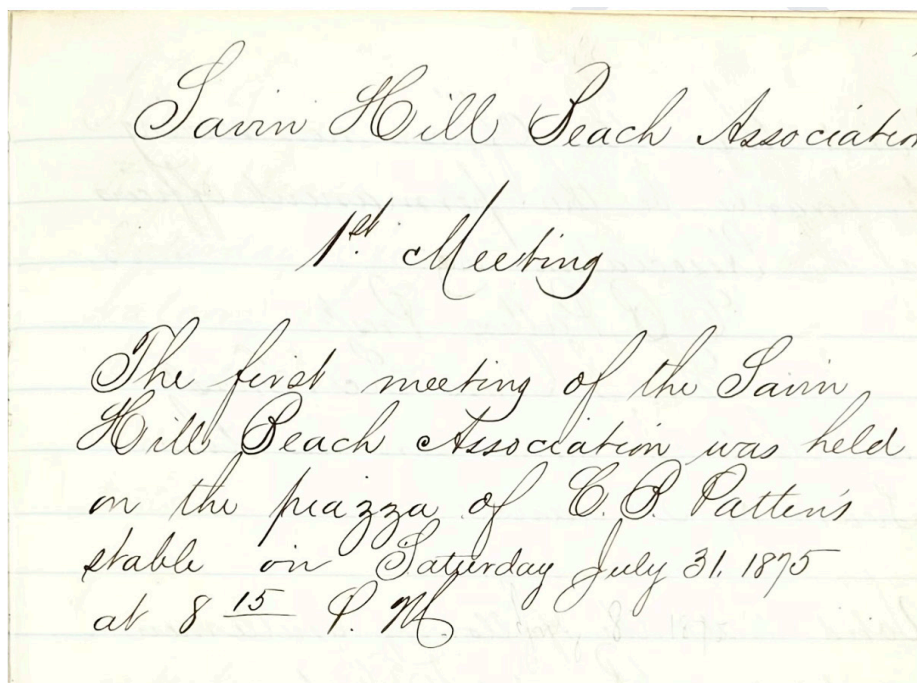




Savin Hill Yacht Club

150th Anniversary



Savin Hill Beach Association 1st Meeting

The first meeting of the Savin Hill Beach Association was held on the piazza of C.B. Patten's stable on Saturday, July 31, 1875 at 8:15 P.M.

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While the print version of this commemorative book is limited, please visit the webpage at SHYC.org for access to the Centennial Book that chronicles the first 100 years of SHYC history as well as links to archival information that provide a deeper dive into SHYC history.

Dedication

This book is dedicated to the members of Savin Hill Yacht Club (SHYC), who from its humble beginnings in 1875 through the last 150 years, have volunteered countless hours to allow this special place to thrive and prosper for each generation.

We appreciate the many members who have served as leaders of the club as officers, directors, and committee chairs. In particular we acknowledge the commodores who have served these past 50 years.

Commodores 1975-2025

Year	Name	Year	Name	Year	Name
1974-1975	John E. Giacobozzi	1986	Thomas Roberston	2002-2006	Robert Silvey
1976-1977	Edward Ostrowski	1987	Tobias Castellarin	2007-2008	William Kane
1978	Gerald O'Connell	1988-1989	Clarence Willard	2009	William Shaw
1979	John A. Shaw Jr.	1990 - 1993	John A. Shaw Jr.	2010-2011	Philip McMann
1980	Roy Mahoney	1994-1995	Kevin O'Connell	2012	William Kane
1981-1982	Francis Callahan	1996	George Fennessey	2012-2020	Anthony Champa
1983	William Salisbury	1997	John A. Shaw Jr.	2021-2022	Steve Kavanagh
1984	John A. Shaw Jr.	1998	Robert Keane	2023-2024	Ryan Murphy
1985	James Coughlin	1999-2001	William Kane	2025	William Finn

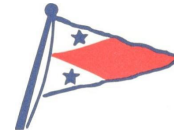
This book is the result of a dedicated group of volunteers on the Historical Research Committee who shared their talents and an incredible amount of time, commitment, and effort to research, interview, write, layout, design, edit, organize, and coordinate the production of this book. We are very grateful for the time and contributions of countless members who came forward with stories and photographs, and the willingness of members to review chapters and suggest edits.

Historical Research Committee Members:

Lisa Cameron, Anne-Marie Chouinard, Don DeRosa, Jake Di-Mare, Lisa (Henderson) Gerbick, John Greenup, Barbara Keane, John Kelley, Sander Lederman, Kim O'Brien, John Marston, Ram Miller, Elisa Rhodes, John Rich, Olivia Spinale, Lisa Terrazano, Mark Whipple, Jim Williamson

We would like to thank all the sponsors for their generous support, thoughtful posts and remembrances. We extend our sincere gratitude to all contributors, past and present, who helped bring this history to life.

This book is a commemorative publication celebrating the history and achievements of Savin Hill Yacht Club. While every effort has been made to ensure the accuracy of the information presented, some details may be based on personal recollections, archival materials, and anecdotal sources. As such, inaccuracies or omissions may exist.



Savin Hill Yacht Club

400 Morrissey Boulevard

Dorchester, Massachusetts 02125

June 3, 2025

Re: Commodore's Message - 150th Anniversary of Savin Hill Yacht Club

I am honored to be the Commodore of the Savin Hill Yacht Club during this significant year in the history of our treasured club. As many of you know, the Savin Hill Yacht Club was formed 150 years ago (1875-2025) to provide access to boating and yacht racing in Dorchester Bay. The club is still thriving today because of passionate support and the dedication of its membership to continually improve and preserve both the physical facilities of the club and, more importantly, the intangible qualities that create our community.

Through the incredible efforts of the 150th Historic Committee, I have been privileged to learn so much more about the storied history of our club, and I hope you enjoy reading about what they discovered in their countless hours of research. I want to give a huge thank you to the entire 150th Historic Committee for their great contributions. Over the course of the last 150 years the club has weathered countless damaging storms and witnessed major technological innovations and improvements, through it all the club has come away stronger and more resilient. None of this would be possible without the culture of volunteerism and the do-it-yourself mentality that exists within our membership.

Please join me in acknowledging and honoring all of the Past Commodores of the club for their leadership and stewardship to keep the club moving forward, such that we all can appreciate it today. I must also acknowledge how fortunate this club is to have such a talented and dedicated Board of Directors and group of Committee Chairs, for their dedication and commitment to the continual improvement and management of the Savin Hill Yacht Club you have my sincere thanks.

Ralph Waldo Emerson once said, "Nothing great was ever achieved without enthusiasm." With that in mind I raise a glass to the countless hours and enthusiastic efforts of those who have volunteered their time, intellect and efforts over the past 150 years and those who will continue to do so long into the future, that we the current membership and our families, can enjoy this truly great club today and for generations to follow. Here's to the continued longevity, fine tradition, strong community and great friendships at the Savin Hill Yacht Club!

See you all on the water!

William Finn

William (Bill) Finn, Commodore

Introduction

The Savin Hill Yacht Club, located in Boston, Massachusetts, is a vibrant community hub that embodies the spirit of maritime culture and recreation. Established in 1875, the club's rich history reflects both the evolution of boating in the region and the changing dynamics of community engagement. Situated on the scenic shores of Savin Hill, the club offers members access to the waters of Boston Harbor, making it an ideal setting for boating enthusiasts and those who seek a connection to the ocean. The club organizes numerous events throughout the year, including sailboat races and club functions that cater to boaters of all skill levels, from novice mariners to seasoned sea dogs. The next generation of boaters is supported through SHYC junior membership that encourages participation in club activities and exposure to boating.

But the Savin Hill Yacht Club is much more than a venue for sailing and powerboating. Each year a wide variety of social and recreational activities, including holiday parties, clambakes, live music, and monthly jam sessions foster a strong sense of camaraderie among club members. The welcoming atmosphere and community-driven culture make the Savin Hill Yacht Club a cherished institution, promoting both individual growth and collective enjoyment of the nautical lifestyle. The club is a testament to the enduring appeal of sailing, powerboating, and the community of those who take to the water, making it a vital landmark in Boston's cultural landscape.

The collective knowledge and generosity of spirit among members which has been a hallmark of the Savin Hill Yacht Club since its inception in 1875 remains to this day. Members still take great pride in the volunteerism and sweat equity invested in the club. While all members are mandated to contribute eight work hours and stand one night watch each season, their personal investments go much deeper. The Club could not have thrived for a century and a half without the efforts of those selfless folks who *voluntarily* manage, maintain, haul, launch, provide entertainment, leadership, and a myriad of other smaller perhaps

unrecognized services, year in and year out. Further still, the expertise, time, and muscle shared among members as they face the challenges inherent in boat operation and ownership cannot be understated. The club we enjoy today has been built and maintained by the commitment, dedication, hard work, and collaboration of those who have gone before us.

A comprehensive history of the club's first 100 years was compiled for the centennial anniversary in 1975. The *1875-1975 Centennial Book*, available on the Savin Hill website and in hard copy in the office, offers a full and rich history of the club. The history that follows highlights events that capture the character of the club over the past 50 years.



Welcome to Savin Hill



A beloved Dorchester institution for 25 years, McKenna's Café is a one-of-a-kind neighborhood spot, serving all-day breakfast and lunch. Its friendly service, generous portions, and reasonable prices make it a go-to spot for locals and visitors alike.

GHOST PEPPER

TACO + TEQUILA BAR

A Mexican + Latin inspired tapas restaurant; featuring food, cocktails and a great lounge atmosphere right in the heart of Savin Hill. The perfect spot for a night out with friends!



Savin Bar & Kitchen brings bold flavors and a welcoming vibe to the heart of Savin Hill, serving up a creative mix of brunch, dinner, and craft cocktails. Whether you're stopping by for a casual meal or a night out, it's the perfect neighborhood hangout.



At Home Real Estate Group is a well-established, locally owned real estate and property management firm based in the heart of Savin Hill. Located just steps from the Savin Hill Red Line T station—this full service agency has been a trusted presence in the community for over two decades. It specializes in residential sales, apartment leasing, and property management throughout Dorchester and Greater Boston.

