicate the ship's travel. This same scale of ¼ inch per K, selected for the ship's speed, is used throughout the wind problem.

Captain Nat. then went out on the Main Deck and took a position on the lee side about amidships. Holding one leg of his ruler in line with the handrail, he adjusted the other leg to line up with the white caps. Ruler angle BAD was then transferred to paper. Next, perpendicular AC was erected from AD indicating the true wind direction with respect to the ship's heading.

Taking his ruler again Captain Nat aligned one leg with the handrail and adjusted the other leg to line up with the smoke plume. (Steamers in the coal burning era of that day almost always left a trail of smoke downwind). Ruler angle ABE was then transferred to paper; line BE indicates the apparent wind direction with respect to the ship's heading (wind direction over the deck).

Line AC is intersected by line BE at F. Scaling AF a true wind velocity of 21K is indicated. By scaling BF, an apparent wind velocity (velocity over the deck) of 32K is indicated.



Consider the ship is steaming from A to B, on a course 16 nautical miles long; the distance is covered in one hour's time. A particle of smoke leaves the stack at A, the beginning of the course, and drifts in the direction of the true wind. After the ship leaves position A, the same smoke particle must always be somewhere on line AC and always somewhere in the visible smoke plume. When the ship reaches B at the end of the course, the smoke plume lies along line BE. Since the smoke particle is now somewhere on both lines AC and BE, it must lie at their intersection F.

During the one hour period that the ship has been steaming from A to B, the smoke particle has been drifting from A to F, a distance of 21 miles, the true wind velocity is therefore 21 knots.

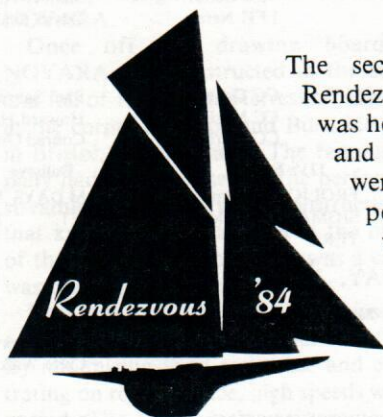
Line BF measures the distance that the same smoke particle has moved away from the ship in a one hour period. It scales 32K. Therefore, an apparent wind velocity of 32 knots is indicated.



BRISTOL, R. I.

CHRONICLE

NO. 12 — FALL 1984



The second museum sponsored Rendezvous of Herreshoff yachts was held in Bristol on August 25 and 26, 1984. In attendance were 71 yachts and 450 people. **Rendezvous '84** was blessed with warm, fair weather with a brisk northerly wind Saturday and a moderate southwest sea breeze on Sunday.

Many of the visiting yachts and sailors arrived on Friday evening, the 24th. They and Bristol townspeople enjoyed the sunset spectacle of BELISARIUS, NEITH, MASHNEE, DOLPHIN, TORCH and many other Herreshoff yachts moored off the museum pier.

Under the flag bedecked tents, a Friday evening program of films was well attended despite a violent summer thunder and lightning storm. Snug within the tent, all enjoyed Ken Mahler's program of films on restoration of New York 30 yachts and on the America's Cup Races.

Saturday morning, Museum President Halsey Herreshoff and Race Committee Chairman Carlton Pinheiro presided over a Captain's meeting. Attending were skippers and crews of visiting yachts in seven classes. Those in the A and B Classes ranged from Van Brown's, beautifully restored 54 ft. sloop NEATH to Dean Wood's totally original 1897 15-footer WOODWINDS. Our old favorites, the Herreshoff S Class were in attendance twenty strong. There were many local 12½-footers and a great group of Bullseyes

trailed down from the North Shore of Massachusetts. The "Open" classes were Herreshoff designed yachts not built at the H.M.C.

Carlton with his Race Committee of Nathanael G. Herreshoff III, Gussy Sousa, and Dave Jansen started the races from the launch BUBBLE II, built by Sid Herreshoff about 40 years ago.