They Create Permanence

Today the Savin Hill Yacht Club consists of approximately 350 members who represent a wide range of ages and backgrounds united by a common desire to be on the water. An article by Brian McGrory, written for the Boston Globe in 2001¹, captures the enduring spirit of the SHYC community through the lens of some long-time members. McGrory begins by reminding us that in 2001, “The average American born in 1930 lives to be 59.7 years old, the average male just 58.1 [years]. Bearing that in mind, anyone who visits the Savin Hill Yacht Club might logically wonder about the restorative powers of Dorchester Bay.” Brian is referring to the Top of the Hill Gang at SHYC. “They arrive at the club, in their own words, ‘at the crack of 10’ every morning, seven days a week, 52 weeks a year, a group of a dozen or so 60-, 70-, and 80-somethings who often proceed no further than the scratched table in the front hallway of the rickety building. There’s not a place on earth that any of them would rather be.”

When Brian asked the topics of discussion, he got the following answers:

“My spleen,” says John Lyons, 62. And he is serious.

“We talk about dames a lot,” says Gerry O’Connell, 73.

In the article, Brian made the point that, “Lest anyone think this is just some group of dirty old men, think again. Most of them have fought in wars. They’ve maintained marriages, raised children, worked as mechanics and electricians and schoolteachers, then looked to each other as their long journey pointed back to shore. Some of them have known each other since they were boys growing up on the same block during the Great Depression.”

Bill Kane, Commodore at the time, observed, “It’s hard to describe the friendship, but it’s critical, it keeps them going.”

¹ McGrory B. (2001, March 2). The Boys of Winter. *The Boston Globe*, METRO/REIGON; pg.B1

McGrory goes on to say,

Most of the men spend far more time on land than at sea. Come spring, they band together to paint and clean each other's boats. Actually, it seems they're always painting and cleaning their boats. They've dedicated their retirement to building new piers, walls, and motorized floats for the club with their aged hands. Think half a dozen shirtless retirees with hammers and saws, and you have the picture.

He continues, "They come every day and create something as magnificent as it is rare. They create permanence, and from that permanence grows friendship that keeps them far younger than their years. Would that we all have someplace so wonderful in our waning days."

In a world that McGrory describes as, "a disposable world where personal commitments are tossed out as easily as fast-food wrappers and divorce courts are bulging at the seams because nobody can say forever anymore," the Top of the Hill Gang reminds us of a different world, a world that captures the spirit of community, pride, and volunteerism that has sustained the Savin Hill Yacht Club for 150 years and will continue to do so for at least the next 150 years.

Keeping the Faith

The original members of the Top of the Hill Gang may have all crossed the bar for the final time, but the helm has been handed over to a new group of old friends. Scraping hulls and knuckles, they, like their predecessors, spend an inordinate amount of energy fitting and refitting boats at the club. And, being a spry bunch, they still spend a fair amount of their time on the water as well.

For this Top of the Hill Gang redux, the quiet of the Pierhead Lounge on Thursday afternoons in the winter provides the perfect environment to chat about the past week's shenanigans. Fueled by beer conveniently stashed in a nearby locker, they tease and needle each other while attempting to solve the world's, let alone the club's, problems. From politics to sports to weather, conversations range from the sublime to the ridiculous. In truth, the debates probably lean more towards the ridiculous as witnessed this past October at one of the gang's regular get togethers.



Top of the Hill Gang redux: from left to right: Joe Lafferty, Fred Brauneis, Gerry Fernandez, Bill Kane and Don Kavanagh (seated)



Chief – “It would take a lot of this to kill a man”

The Galbraith Family

In a bout of nostalgia, they reminisce about which cheap beer of the 1960s was better, Schlitz or Dawson's. Then the conversation spontaneously turned to debate which shuttered bar was better, Bull Dog's in Savin Hill or the Tunnel, the Quiet Man, the Transit, or The Royal (which allowed women) all of which are in Southie. Each establishment vied for the title of best Southie Bar of the 1960s/1970s. Though not in Southie, an honorable mention was given to the Pirate's Cove along the banks of the Neponset River in Quincy where you had to cross a gangplank to enter. And of course, no Boston conversation can be had without the obligatory grouching on how difficult it is to drive in this city. Just getting to Savin Hill Yacht Club to complain about the driving can be notoriously difficult.

In his article referenced above, Brian McGrory expresses the hope that “we all have someplace so wonderful in our waning days.” We do have that place. We simply need to recognize it. The new Top of the Hill Gang does.

Women at Savin Hill

Among the more noteworthy changes over the past 50 years was the admission of women members to the club. Reflecting the social norms at the time, Savin Hill, like most yacht clubs, only admitted male members until 1985. Of course, women had always been active in the club as spouses and daughters, yet they were not able to vote or enjoy full membership privileges. In 1977 the board voted to set up a committee to look into membership for women. Eight years later, the first woman member was admitted to the club.

Long-time member Ron Gaudet explained that he personally wanted women to become members, as women had been participating in sailboat racing and their participation added to the competitiveness of the sport. He remarked “the damn women were beating me all the time (in the 210 class sailing races) and not getting any credit for it.” Roy Mahoney, the Commodore at the time, also had a personal interest in allowing women to become full members. His teenage daughter Kelly was active in the club. As a result, Ron drafted the bylaw which would enable the Club to accept female applicants as members. On Oct. 15, 1984, Roy Mahoney brought before the Board of Directors a petition signed by 62 members, requesting that references to “male” in the bylaws be changed to “person” as well as a number of other important inclusive language changes. After presentation by the Board, this groundbreaking by-law was approved without any issues at the next general membership meeting. In January of 1985, three short months following that initial petition, Lisa Cameron became the first female senior member to be accepted, with Kelly Mahoney becoming the first female junior member.

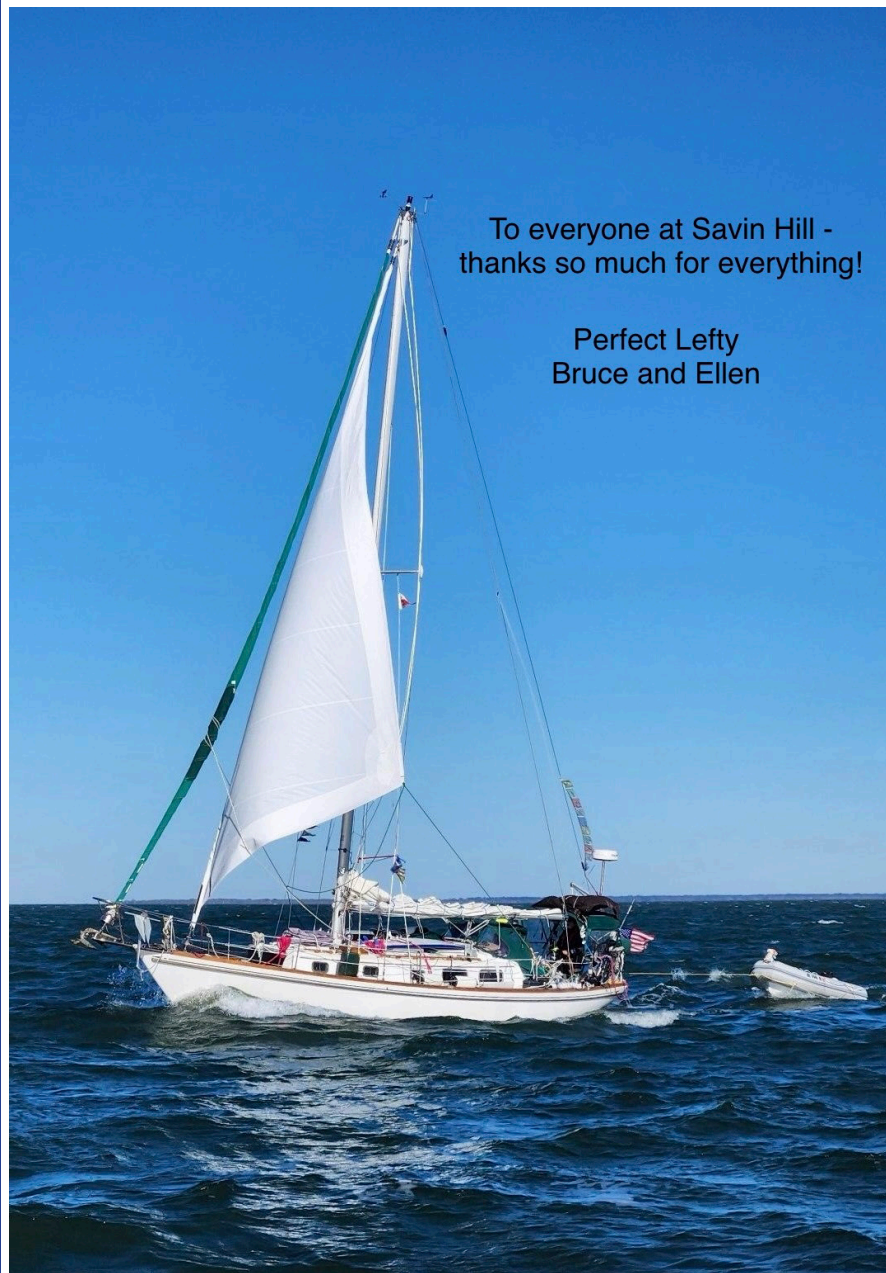
Today, SHYC actively promotes female membership recognizing the many contributions women make to sailing, boating, and the overall club experience. As of 2025, 44 of the 355 members at SHYC are women with 36 as senior members, four are honorary members, four are junior members, and twenty-one are boat owners.

COVID Pandemic SHYC

Through the last 50 years the club has weathered many storms but there were none quite like the storm that struck in late 2019. That winter, a virus, initially labeled the “coronavirus” and later known as COVID 19, spread rapidly across the United States and the world. Abruptly, the words “pandemic”, “social distancing”, and “lockdown” were injected into the parlance.

While the mission of Savin Hill Yacht Club is the pursuit of maritime recreation, at its heart lies a vibrant social club. By the sea and amongst friends, members and their guests have sought refuge there from a troubling world for 150 years. Ever cognizant of the developing and changing regulations regarding COVID, the club “adapted, improvised, and overcame”. For the Commodore and the Board, virtual meetings became the norm allowing them to draft and enact safety guidelines in quick compliance with each new rule. Social distancing measures such as plexiglass separators at the bar and limited lounge and galley operations were implemented to keep members engaged, albeit at a distance.

Thus, the club was a haven to members dispirited by the pandemic. In the warm weather during the summer of 2020, the deck provided fresh air, sunshine, and comradeship. Moreover, one of the best and safest places to be during COVID was on a boat in the fresh sea air. In winter, some members enjoyed each other’s company by holding small gatherings around a fire pit near their boats. And when the impact of the pandemic waned and restrictions began to ease, the Savin Hill Yacht Club emerged stronger, with an increased sense of connection among its members.



Sailboat Racing and Cruising

It did not take long for the Savin Hill Yacht Club to make its presence in sailboat racing known. The first Savin Hill Yacht Club regatta took place in Dorchester Bay on Sunday, August 13, 1876. The club's racing calendar included events like moonlight races, championship races, and club cruises. Little did the sailors and spectators know that 149 years later Savin Hill Yacht Club would still be a force in the local sailing community. However, sailboat racing was not always as robust as it is today. In the 1950s, SHYC faced challenges such as declining participation in sailboat racing. In response, the club initiated projects like building new floats and organizing races to rejuvenate interest. A significant event during this period was the establishment of the Harry Perola Trophy in 1959, awarded to the winner of the Annual Log Race. This initiative, led by Arthur Vienott, helped SHYC regain its prominence in the sailing community.

In 1955 with the passing of Commodore Hosea D. White who had won the Quincy Challenge Cup for Savin Hill Yacht Club in the late 30s, Commodore Frank Gettings had a cup made in his honor to be raced for by sailboats. This trophy, along with the Boston Lightship Trophy, started the dominance of Savin Hill Yacht Club as a leader in the Boston Harbor racing community. In the 60's and 70's there were several One Design races – this type of race allows only one boat model to compete at a time, such as the Thistles. Ron Gaudet was the chair of the Performance Handicap Racing Fleet (PHRF) in 1984 and brought this rating system to SHYC that year. The PHRF rating system allows different size sailboats and different models to compete at the same time. It utilizes specific formulas to determine the winners of a race, rather than who crosses the finish line first. The PHRF competitions allowed for the Thunderbird's, 210's, 110's, and all other racing sailboats to compete in the same race. More sailors joined Savin Hill in the 1980's/90's due to the success of the PHRF competitions.

In more recent years, SHYC skippers have continued the tradition of excellence with several notable accomplishments in the Massachusetts Bay Sailing Association (MBSA) races. Some of which are listed below:

- Bittersweet skippered by Ron Gaudet
 - MBSA Offshore Class D 1988
- Big Bird skippered by Chuck Moore
 - MBSA Offshore Class D 1989
- Tank skippered by Josh Vogel and Ryan Murphy
 - MBSA Offshore Class D 2011
- Sparkle Pony skippered by Bill Finn and Francis Shiman-Hackett:
 - MBSA Offshore Class C champions 2015, 2021-2023
 - MBSA Pursuit (Spin Class) 2013, 2015, 2017, 2018, 2023
 - Edgartown 'Round the Island Race 2018
- Mysterious Ways skippered by Steve Kavanagh
 - MBSA Offshore Class E 2009-10
 - MBSA Offshore Class G 2024
 - MBSA Offshore Class D 2012-2019, 2021, 2023, 2024
- Harrier skippered by Brian Pitt
 - MBSA Pursuit Championship (JaM Class) 2019, 2021, 2022
- Tonga skippered by Mark Fitzgerald
 - MBSA Offshore Class D 2017

SHYC was awarded the MBSA “Yacht Club of the Year” in 2005 and 2023.

Thunderbird Fleet 5

Savin Hill Yacht Club is the proud home to Thunderbird Fleet 5, the largest and only remaining Thunderbird fleet on the East Coast. The Thunderbird class of sailboat was designed to be both a racing and cruising boat. It is competitive in races, sleeps four, can be powered by a small outboard engine, and can be built by

reasonably skilled amateurs.

The Boston Thunderbird Fleet 5 was formed in 1961 in the Quincy area and eventually moved to the SHYC as it evolved and grew. In the early years, 1960s - 1980s, SHYC members in Fleet 5 included Bob Cahalin, Chuck Moore, Reed Cournoyer, Brian Pitt, Ed Younie, Bill Salisbury, Don Kavanagh, Ed and Kevin Grogan, Harry Dolan, Randy Komich, Mark Stafford, John Riley, and who can forget Dave Houston. Steve Kavanagh recalled that a different club would host weekly races, including the one-design Thunderbird class. During the 1980s, when interclub racing began to fade, the Thunderbird community continued to race and kept the Thunderbird fleet alive. Over time, the Thunderbird fleet grew in popularity at SHYC, due in part to the presence of several Thunderbirds already at the club, the club's deeper water relative to that of other area clubs, and access to on-site winter storage. In 1986, Don Kavanagh initiated the Thunderbird Twilight series at SHYC, which continues to this day.



Thunderbirds: Fleet 5 takes flight

The popularity of Thunderbirds at the club continued to grow in the 1990s and 2000s, with members acquiring several boats from Toronto, Canada, where a once thriving Thunderbird fleet was slowly sunsetting. The SHYC fleet is now the largest on the East Coast, numbering approximately 20 vessels.

Not surprisingly, SHYC has participated in numerous World & International Thunderbird regattas including Toronto Canada, San Francisco, CA, Seattle, WA, Port Townsend, WA, and Victoria,



British Columbia. Fleet 5 hosted the International Thunderbird Series in 2005, 2014, and 2019. Financial Secretary Sean Kane is currently the president of the East Coast International Thunderbird Association.

Thunderbird Cruising

Throughout the decades of the 70s and the 80s, an intrepid troupe of SHYC adventurers annually set sail for Martha's Vineyard in their Thunderbirds, hitting the high seas these times as cruisers, not racers. As explained by Don Kavanaugh, a veteran of 13 of these voyages, from six to as many as twelve sailboats would leave on the journey packed up with provisions, wives, kids, and all of their foul weather gear. In the days before satellite or radar weather forecasting, it was far better to be prepared than to try to predict the fickle New England weather. Sandy Lederman recalls sailing trips with family aboard were always memorable, even if the wind was negligible.

Early on Friday mornings, flotillas of 2-4 boats would set off to the first predetermined destination, usually Scituate harbor. Navigation was "old-school," relying on paper charts, celestial navigation at night, and hard-earned local knowledge. At Scituate, the fleet would rest up for the morning's departure, which was timed to ensure that their arrival at the eastern end of the Cape Cod Canal coincided with the ebb tide.

After successfully transiting the Canal, the Thunderbirds would roost in either Onset Harbor in Wareham or Red Brook Harbor in Cataumet. From there, they would migrate to Oak Bluffs via either Wood's or Quick's Hole. In those days, a slip in Oak Bluffs cost the captain a whopping sum of \$3.00 for two nights. Consequently, some captains opting to save some money would raft up two or three boats to a mooring. For perspective, the 2024 slip rate at Oak Bluffs Marina was \$5 per foot, with a 30-foot minimum. Therefore, a Thunderbird, at nearly 26 feet in length, would be charged \$150 (the minimum cost) to spend a night on a slip in 2024.

Both Don Kavanagh and his son Steve fondly recalled those warm, golden days of summer when the kids would swim and splash about nearby, at times diving for oysters to supply fresh appetizers to parents relaxing in the cockpit with cocktails. When waterlogged, the kids would take a pram ashore to explore the islands. Families dug for clams or quahogs on the many pristine beaches or would opt to day sail around Cuttyhunk Island in Buzzards Bay. Then, after a few delightful but brief days, the Thunderbirds would be packed up for a long and undoubtedly wistful sail home.

Boston Harbor Ladies Challenge

In 2023, a new and exciting event was added to the Savin Hill (and Boston Harbor) race calendar, “The Boston Harbor Ladies Challenge”. Founded by SHYC member Kathy Seero, who remarked that she wanted to start a regatta to encourage and draw more women to sailing, the Challenge invites the full range of sailors from novice to expert to compete on yachts where captains, and navigators (if separate from the captain) must be women. In 2024, the club hosted the Second Annual Boston Harbor Ladies Challenge on July 14. The event featured a casual race, live music, lunch, a fashion show from Mustang Survival Life Jackets, giveaways, and prizes for the winning boats. With two greatly successful years in the record books, the race has already enriched the racing experience for women sailors and their crews. As the Boston Harbor Ladies Challenge grows, the support and the network of women sailors grows alongside, all the while advancing the person, the sport, and the club.



Boston Harbor Ladies Challenge, July 14th, 2024

Congratulations SHYC 150th Anniversary

Fred & Stanley Sneider

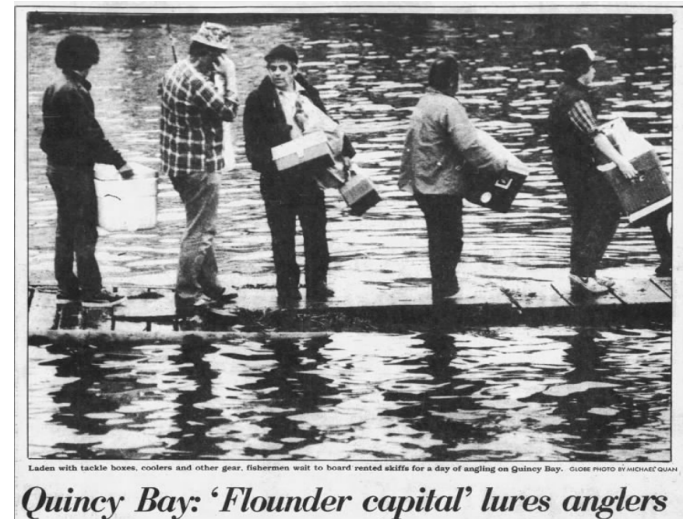


In loving memory
Robert (Bob) Keane
Commodore, 1998

Fishing at Savin Hill 1975-2025

Recreational fishing in Boston Harbor from 1975 to 2024 has been a rollercoaster ride, shaped by environmental concerns, regulatory changes, and evolving public perception.

In the 1970s and 80s, Boston Harbor was considered a polluted waterway where, particularly during heavy rainstorms, raw sewage would discharge into Boston Harbor adversely impacting water quality and marine life. Recreational fishing, though still popular among many, was also negatively impacted by the serious health concerns of eating tainted harbor fish and the scarcity of certain fish species.