The larger classes sailed twice around Hog Island sweeping by the Museum Pier to the turning mark and again at the finish. Parked cars lined Hope Street for more than a quarter of a mile as Bristolians and visitors enjoyed the spectacle of the races.

Ashore, the bakemaster from Francis Farms heated the rocks and rock weed to roast a magnificent traditional New England clambake. Seating for all 450 in attendance was provided under the tents on a balmy evening.

At the Awards Ceremony, all were charmed by John Streeter's accounts from the Herreshoff Legend. Presented were handsome silver trophies topped by the W. Butler Duncan Prize originally won by CONSTITUTION in 1901 and donated to the Museum in 1981 by Mrs. Clarke Freeman, Jr. Special awards of RELIANCE prints were presented to the most senior skipper, Phil Lenz of the S Boat SPRAY and to the most junior skipper, Sam Tingley sailing Halsey Herreshoff's boat STREAKER.

Sunday's program featured a Seventieth Anniversary Match Race between two of the famous Newport 29 Class yachts, John Lockwood's DOLPHIN and Chris Wick's MISCHIEF. Also, A, B, S, and 12½ footer classes competed for the silver in a typically beautiful Narragansett Bay sou'wester.

RENDEZVOUS '84 was deemed a great success by all participants and spectators. Not only was it great fun, but this special summer weekend provided a focus and new impetus for the mission of the Herreshoff Marine Museum. All look forward to a future Herreshoff Rendezvous.



Paul Bates' Buzzards Bay 25 ARIA sails into the scene of Rendezvous '84

Photo by Paul A. Darling

RENDEZVOUS '84 WINNERS

SATURDAY, AUGUST 25, 1984

Class A for the W. Butler Duncan Trophy

Pos.	Boat Name	Design	Owner's Name
1	KESTREL	Fisher Isl 31	Edmund Tarnoff
2	DOLPHIN	Newport 29	John Lockwood
3	NEITH	54 Ft. Sloop	Van Brown

Class B for the A. Sidney DeW. Herreshoff Trophy

1	PRINCESS	Fisher Isl 23	Seville Simons
2	WOODWINDS	15 Footer	Dean M. Wood
3	ARIA	Buzzard Bay 25	Paul Bates

Class Open A

1	ROGUE	Mod Npt 29	Michael Jackson
2	STREAKER	Mod Sonder	Samuel Tingley
3	ALARIA	LFH Nereia	David Reid

Class Open B

1	HARBOUR POINT	CC Gauntlet	Paul Santos
2	HANAHOU	CC Marlin	Howard Harding
3	GALIEB	CC Marlin	Conrad Ostrowski

S Class	12½ Footer	Bullseye
RAGTIME Steele	FROLIC Newcomb	DREAM DAYS Nantz
ARGUMENT Manchester	SIGMA Fairchild	GANNET Rankin
PANDA Pierce	TERN Pretat	LIZA Tarnoff

SUNDAY, AUGUST 26, 1984

Newport 29s 70th Anniversary Match Race

1	DOLPHIN	John Lockwood
2	MISCHIEF	Chris Wick

Class A

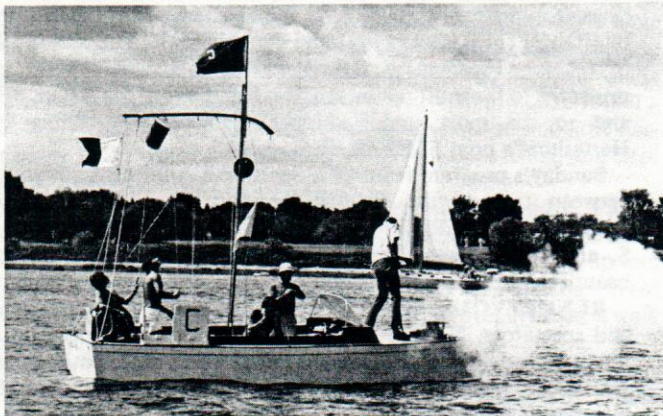
1	STREAKER	Mod Sonder	Samuel Tingley
2	AKBAR	Mod Npt 29	Owen Brooks
3	ALARIA	LFH Nereia	David Reid

Class B

1	PRINCESS	Fisher Isl 23	Seville Simons
2	GERALDINE	15 Footer	Charlie Appleton
3	GALIEB	CC Marlin	Conrad Ostrowski

S Class

SPRAY Phil Lenz	LADY JANE Garret Santora
WISTFUL John Migliaccio	TERN Richard Potts
RAGTIME Rick Steele	RHODE ISLAND RED DeWolf Fuller



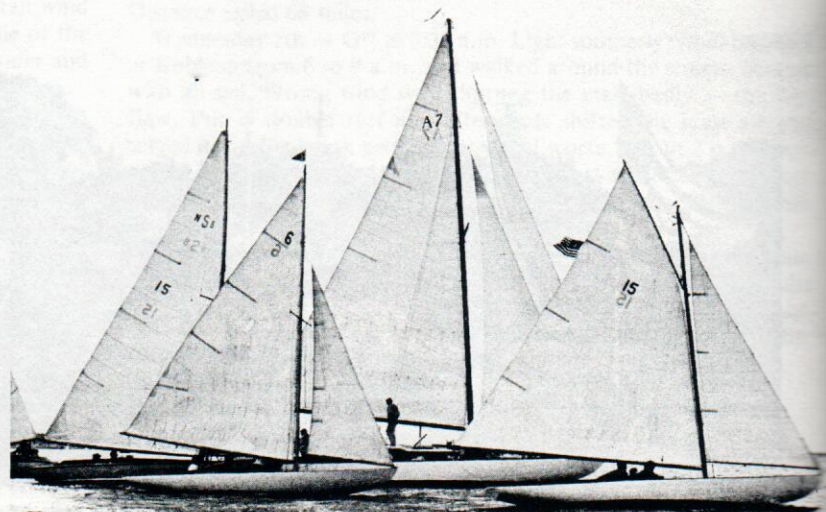
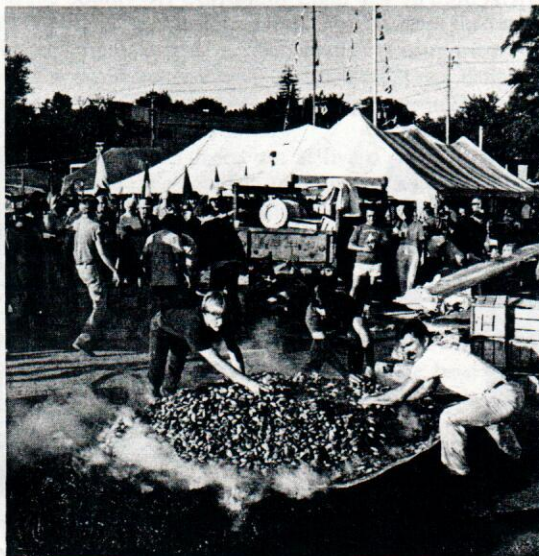
Photos left from top to bottom:

NEITH
BUBBLE II
Clambake

Photo below:

LEYLA / MASHNEE
GERALDINE / WOODWINDS

Photos by Paul A. Davis





BRISTOL, R. I.

CHRONICLE

NO. 16 —FALL 1987

Rendezvous '87

On August 28, 29, and 30, Museum members and friends came from far and near to participate in Rendezvous '87, the third Museum-sponsored reunion of Herreshoff yachts.

Despite stormy weather on Friday and Saturday morning, 59 yachts and over 400 people attended the weekend races and festivities.

Many of the visiting yachts and sailors arrived on Friday evening, the 28th. A welcoming cocktail party was held under the tent on the waterfront, followed by a film on Captain Irving Johnson's adventures sailing around the world.