Fishing Enthusiasts 1983: Harvey's & Hurley's skiff rental, Houghs Neck, Quincy

Despite these pollution concerns, there remained an active spring flounder fish run in the 1970s and 1980s when busloads of fishing tourists would rent 16 foot wooden skiffs at Harvey's Wharf or Hurley's boat rental in the Houghs Neck section of Quincy. Houghs Neck was once called the flounder capital of the world, but flounder could also be caught in the mud flats of Wollaston Bay in Quincy, around Long Island, as well as Thompson Island near Savin Hill Yacht Club. In fact, a larger set of flounder charter boats called the Flounder Fleet was based near SHYC, just

up the Neponset River. Even today, near the Venezia Restaurant and the Port Norfolk Yacht Club, the remains of the Flounder Fleet pier that harbored the Flounder Fleet can still be seen. Of note, in the early part of the 20th century, the renowned George Lawley & Son Shipyard occupied this site. In old maps of Dorchester, the ruins of a pier that was likely part of the Lawley operation can be seen.

With the harbor now cleaner, fewer predators, and state limitations on the number and size of flounder that can be caught, the flounder populations have started to rebound.

In the late 1980s, one SHYC member, while in college, was granted a “student commercial” lobster license, allowing him to set 25 lobster traps. The student’s boat, pictured below at mooring at SHYC, was a 25 foot “Novi” lobster boat built in Nova Scotia. The Novi had a 1960s era straight six Chevy engine, a block and davit, hydroslove (lobster pot hauler) and continuous water flow for the lobster barrel and washdown hose.



25' Novi lobster boat, SHYC mooring field, late 1980s

In late 1988, when Massachusetts Governor Michael Dukakis was running for President, his opponent George Bush came to Boston to criticize him about the rampant pollution in Boston Harbor. The state of the harbor at the time had become a dire situation for Boston lobstermen. Our own SHYC lobsterman, after

having sold his catch to Baystate Lobster on Commercial Street in Boston, was dismayed to find signs in the retail store indicating that all lobster was from the waters of Maine and Canada. Apparently, the knowledge that lobster came from Boston Harbor would hurt sales.

However, in part as a result of that fateful visit by George Bush in 1988, significant environmental cleanup efforts began in the late 1980s and continued through the early 1990s, leading to the establishment of the Deer Island Wastewater Treatment Plant and a gradual improvement in water quality. As the harbor began to recover, recreational fishing improved and other sea life such as harbor seals, porpoises and whales returned.

The 21st century saw a resurgence in recreational fishing in Boston Harbor. Stricter regulations were implemented to protect fish populations and the marine ecosystem. The Massachusetts Division of Marine Fisheries now plays a crucial role in managing recreational fishing, setting bag limits, size restrictions, and seasonal closures.

Today, Boston Harbor offers opportunities for anglers to catch a variety of species, including the popular striped bass and bluefish. According to a current member, excellent striped bass can be found right outside the mooring fields at SHYC. Using a weighted treble hook, he snags his bait from the swirls of Pogies (Atlantic Menhaden) that have returned in abundance to the bay. These resilient bait fish are favorites of stripers and bluefish – so much so that this fisherman even reports catching stripers on his treble hook while in the process of reeling in his bait. And, while he has fished all over Massachusetts Bay, he finds that he does remarkably well around SHYC, primarily using live bait, but on occasion using tube lures, at times enhanced with hooked sea worms. This fisherman’s successes on the water are tempered by concerns that the proposed dredging in and around SHYC might interfere with this once again fertile fishing ground.

***Congratulations Savin Hill Yacht Club on 150 Years
From the Williamsom Family***



Boston College Racing at SHYC

According to current coach Greg Wilkinson, the story of how the Boston College sailing team wound up sailing out of Savin Hill Yacht Club is something of an urban legend. After all, the BC campus is located over twelve miles of intense Boston traffic from 400 Morrissey Boulevard, whereas the Charles River is half that distance and without most of the traffic.

The Boston College sailing team dates from the 1930's and for years, the MIT pavilion was its home. By 1998, teams nation-wide were becoming larger and more competitive. When MIT switched out their 18-boat fleet, BC acquired the MIT fleet, but in the process lost access to the pavilion on the Charles. As a result, the team migrated to the Schrafft Candy Factory close to the Mystic River in Charlestown. However, without suitable docks or a place to launch, they needed a more appropriate location. Therefore, one year later, BC's 18 Larks began sailing out of the JFK library in Dorchester, which had a pier and a floating dock. Then the team suffered a major setback: the December nor'easter of 2000 hit hard. All the Larks were lost, the docks were destroyed, and most of the team's equipment washed up onto Morrissey Boulevard. In the spirit typical of the club, members hastened to help students clean it all up. Through the crucial efforts of member John Boylan, then a professor of chemistry at Boston College, the current relationship between the university and the club was established. The rest is history: since winning its first national championship in 2008, the BC teams have won 23 national sailing titles. The team has also trained five Olympic sailors, four since 2002.

Coach Wilkinson identifies two major benefits of the team's relationship with the club. First, aside from having its own boat floats, storage space, and access to club facilities, Savin Hill's access to Boston Harbor and the Neponset River offers something that is unavailable to other teams – unique training waters for team members to learn strategies in a broad range of conditions, currents, and waters. If you can sail in any direction out of Savin Hill, you are able to sail in almost anything.



2022 ICSA Women's Fleet Race Nationals | US Sailing / Lexi Pline

Boston College, Women's National Champions, 2022

Second, while efforts to broaden access to competitive college sailing are underway, it is still a sport in which most competitors are white, affluent students (BC tuition and fees topped \$88K in 2024-25). The Savin Hill Yacht Club exposes many BC sailors to something new and unexpected – a relatively humble, down-to-earth physical plant where members from a wide variety of social classes sail an equally wide variety of vessels, at a club where members work on their own boats, help each other out, and carry out the significant tasks of boating (launch, haul, storage, club and vessel maintenance) on a volunteer basis. Experiencing this sailing community in action allows BC sailing team members to grow up and out in a unique context. “They love it at Savin Hill,” says Wilkinson, adding that some sailing team graduates have chosen to continue their competitive sailing under the name of Savin Hill. Graduating seniors have developed a tradition of purchasing abundant SHYC attire on their last day at the club.

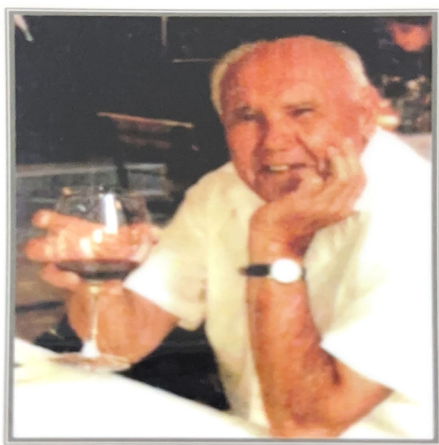
BC’s current fleet at Savin Hill Yacht Club consists of eighteen 420s and eighteen FJs. The 2024-2025 team consists of 15 women and 17 men, and although competitions distinguish women’s sailing events from team events of both sexes, students train as

a team and are ready to hop into whatever competition they’re called to. BC’s training regimen is as intense as that of any Division One sport: the team sails four times a week, trains on campus three times a week, and competes on weekends.

On the water, Savin Hill Yacht Club members enjoy dodging what are affectionately called “the water bugs”. Following in a row, behind the mother-mallard coaching boat for early fall drills, these ducklings will later fly independently off the floats to practice as the fledgling sailors they’ve become.

The limited nature of the team’s dedicated space at the club has posed some ongoing challenges and we all look forward to the day when the team will have its own rooms, including changing areas, lockers, a classroom, and storage space.

In Loving Memory of



Umberto V. Francescon

September 30, 1930

April 5, 2025

Ninety-Four Years

Congratulations on Your 150th
Salem Willows Yacht Club



Salem, Massachusetts

Retriever

Today, the sight of the launch Retriever weaving back and forth across the mooring field is as emblematic of the Savin Hill Yacht Club as the club's red, white, and blue burgee. Initially viewed as an expensive luxury for a few, SHYC launch service has since evolved into a most valued and accustomed service.

Although Savin Hill Yacht Club's current launch tender was built in 1990, Retriever's lineage can be traced back nearly two centuries to when in 1798, the Crosby Yacht Yard was founded on the shores of Osterville, MA. Crosby's first signature boat, the Crosby Catboat, had been plying the waters of the Northeast for 60 years when the boat that would bring them to national if not world-wide prominence was launched – the Wianno Senior. The Kennedy family of nearby Hyannisport owned Victura, a Wianno Senior, on which the President, his family, and other dignitaries were frequently filmed and photographed sailing the waters of Nantucket and Vineyard Sounds. The sturdy and head-turning Crosby Striper bass boat is another example of Crosby's much sought after vessels.



Congratulations to the Savin Hill Yacht Club on *150 remarkable years.*

We are proud to be members and to celebrate
this historic milestone with our community.

—LARRY AND PATTY RIDEOUT

Congratulations SHYC on 150 years!



In Loving
Memory of
Andrew Bohm
1965-2023

Thanks for all the
years of DIY!
- Celia Harrison
S/V Café Mildew
S/V Naiaden



SHYC's own stout and salty Retriever, a Crosby hull, was built in 1989 at a cost of approximately \$40,320. Retriever has a length overall (LOA) of 21'6" with a 10-foot beam and draws 3 feet. Lovely as she is, it was the cost to the Club that brought out strong emotions from the membership. The expenditure of \$40,320 in 1990 dollars (which today would be over \$97,000) was a significant outlay of funds for SHYC and the vote needed to go to the membership ... and the membership was divided.

Since the Club's inception, each member with a boat on a mooring was responsible for accessing his or her own boat by individual means such as a dinghy or rowboat. In the 1970s into the early 1990s, SHYC provided several club-owned 10-foot aluminum dinghies for which the members supplied their own oars if they chose to row out to their moorings. This status quo was fine for many and the inclination to avoid or even resist change was reflected in the factionalized atmosphere of the club itself at that time. Therefore, when the initial report was issued by the Financial Secretary in 1988, the numbers were not promising. The report concluded that should the launch need to be financed, the real cost to the club would be closer to \$80,000, resulting in an additional cost to each member of \$57 over the course of 5 years. A supplemental analysis attached to that report suggested that the cost, though borne by all of the 220 members at the time, would only be to the benefit of approximately 60 active boat owners.