Saturday morning's weather was nothing short of horrendous! After enjoying a summer of nearly perfect weather, the drought came to an end in Bristol County with torrential downpours, threatening to cancel the afternoon races. Herreshoff sailors are a hearty breed, however, and vowed to sail, no matter what. The sky began to clear by late morning, and at 11:30 the enthusiastic skippers and crews gathered under the tent for the Captain's meeting, presided over by Race Committee Chairman Leeds Mitchell, Jr., of Barrington, President of the RI International Sailing Association, and Halsey C. Herreshoff, Museum President.

This year's races included five classes of yachts designed and built at the Herreshoff Mfg. Co., and an Open Class for Herreshoff designed yachts not built at the Shop.

Included in Class A were two New York 40's — MARILEE, owned by Alvin Bicker of Port Jefferson, NY, and RUGOSA, owned by Halsey Herreshoff; two New York 30's — AMORITA, owned by Jed Pearsall of Mt. Laurel, NJ, and ANEMONE, owned by the Herreshoff Marine Museum; and NEITH, a beautifully restored 54' sloop owned by Jack Brown of Mystic, CT.

Class B included several Fish Class boats, a Watch Hill H-15, and a Buzzards Bay 15.

Open Class entries ranged from TORE HUND, a modified Buzzards Bay 25 owned by Lloyd Bergeson of Norwell, MA, to GALIEB, a Cape Cod Marlin owned by Conrad Ostrowski of Rumford, RI.

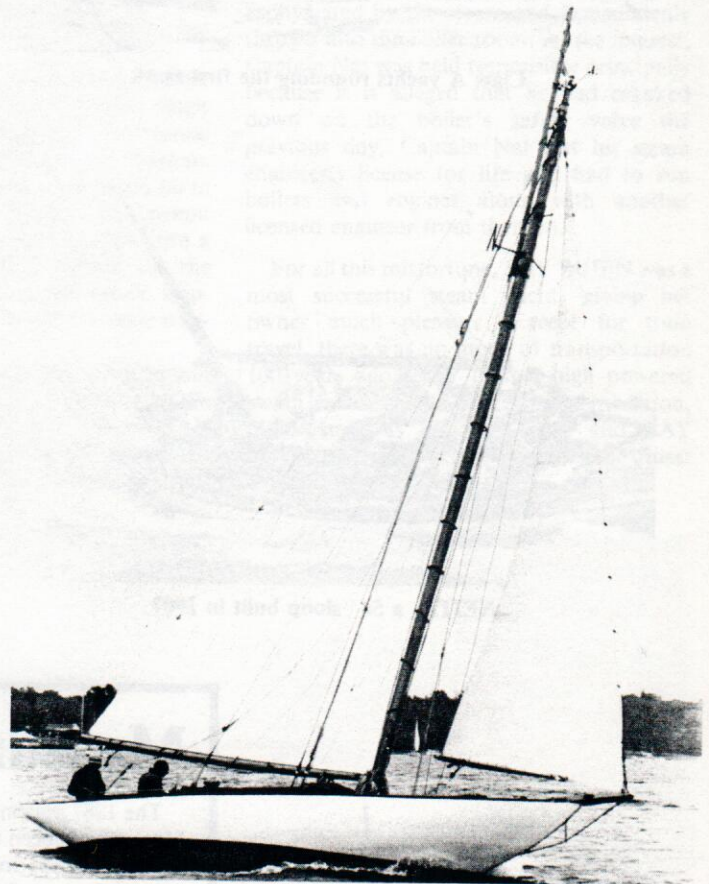
The S Class, always a favorite, had 19 entries, and both the 12½ Footer Class and the Bullseye Class were strongly represented.

At 1:00 PM, Leeds Mitchell and his Race Committee of Carlton Pinheiro, Fred and Karen Dick, and Lianne Oberg, started the races from the launch BUBBLE, built by the late A. Sidney DeW. Herreshoff over forty years ago.

Northeast winds gusting at up to 20 knots made for an exciting afternoon of racing. Despite the brisk weather, spectators lined Hope Street and the Museum waterfront area to witness the boats crossing the finish line.

Following the races, the energetic staff of Francis Farm served a delicious traditional New England clambake to 404 hungry guests.

The evening culminated with an awards presentation to first and second place winners in each class, as well as several special awards.



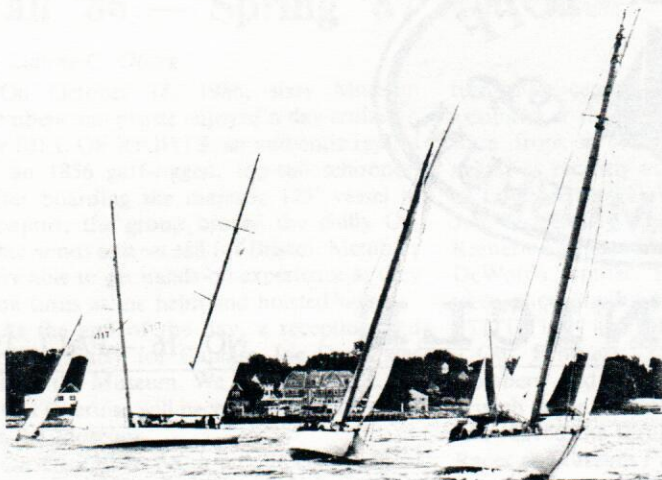
Jed Pearsall's AMORITA, NY 30 #9, built in 1905, sailing in Rendezvous '87, August 29, 1987

John Woade, of NYC, received the Katherine H. DeW. Pendlebury Trophy for the oldest Herreshoff Mfg. Co. yacht participating in the Rendezvous. His Buzzards Bay 30, CATSPAW, was built in 1902. Liu Chi, a 25 year old lawyer from mainland China, was recognized for having traveled the longest distance to attend the Rendezvous. Chi was a crew member aboard John Migliaccio's S-Boat WISTFUL.

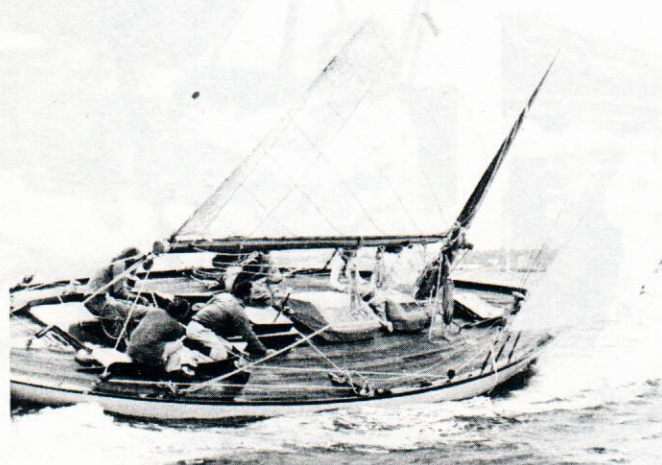
All participating yachts received keepsakes, matted photographs of CLARA, Nat Herreshoff's 1887 cat yawl.

Sunday's program featured races for all classes, with the larger boats finishing in Newport, north of Fort Adams. Despite a picture-perfect day with brilliant sunshine, light wind conditions made it necessary to call the races for the 12½ Footer and Bullseye Classes.

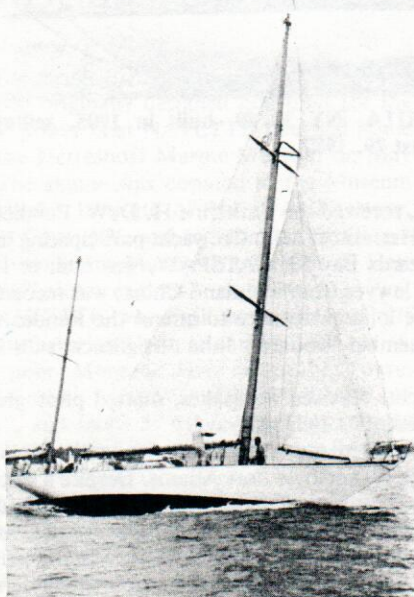
All who attended Rendezvous '87 agreed that it was the perfect way to end a beautiful summer. We are already looking forward to Rendezvous '90, which will be bigger and better than ever.