A special meeting was held on January 21, 1988 to present the purchase of the launch to the membership and address questions about cost, operations, insurance, and maintenance. The attendance at this meeting was so great that the initial attempt at a vote by a show of hands could not be accurately counted. Portending the widening rift of the year to come, the Board separated the attendees, having the members in favor stand on the right side of the hall and those opposed taking their place on the left. The measure passed by a vote of 75-68. By May, however, no movement had been made toward the purchase. When the champion of this project, Tom Robertson, requested a status update at the Board meeting that month, he was shut down by a terse, "we can't afford it" from the Commodore.

Not willing to give up the ship either literally or figuratively, the Launch Committee, believing they were duly authorized by the vote in January, subsequently petitioned the Board in June formally requesting the release of a down payment check in the amount of \$6,000 to the Crosby Yacht Yard.

Again, the motion and subsequent appeal were denied by the Commodore. The stated basis for the denial was that the votes did not follow proper procedure. Afterwards, he recused himself from further proceedings related to the launch. The Vice Commodore then held a voice vote that reversed the denial of the appeal, at which point a motion was made to amend the motion on the table to state that no monies would be sent to Crosby until further review by the membership. This amendment was defeated by a 10-2 vote and the main motion carried with the Commodore's objections noted. The check was to be sent.



Dinghies cover SHYC floats, circa late 1980s, (note the wooden pilings)

Or was it? By August, two months later, still no action was taken. After a long and heated discussion by the board and the Commodore steadfastly refusing to move forward and "not wanting any part of it," a new petition was presented to the board requesting to defer the check until the matter was brought before another special meeting of the members. At this meeting, the membership

would vote on whether to sustain the motion to send the monies, or if necessary, to vote on the competing petitions.

Having had a month and a half for each side to marshal its forces for or against the measure, the second special meeting regarding the launch was held on September 22, 1988. In addition to the call to meeting letter, the Commodore sent a separate communication to all members detailing his financial and parliamentary concerns. In fact, by the time the meeting came about, an expert parliamentarian had been engaged in the hopes of ensuring proper procedure. While she apparently had some success in maintaining procedural order, her presence also successfully inflamed some of the already raw nerves of some in attendance. Nevertheless, the vote failed to achieve the two-thirds majority required to overturn the board's June decision.

The purchase was therefore on, but the sticky problem of finances remained. The Commodore was not necessarily wrong when he said back in May that "we can't afford it". At the first meeting of the new year, the Board of Directors entreated the Launch Committee to find alternate means of paying for both the launch and the annual maintenance required, suggesting amongst other things, voluntary certificates, user fees, even an increase in the per foot charge to store boats on the back beach.

Advocates of the launch needed to devise another method of financing, and by February they were able to present their proposal to the General Membership. In short, to address annual maintenance, an increase in membership dues of \$60 was suggested. For the purchase of the launch, certificates would be sold in denominations of \$100 for a limited time. One hundred dollars would buy unlimited rides for one year, \$500 would buy unlimited rides until the certificate was cancelled by repayment. Each option would be designated by a special decal affixed to the member's boat. Two dollars per ride was another option for non-decaled boats as well. The club's books would carry a separate line item for the certificates, which had to be retired by November of 1999. Failure to raise the balance of \$34,300 would result in the return of monies, return of the launch, and expose the club to

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potential damages of \$12,000 because of the breach of contract. But once again, the launch would have to wait. Due to time, the meeting was adjourned, without voting on the plan.

Finally, at the April 1989 meeting, the financing plan was approved, albeit with the proposed increase in member dues amended out. And by September, the Launch Committee had already secured \$28,000 in bonds as the November deadline loomed. This successful fundraising plan enabled the club to purchase the launch and have it documented by the U.S. Coast Guard in May of 1990.

The launch was named Retriever by lottery and so began a new era at Savin Hill Yacht Club. At the outset, the distinct possibility existed that this single purchase could have driven a wedge into already deeply entrenched factions of the membership. In the end, however, rather than divide, Retriever was arguably a key factor in bringing the members together.

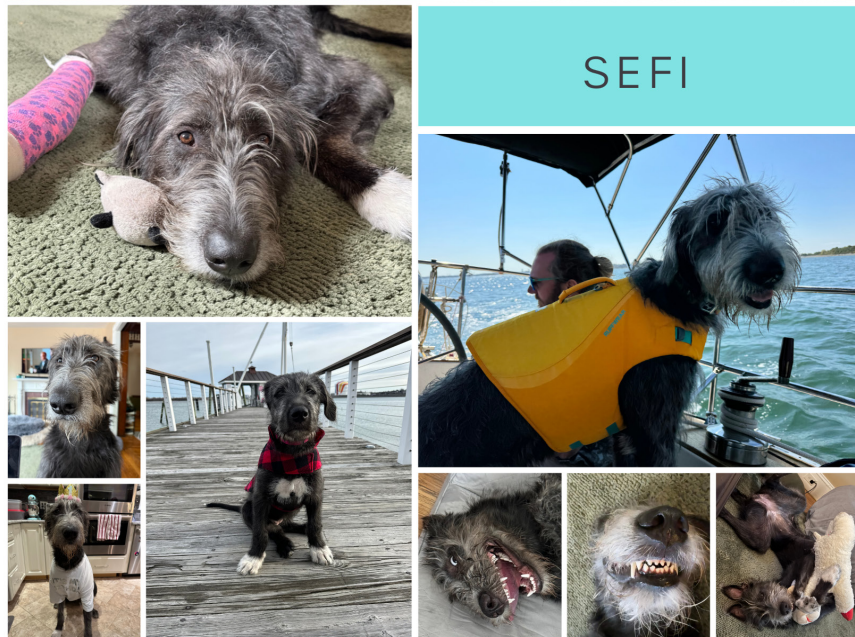
The recurrent call of “Retriever, Retriever, Retriever” on channel 68 for simple rides, open hatches, forgotten keys and phones, loose pennants, flogging headsails, and lifts for visiting boaters and racers, rings out as testimony to her indispensability. Throughout each boating season, Retriever passes back and forth through her watery loom like a weaver’s shuttle, knitting together a unified tapestry of the Club.



Retriever launch day, 1990s



SEFI



Back Beach

Central to the SHYC boating community is our ability to launch and store boats on club property. The club has always relied on the knowledge and expertise of the Back Beach Committees to safely launch and haul the boats that we enjoy so much. During the past 50 years, the Back Beach has changed, not only physically, but also with respect to the equipment and techniques used to move boats. Still, it is interesting to note that in 1975, approximately 130 boats were hauled. In 2024, approximately 138 boats were hauled.



Back Beach teamwork

One thing that has not changed, however, is the trust and confidence that we all have in those talented individuals who make the Back Beach function. Hauling and launching boats is truly a team effort requiring the cooperation of all members throughout the season. While every member is responsible for contributing on the day of their own boat during launching and hauling, the Back Beach Committee assumes the responsibility and leadership of the entire process. It is fitting that we acknowledge the Back Beach Chairs of the past 50 years:



Every Quantum sail is powered by the same world-class designers and advanced technology behind our Grand Prix victories. Because better performance transforms every day on the water.

Visit QuantumSails.com to upgrade your experience.



In loving memory of Mary Shaw....
aboard the JAMA, 1976



Name	Dates of Service
Joe Cameron	1975 - 1980
Jack Shaw	1980-2014
Bill Kane	2015-2021
Bill Shaw	2022-2023
Nick Simon	2024 - present

Members entering the Back Beach in 1975 would have seen a single chain stretching across the entrance at the site of the present gate. From this vantage point a member would have had a virtually unobstructed view of the newly constructed campus of UMass Boston, since the present-day garage was not built until the Brownell boat trailer was purchased three years later. Construction of the garage was funded in part by insurance money collected as a result of the Blizzard of 1978.

Launching a boat in 1975 was not much different than launching a boat in 1907. The photo taken in 1907 clearly shows the wooden cradles used to support boats in the days before stands. Although David "Fred" Brownell invented the adjustable boat stand system in the 1950s, two and a half decades later many members still stored their boats on wooden cradles. The process of hauling required that the cradles be lowered down the ramp on rails to the point where the boat could be floated or otherwise coerced onto the cradle, preferably by making the most of the tide, but often by a good deal of pushing and pulling. About $\frac{2}{3}$ of the way down the north side of the Back Beach a shed housed a small gasoline powered engine, called a donkey engine that powered a windlass system. A cable running from the donkey engine through steel blocks at strategic locations allowed a boat to be mechanically pulled on a cradle, while a relay team of members wrestled with the "conveyor belt" of logs used to position the vessel to or from its designated spot on the Back Beach. The combination of a series of pulleys attached to anchored iron rings, angling of the logs, a strong back and a sturdy sledgehammer coerced the cradle and its precious cargo around the more difficult turns.

The process could take as much as a full day to move a single boat and just as today, a favorable tide was required. Remnants of the iron rings from the system can still be seen on the Back Beach. The other option available to members was to simply roll the smaller boats on logs without relying on the windlass.



Wooden boat cradles, 1907

Eventually, wheeled dollies replaced the logs. The cradle would be lifted by hydraulic jacks onto dollies placed at each corner. Long poles were then attached to the dollies for leverage, making maneuvering the cradles easier. The donkey engine/cable configuration and much of the physical labor would be replaced in 1975 by a tractor, purchased for \$400 to tow the cradles.

The purchase of the Brownell hydraulic trailer in 1978 revolutionized hauling on the Back Beach. The Brownell is used for lifting, moving, launching and hauling boats. While we may take “the Brownell” for granted today, garnering approval from the membership for the purchase was challenging. Ron Gaudet recalled that the Brownell was very expensive at the time and several members were hesitant to spend that amount of money. In the long run however, the purchase was approved. It was a sound decision. The Brownell trailer and stand system turned out to be, and remains, a most valuable asset for the club. Not only is hauling and launching significantly faster, as the process is now far less complicated and labor intensive, but the club itself has also become more appealing to existing and potential members as a

result. The Brownell allows the club to arrange boats on the Back Beach more densely than ever before, creating more valuable storage capacity. This additional capacity makes Savin Hill Yacht Club an attractive option to new members, as demonstrated by the club’s sustained level of membership when compared to other yacht clubs in the area.

Tony Champa recalls that to replace the old tractor, a Lull (a combination forklift and tractor) was purchased during his term as Commodore. The Lull is a versatile piece of equipment on the Back Beach that is essential for navigating the Brownell during the hauling and launching of approximately 250 boats each season, as estimated by former Back Beach Chair, Bill Kane. In addition to the purchase of the Lull, the Brownell itself was replaced by a new Brownell rig in 2017.

Experienced operators are required to oversee launching and hauling. In addition to the technical skills required to operate the equipment, Bill Kane emphasizes the need to maintain a safe working environment, coordinating volunteers with a range of experience to safely maneuver boats off and onto stands and into or out of the water. Launch order is determined by draft and time of tide. Teams of skippers and friends dragooned into service crawl about extracting the stands and blocks on which the boat has rested since the previous fall. Skippers remind one another of last-minute items to be done. Are there long dock lines fore and aft to guide the boat into the water from the Brownell? Are fenders ready for temporary port side tie-off at the launch ramp float? Did you paint the spots where the stands were? Is the sea chest open? Are the keys in the ignition, the plug in the bottom? Then, when a new October too quickly arrives again, the Back Beach shuffle is played out one more time, this time in reverse.

Don Kavanaugh recalled that after the Brownell was purchased, club members decided to design and build a garage for its maintenance and housing. Fred Hersey (an engineer by trade) was responsible for the design of the building and Frank Callahan was responsible for the construction. The garage was built entirely by members volunteering their time.

The best place in the
world to grow up
and grow old.

In memory of
Ralph Terrazano



Of note, the garage once sported a lookout platform. The platform served as a checkpoint for members in the early years of night watch and was equipped with a searchlight used to scan the mooring field. On his very first night watch, Bill Kane and his father spotted a thief breaking into one of the boats at low tide. They alerted the police, who were able to arrest the individual, who had gotten bogged down in the mud flats when trying to make an escape. Needless to say, the thief did not get very far and was an easy catch for the officers on duty.



Circled in red is the donkey-engine shed 1955

Old Hatt



~ 2000

Family day in Bollacky Bay



~ 2004

Cruising past Ransford and Long Island returning to SHYC

Congratulations to the members and
officers, past and present, of the
Savin Hill Yacht Club
on our
SESQUICENTENNIAL
*Thank you Kevin, Jack, and Mike for
your years of guidance and friendship.*
- *The McColgan Family*



~ 2017

Paul and Helen aboard Rockaway on the beach at Bollacky Bay

Night Watch

According to the 1975 Centennial Book, the SHYC Night Watch was enacted at a special meeting in 1972 during the term of then SHYC Commodore Tom King. Whatever precipitated the Club to act at this early date is unknown, but by August 1976 the local press finally determined security concerns in the area to be newsworthy enough for the Boston Globe to publish an account of thefts at SHYC by a scuba diver and raids by a “swift black-hulled craft” at nearby Norwood Marine boatyard, its crew stealing expensive electronic equipment. Jurisdictional and political finger-pointing promptly ensued, with the Boston Police claiming that security was the bailiwick of the U.S. Coast Guard and the Coast Guard directing responsibility squarely at the clubs. Later, the financial crisis of 2008 may have motivated a series of outboard engine and generator thefts, as the Boston Herald reported in July 2009, regrettably echoing the Globe article from many years earlier.

As it stands today, Night Watch is required for every senior member under the age of 65. The duty recurs annually with each member compelled to stand one night of watch between the dates of May 15 and October 15th.

When the night watch was first instituted, the members carried a watchman’s clock. As they performed their hourly tour of the club, their progress was recorded by winding the clock with special keys placed at relevant club checkpoints. Now, between the hours of 10:00 p.m. and 3:00 a.m. the members on watch perform their hourly check-in by swiping a fob against readers mounted at each of the primary access points to the club. Included in the nightly rounds is an inspection of the Back Beach. As reported above, during the 2009 season there was a spate of outboard motor thefts from boats in the mooring field. In response, night watch was extended and the old searchlight, which had been salvaged from a Navy ship and was formerly mounted on the lookout on the Back Beach garage, was transferred to the club’s upper deck to permit a quick and wide sweep of the mooring field during the night. As an added security measure, cameras were

also installed for the first time at the club.

Like the annual work hours requirement, Night Watch is designed to keep the cost of membership down. Rather than pay for expensive security or other services, through their efforts the members protect their club, their property and their pocketbooks, since the fine for missing night watch in 2024 was \$300.00.

Yet, it is difficult to measure the effect night watch has had to prevent crime. We will never know what misdoing was avoided by simply having a nighttime presence on the property or by the disseminated knowledge that the members of Savin Hill Yacht Club take care of what we value. But there are accompanying benefits to night watch. Those who watch provide early detection and notification of significant potential damage, such as fire, water and weather damage, or system malfunctions. At a minimum, night watch affords a measure of peace of mind to our community and our members.

HAPPY 150TH BIRTHDAY TO SAVIN HILL YACHT CLUB!

**That's a lot of years; as I have only been
learning to sail for 65 years, since 1960; and**

**Our Ensign # 1003, the Lickity Split, turns 60
years old this year! – and**

**I have only been practicing law for 46 years;
since 1978! -and**

I have only been a Life Member since 2017!

SANDER S. (SANDY) LEDERMAN

Attorney at Law

Brockton Mass.

508 580 6500

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The Mooring Field



Excluding the Fox Point Dock at the University of Massachusetts Boston Campus, Savin Hill Yacht Club is in the unique position of providing the only land-based access to the Special Anchorage area titled in the nautical charts as the “MA Savin Hill Yacht Club Anchorage Area.” This mooring field sits opposite the mouth of the Neponset River and covers an area of roughly 2.2 miles.

In the summer, approximately 150 boats of all stripes dot the landscape, from monohull to trimaran, center console to cabin cruiser, racing to cruising, each tethered securely to the seabed. Club members, for the most part, use commercial mooring services to set and maintain their moorings. However, and indicative of the club’s “do it yourself” ethos, approximately thirty percent of members still maintain their own mooring tackle by employing the club’s mooring tender and/or skiff. Some of these do-it-yourselfers have also banded together to form a “mooring club” which coordinates mooring servicing work among their group.

Though under the jurisdiction of the City of Boston, Savin Hill Yacht Club’s geographic fortune has enabled, and requires, the club to assume the de facto role of mooring field caretaker, a role that can be beset with issues.

Overcrowding from the sheer increase in the number and size of boats, combined with the relentless tidal and river shoaling, not only restricts navigable waters within the field’s boundaries, but also pushes the swing radii of boats on moorings beyond their reasonable limits, and that’s when they swing in unison, which they usually do not.

The flow from the river, the tides, and invariably shifting breezes cause erratic swings by boats relative to neighboring boats moored mere feet away. These factors all combine to make setting new moorings difficult if not prohibitive. Derelict moorings, which the Mooring Field Committee works to eliminate, further complicate the matter, creating potential hazards to navigation and an unnecessary limitation on available space.

The mooring field has had its share of tragedy as well. In July of 2020, a jetskier was killed when he collided with a Savin Hill boat while improperly operating a jetski through the mooring field. The location of a jetski rental on the harbor side of Malibu Beach almost compels operators to traverse the mooring field. And, while the Boston Police have currently prohibited operations there, it is likely that negotiation with commercial operations will continue. We hope that the recently established mandatory safety course for all Massachusetts boat operators, including all personal watercraft operators, will reduce the risk and noise that improperly operated jetskis bring into our mooring field, particularly should the Malibu Beach site reopen.

Surprisingly though, after 150 years of yachting in this area, organized attempts at establishing order and security within the mooring field appears to be relatively recent phenomena. The City of Boston had no requirement for mooring permits until 1976, more than a century after SHYC's founding. Night watches, designed to mitigate thefts at the club and in the mooring field, were not established until the 1970s. In 2020, the club established a Mooring Field Committee to address these and other yet unforeseen issues.

Working with our mooring expert Eddie McDevitt, the field is transforming into a managed asset, even though it has had historically few restrictions. While a necessary evolution, it is and will be a delicate dance for the Mooring Field Committee, which could find itself in the unenviable position of denying requests to set moorings, resolving disputes on mooring locations, and determining what management of the field really means and will look like in the future.

Nature and the Savin Hill Yacht Club

Perched on Fox Point, the SHYC meets Mother Nature's smiles and frowns: when the weather is good, it's great, and when it's bad, it can be nasty. Over the last fifty years, due to alterations in weather patterns, the geography of the club has changed dramatically and will continue to do so.

The 1955 photograph below, compared with the 2024 Massachusetts Water Resources image, illustrates how the sea level has risen and the underwater terrain has shifted in the area around the club. Although the Inner Harbor and shipping channels were dredged in 2017-2022, Old Harbor and South Dorchester Bay have not been dredged since 1957, making the SHYC mooring field, with its slowly mounting sand bars, increasingly challenging for club members to navigate. At the time of this publication in 2025, plans are underway to coordinate dredging of the boating channel with UMass' efforts to do the same, in hopes of making it feasible to also dredge the area around the floats.



Aerial view of SHYC (MWRA photo), 1955

Captain Don Kavanagh and his Boston Harbor Heroines!



Thank you Savin Hill Yacht Club for all the wonderful memories!

Congratulations on your 150th anniversary!

Annemarie Chouinard, Mia Olson, Don Kavanagh,
Lisa Gerbick and Sara Capaccioli



Aerial view of Savin Hill Yacht Club (MWRA photo), 2024

While extreme weather events that qualify as major disasters are rare in Massachusetts, they are hitting the state more frequently. Between 1960 and 1989, FEMA recorded 7 of these events. However, in the years between 1990 and 2019, that number more than tripled, with 23 storms recorded². Temperatures and winds are also rising. From 2010-2020, Boston endured more hot days than in any decade in the last fifty years. In July 1975, the maximum wind speed in Boston was 24 mpg with gusts to 33. In July 2023, the top wind speed was 31 mph with gusts to 45. Over the last fifty years, the resilient members of Savin Hill have had to prepare for and cope with the effects of increasingly intense and unpredictable weather.