Class A yachts rounding the first mark



NEITH, a 54' sloop built in 1907



MARILEE, NY 40 built in 1926

RENDEZVOUS '87 WINNERS

SATURDAY, AUGUST 29, 1987

Pos.	Boat Name	Design	Skipper
Class A for the W. Butler Duncan Trophy			
1	DOLPHIN	Newport 29	John Lockwood
2	ANEMONE	New York 30	Barrett Holby
3	AMORITA	New York 30	Jed Pearsall
Class B for the A. Sidney DeW. Herreshoff Memorial Trophy			
1	PIXIE	H-15 Watch Hill	Andy Giblin
2	SEA ROBIN	Fish Class	Nicholas Long
3	POMPANO	Fish Class	Ray Warner
S Class for the Harleigh V.S. Tingley Perpetual Trophy			
1	WISTFUL	S Clas	John Migliaccio
2	RAGTIME	S Class	Richard Steele
3	ARGUMENT	S Class	Scott Manchester
Open Class for the Isaac B. Merriman, Jr. Memorial Trophy			
1	STREAKER	Mod Sonder	Sam Tingley
2	WINGS	Cat Ketch 31	Irving Sheldon
3	NAIAD	Mod BB 25	William Underwood
12½ Footer Class for the Frank Pardee, Jr. Trophy			
1	POPPY	12½ Footer	S. & H. Crouchley
2	PHANTOM	12½ Footer	Steve Millett
3	SIGMA	12½ Footer	Daniel Fairchild
Bullseye Class for the E.L. Goodwin Perpetual Trophy			
1	GANNETT	Bullseye	James Runkle
2	QUERIDA	Bullseye	David Burnham
3	BEAVER II	Bullseye	Emily Wick

SUNDAY, AUGUST 30, 1987

Class A & B Combined			
1	PRINCESS	Fishers Island 23	Seville Simonds
2	PIXIE	H-15 Watch Hill	Andy Giblin
S Class			
1	LADY LUCK	S Class	Peter Hallock
2	LEYLA	S Class	Robert Dubuc
Open Class			
1	TORE HUND	Mod BB 25	Lloyd Bergeson
2	NAIAD	Mod BB 25	William Underwood

Museum Report — Fall 1987

The 1987 season at the Herreshoff Marine Museum has been a busy and successful one. Thanks to our many committed members who volunteered their time as Museum guides, we were able to expand the Museum's hours from two days per week to six days per week. As a result, close to 3,000 visitors enjoyed the Museum between May and October 31.

During the month of August, the Museum hosted the Edgartown Yacht Club and the Cruising Club of America during their annual summer cruises. Of course, RENDEZVOUS '87 was the highlight of the season, and all who attended left with many warm memories of the event.

Mr. Townsend Hornor, of Osterville, MA, a member of the Museum's Steering Committee, was elected in August to serve on the Board of Trustees. "Townie," who is Chairman of the Sea Education Association, a Trustee of Woods Hole Oceanographic In-

stitution, and a member of the Curatorial Committee of Mystic Seaport, is also a director and consultant to many other corporations. We look forward to working with Townie, and welcome him to the Board.

Although the Museum closed its doors for the year on October 31, much activity continues in the development office. Membership renewals and solicitations will take place in November, and we hope that you will respond generously. Your continued support is what keeps the Herreshoff Marine Museum alive!

Finally, the Herreshoff Marine Museum dedicates this issue of the "Chronicle" to Captain Harold Payson, Jr., a long-time friend and member of the Board of Trustees, who died on September 9, 1987. Captain Payson provided guidance, counsel, and inspiration to the Museum over the years. He will be sadly missed.