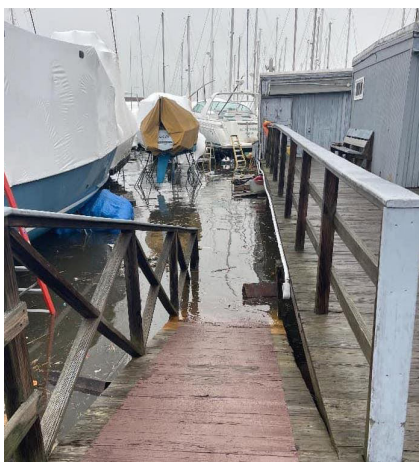
The Blizzard of 1978, a catastrophic nor'easter, was the second largest snowstorm on record in Boston and dropped over 27 inches of snow in just over two days. Winds reached hurricane strength of 86 mph with gusts up to 111 mph. In part because the storm hit at a new moon, high tide was 15.2 feet, and wave height reached 12 feet. The club sustained roof, siding and personal property damage. Other yacht clubs also had significant damage from the blizzard. Quincy Yacht Club (QYC) had to close and rebuild. Savin Hill Yacht Club minutes from February 16, 1978 note that the club sent an invitation to QYC, inviting them to utilize the facilities at our club, which they did.

² Extreme Weather Events. Mass.gov

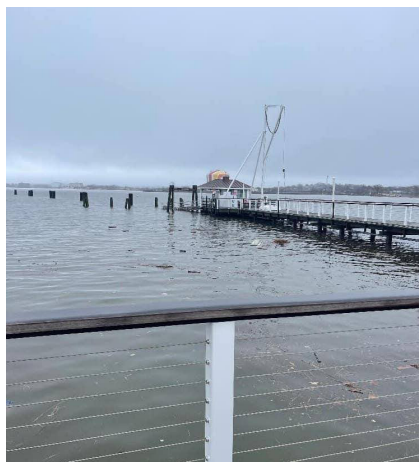
The damage sustained at Savin Hill from the blizzard resulted in an insurance claim and Small Business Administration loan whose funds made possible the purchase of the club's Brownell.

The infamous Perfect Storm, another nor'easter plus hurricane, struck Boston on Oct. 29, 1991, with gusts to 75-80 mph, a peak storm surge of 5 feet and peak tide at 14.3 feet – the fifth highest level on record. Hurricane Sandy, forecasted in time to prepare, hit Boston in 2012 with sustained winds of 35 mph and gusts up to 83 mph. Remarkably, neither of these immense storms did substantial damage to the club. In the October 1991 storm, John Baranowsky's boat *Erie Winds* was driven off its mooring and got so close to the gas tank on Morrissey Boulevard that Jack Shaw told him that he would never get it off without a helicopter.

Morrissey Boulevard first flooded in 2016, compromising access to the Club. Since then it has flooded nine times, with the now standard expectation that it will do so at king tides and during high-wind rain storms. By the time the road floods, the back beach is already under water. The Morrissey Boulevard Commission was established in 2022 to address climate resiliency in the area, and while activist SHYC members are urging the state and city representatives working on a remediation proposal to include the Club in their plans, it is unknown how their efforts will pay off.



Evidence of extreme high tides during the winter of 2024



Historically, flooding of the back beach and yard in the SHYC area was rare. It is now a regular occurrence. In early 2024, under the leadership of Chris Hobin, Club volunteers cleaned out the long-accumulated debris under the lockers to protect the pipe hangers there. This effort had the added benefit of removing large and small trash that increasingly washes to and from the Bay on the ever-higher tides. In 2023, Club member Bryan Hersey did a very impressive job repairing the boulder barrier around the Back Beach that serves as a buffer against erosion and water rise. Additionally, a group of club volunteers were able to restore the Back Beach to its current elevation. These heroic efforts are recognized as valiant stop-gap measures that are biding time until a lasting plan can be established.

In spite of ever-increasing traffic, air pollution, and noise from Morrissey Boulevard, wildlife around the club continues in honorary membership, if in reduced numbers (except the rodents). Land-lubber critters include deer, skunks, coyotes, wild turkeys, rabbits, and land birds, while the ever-present mallards, gulls, and cormorants continue to be at home around Savin Hill. Observant members have sighted kestrels, bald eagles, bufflehead ducks, great blue herons, night herons, snowy owls, redbellied hawks, muscled egrets, and horseshoe crabs. Stripers and schooling minnows continue to proliferate in the surrounding waters. Members have gone out of their way to cohabitate with local wildlife. Phil McMann went so far as to postpone his launch for a month to allow the dove nesting on his foredeck to fledge her chicks. As development in Dorchester continues to eliminate wildlife habitat, such cohabitation will become increasingly important.

Savin Hill Yacht Club benefitted from the historic cleanup of the Boston Harbor, which started in 1985, allowing healthy swimming off the docks and in the mooring field. The Massachusetts Water Resources Authority, which spearheaded the cleanup, reduced the bacteria in the water to a historic low and continues to monitor bacteria count at Malibu Beach, across the boulevard from the Club. The improvement has been dramatic. Recently, sightings of juvenile humpback whales just off Castle Island have been reported.



**Congratulation Savin Hill Yacht Club on your
150th anniversary!**

-Tom and Lisa Gerbick

Technology Advancements at the Club

To a degree, the Centennial Book informs us of the technology in use at the club leading up to 1975. The telephone was adopted sometime prior to 1912. Television found its place in the lounge in the 50's and a typewriter of unknown vintage existed in the sixties. But other than these technologies, the club operated pretty much as it had since 1875 - one year prior to Alexander Graham Bell patenting the telephone.

As the club entered the last quarter of the 20th century, paper continued to predominate. Notices of meetings and events, invoices, bills, ledgers and accounts were all paper based. The minutes reveal the story. The Recording Secretary recorded minutes by hand, only later to transcribe them with the typewriter and resort to last minute handwritten notes and corrections in the margins.

Dues, fees, assessments and fines could only be paid in cash or by check - again more paper. The lounge also accepted cash only and one had to be sure to keep a few coins of change in your pocket in case a phone call needed to be made on the club's payphone.

Then in 1985, after a lengthy discussion, the club took its first tentative step into the computer age with the purchase of a PC-25. The device was purchased at the hefty sum of \$2,500 (approximately \$7,300 in 2025 dollars) and that included a discount of 40%. The technological transformation that took place in the short time since the purchase of this archaic computer has been astounding.

The current Treasurer, Brian Bosman, explained the current state of technology on the financial side of the house. All financial transactions are recorded via payroll and bookkeeping software, which allows for full transparency, compliance, and accountability. Additionally, all invoices are scanned and stored digitally. Because of this, board members have real time, online views into the club's finances compared to former days when review of paper records necessitated a trip to the club. Board members also

have club issued credit cards and everyone benefits from the convenience of online bill pay.

Technological advancements have not been limited to finance. Security for the club is currently augmented by electronic key-fob access and the installation of approximately 18 video cameras spread throughout the property permitting each board member to remotely monitor the grounds for safety and security.

SHYC maintains a presence in the virtual world, including its own Facebook page and a recently revamped website through which members and to some extent, the world, can instantaneously keep up to date with the news, events, and general “goings on” of the club.

Technology Chairman Brian Wills describes a recent update to the club’s technology infrastructure, noting that by implementing a “mesh” service, WiFi dead spots have been mostly eliminated. Members can not only access WiFi from the clubhouse and the grounds, but can also stay connected from almost anywhere in the mooring field. In fact, some members in this era of “working from home”, choose to work from their boats instead - all the while swinging gently at their moorings!

The television pilfered from the lounge in 1959 would have, at the time, been able to tune into one of Boston’s four TV stations. By 1975, not much had changed. Boston still had four primary stations, and changing the channel was probably still done by hand. Today, the two televisions in the lounge can view hundreds if not thousands of channels all by clicking a remote. The jukebox that once stood outside the lounge held, perhaps, 150 songs. Today every song ever recorded is instantly available to every member and can be played on a wireless Bluetooth speaker the size of a beer can - a speaker that has better sound than its enormous counterpart from the 1970s. Video games were considered in 1986 to entertain the junior members, but like the jukebox, these giant, single game consoles have been supplanted by the smart-phone and computer to which an endless variety of games are available. The old public pay phone that was mounted near the

front entrance has lost its job to the cell phone.

Digital navigational charts with GPS, AccuWeather forecasts, autopilot, GPS fish finders, etc., commonplace now, were unheard of when the last Centennial book was written in 1975. Today, an alarm on a phone can alert a member, anywhere in the world and far from the boat, about the status of the bilge or if someone is on deck. By adapting and utilizing new technology, SHYC ensures its relevance and appeal for newer generations.



HAPPY 150TH ANNIVERSARY SHYC

From the SHAW Family
spanning 4 generations



In loving memory of Jack Shaw,
past commodore and life member



What will the future hold?

The conclusion of the 1875-1975 Centennial book takes a notably modest view of the future challenges for the club. It poses the question, "Will the future solve the float violations, the maintenance problems, the ability to work with a club manager, and finally, women membership?"

Let us begin by recognizing that as every boat owner knows, maintenance problems don't go away, they move around. Fix the things you broke last season and break the things you'll fix next season. The same is true for the club. Surely, many of the concerns voiced throughout the Centennial Book have been fixed, fixed again, and fixed again through the years and decades. At the present time there are any number of potential projects looming on the horizon, vying for the club's time, attention, and money. The channel and area around the floats need dredging, the Back Beach floods regularly, the electric and septic systems need to be brought up to grade, and various other things. The list goes on and on. The membership took steps to address two of these more pressing issues by approving two assessments in February of 2025. One assessment provides the opportunity to save money by leveraging the UMass dredging project to dredge around our floats. The second assessment permits the club to begin phase one of three to upgrade the club's electrical system.

Today, various subcommittees provide oversight and management of the different divisions of the club, e.g. House, Pierhead, Back Beach and Mooring Field, but for the day-to-day maintenance, the role of club steward was established in 1914. Responsible for ensuring the cleanliness and general upkeep of the club, our stewards, employees of the club, ensure a positive experience for all members..

As we look to the future in 2025, we anticipate challenges unimaginable to us, let alone our predecessors. At a macro level, there are several factors that are destined to impact the trajectory of Savin Hill Yacht Club. They include, but certainly not limited to, demographics, economics, and technology.

The U.S. population is getting older. As we get older, the ability to meet the physical demands of boating and club maintenance lessens. Consequently, we need to look to the next generation(s) of mariners to become the standard bearers for SHYC, and to our great fortune, the next generation has stepped up to the plate.

In a historical shift, Millennials and Generation Z are earning less than their parents. There is less discretionary income to be spent on non-essentials such as boating and club membership. At the same time, the cost of new boats, fuel, and boat parts (50 feet of sanitary hose can cost more than a flight to Portugal) are skyrocketing, pushing our favored pastime beyond the reach of many of those we hope will succeed us. The expense of time and money to keep and maintain a boat are in some ways beyond the reach of the Club's original demographic.

The existential threat to Savin Hill Yacht Club is the one facing the entire planet: sea level rise and increasingly severe weather. All the water and wind-busting strategies put in place at SHYC cannot solve the larger problem at hand, and all we can do is try to best prepare ourselves for the changes that are inevitable in this place where the water and land come together.

At a more micro-level, the proposed re-construction of Morrissey Boulevard is destined to have impact as will dredging, rising sea levels, technological advancements, mooring space limitations, changing regulations, all will make demands on us in the short term.

SHYC Through The Years 1975-2025

The following chronology, compiled from club records, minutes, and interviews with members, mirrors the previous Centennial Book that documented our first 100 years. Here, the anecdotes, notable and not-so-notable events, and other random tidbits from the most recent 50 years are cataloged for your enjoyment.

"Moe must go." In 1975, the club was plagued by stray cats. Although these felines helped keep the rodent population at bay, they had become such a nuisance that in April of that year the Board moved to eradicate all but two of them from the grounds. "Moe", however, was not one of the lucky two to escape the intended purge. A particularly nefarious kitty, the minutes singled Moe out by name for elimination. However, all of the mousers may have had their execution stayed, as twenty-five members submitted the following request of the Board:

We, the undersigned members of the Savin Hill Yacht Club, respectfully request the Board of Directors to reconsider the penalty placed on our cats. 'Death by firing squad.' They have kept our club free of all rodents, pigeons' et-cetera at no expense to the club. The money saved for the cost of the exterminator could be used to have the female angora fixed. The mortality rate is high due to severe winters, accidents on the back beach, as well as canines left unleashed. The membership should also be informed not to leave their unwanted or stray pets on our property, which also increases the number of felines.



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Later that year, Joe Cameron introduced the idea of replacing the antiquated cradle and rail system for hauling boats by pursuing a new, more modern system such as a travel lift or large crane. However, it wasn't until 3 years later that his initiative would bear fruit when the club purchased a Brownell trailer. At that time, the Hauling Committee, now called the Back Beach Committee, hauled boats off the Front Beach, which is located between the club and Morrissey Boulevard. Also that year, the club sent a letter congratulating President Robert A. Wood of the University of Massachusetts and Mr. David Powers of the Kennedy Library on the 1975 selection of the UMass Harbor Campus as the JFK library's new site.

In the 1970s, led by Bob Proctor, SHYC would host powerboat "Log Races" and in 1976, they held their final competition. Predicted Log Races were unique contests, where captains followed a set course and aimed to finish each part exactly on time. Instead of racing for speed, the challenge was to match the time they had predicted in advance. The captains weren't allowed to use speedometers or tachometers and had to rely on navigation skills, careful planning and charts. A race committee judge was aboard each powerboat with a stopwatch to record the exact time the boat reached each waypoint. The course typically started at Thompson's Island and powerboats from different yacht clubs would compete. At the end of the race, the times were compared and the winner had the least difference between their predicted time and actual time.

As a result of discussion about women's auxiliary and/or membership, a committee was created by vote in February of 1977 to consider women membership. Also that year, membership dues and winter storage increased by 25%, climbing from \$100 to \$125 per year and \$2.00 to \$2.50 per foot respectively.

In 1978, the full report of the Entertainment Committee delivered by Chairman Jack Shaw documented the huge success of the Committee. The Valentine's Day Dance, though postponed due to the infamous "Blizzard of '78", had approximately 100 people in attendance. In March, Paul McKenna held a slide presentation of

his sailing trip from Dakar, Africa which proved to be an interesting and enjoyable evening. Later that month, the club hosted a St. Patrick's Day dinner dance, followed in April by a Chinese luau complete with hula dancers, to the thorough enjoyment of all. June featured a Roaring Twenties dance and in July the club held a Shipwreck dance. Fittingly, the report gave special thanks to Maryellen Sullivan and Henrietta O'Connell for the beautiful decorations at October's closing night dinner party.

In April of 1979 the club applied for a full liquor license and by 1980 the club rounded out the bar with the installation of a new beer draft system.

The theft of \$1,600 over the summer was reported at the September 1981 General Membership meeting. As a result, the board voted to purchase new safes and install an alarm system to help prevent further thievery. Other projects that year included an appropriation of \$6,325 to repair the septic tank and pave the launch ramp. Also that year, the Rev-Lyn contracting company of East Boston was approved by the Board to complete the new piling project and the rebuilding of the pierhead. However, on the day the company was to start construction, a foreman came out to explain that they would be unable to complete the project, as they did not have enough workers available. Years later, these projects would be completed by members of the club.



Maintenance on the crane

In the summer of 1983, Bob Foley conducted a fire drill for the stewards and any interested members. During these drills all hoses were tested and all fire lines pressurized. This proved very valuable as one night after closing, a fire was discovered and extinguished in the decking near the middle-door entrance. Also that year, the race committee reported a budget of \$2,000 and put it to good use in running the following races: Boston Lightship Race - 32 boats, Hosea White Memorial Race - 27 boats and the Fall Regatta - 28 boats. 1983 also marked the first time that trophies for competitors were awarded immediately following the races.

The "Commodore's Locker" was the location where the Commodore and Flag Officers would entertain special guests prior to or after club dances or celebrations. An annual stipend of \$200 was set aside in order to appropriately stock the locker with alcohol for these occasions. According to club lore, Bill Salisbury, the Commodore in 1983, drained the entire allowance on the opening night celebration entertaining guests!

The Tall Ships visited Boston in the summer of 1984. Several members joined in the festivities by sailing out for a first-hand view of the parade. Also that year, the board changed the drinking age for junior members from 18 to 21 to be in compliance with the new federal minimum drinking age. And later, the Board recommended that the club reach out to Representatives Jim Brett and Joe Walsh concerning dredging planned for that year. Despite these efforts, the dredging intended for Savin Hill and Dorchester Yacht clubs, as well as UMass Boston, was cancelled in 1985. Also, a suggestion was made in September of '84 to hire an exterminator to rid the rodents that seemed to be taking over the premises. They probably should have kept the cats!

The memory of the tragedy that struck just before Christmas 1985 lingers to this day in the halls and decks of the Savin Hill Yacht Club. On that day forty years ago, five close friends met their premature end, victims of a grievously errant tractor trailer. SHYC members John Behm, Paul Nicholson, Joseph Cameron and Al Woodman along with Squantum Yacht Club member Charles



CONGRATULATIONS SAVIN HILL YACHT CLUB ON 150 YEARS

Foster were all killed on Route 16 in New Hampshire while journeying to John Behm's winter retreat in the woods of Maine. Each was well liked and several served on the Board and on Committees: John Behm - Commodore 1953-1954, Joe Cameron - Commodore from 1966-1967, Chairman - Back Beach Committee 1975 – 1980, Al Woodman - Chairman of the Massachusetts Bay Yacht Club Association. For the purposes of history, we document this terrible event, but for the purposes of tribute we recognize the lives of these dedicated servants to the SHYC community.

A standout among the new members introduced to the board in March of 1985 was Lisa Cameron. Lisa is notably the first woman member admitted to the club. She went on to serve the club as Recording Secretary and then Treasurer and continues today as a member of the Historical Research Committee whose members researched and compiled this book.

An inventory made in February of 1985 accounted for 173 boats on the back beach. Festivities for the summer included: an Invasion Party, the Blessing of the Fleet, a July 4th journey on the Charles River to view the Pops concert and fireworks, a club picnic, and moonlight cruises along the Charles River.

Since Ms. Pacman, an early computer game, was a club favorite at the time, Junior member Brendon O'Connell made a request of the Board of Directors at their July 1987 meeting to reinstall video games in the "TV Room". Now the club office, during the 70's and 80's, the "TV Room" was the place where the younger set would be dropped off while their parents socialized in the lounge, which had recently undergone major renovations led by then Commodore Al Cappodona in the early 1970s.

Rectifying a fifty-year-old issue, in 1987 the club applied for and received a gas storage permit for its 5,000 gallon in-ground tank. Since the 1930s, the city had only charged for a 500-gallon tank, unaware of the actual tank's 10 fold difference in capacity. Later, in December, Tom Robertson submitted a petition to the Board of Directors, signed by a group of members, requesting that the

club purchase a launch for access to the mooring field. However, it wasn't until 1990, that the "Retriever" was purchased, built and set afloat.

Tragedy nearly struck when, during the Quincy Bay Race Week of 1989, a squall, with wind gusts over 60 mph, battered the SHYC fleet as it made its way home from Hingham. In his attempt to tow another boat out of the storm, member Dave Houston fell overboard near Squaw Rock in Quincy. After the storm subsided, the Coast Guard, along with many volunteer boats, searched the area for any sign of Dave. By early evening, and fearing the worst, several members waited anxiously in the lounge for any news. Then suddenly, to the surprise and delight of those gathered in their makeshift widow's walk, Dave appeared shouldering his oars. He recounted to the group that he was able to remain with his boat by clutching his jib sail as his boat ran aground. From there, he trudged ashore and simply walked to the club.

Led by Frank Callahan, with support from Erik Jacobson, the renovation of the upstairs hall was successfully completed in 1989. The original project called for levelling of the floor, but the venture soon blossomed into new wallpaper, paneling, ceiling tiles, paint and a rewiring of the PA system. And in his Back Beach report, Jack Shaw noted that certain boats jeopardized the rig due to their excessive weight. He recommended creating a policy for the hauling of these extra-large boats.

Of note, classes for a launch operator license in 1990 at the cost \$184.00, which included instruction and books, were held. Fees for the launch use were as follows: A \$500 bondholder was entitled to an annual Season Pass until the bond expired. A Season Pass cost \$100. A round-trip ticket was priced at \$5. Also, launch operators at the time were required to wear uniforms!

High atop the staging, Paul McColgan was painting the gin pole as part of the 1991 rebuilding of Pierhead when he dropped his paintbrush. No small matter this, because to retrieve the brush meant climbing all the way back down the staging, walking completely around the clubhouse to the shore below and return. But

perhaps more difficult, was enduring the inevitable ribbing once back on station. And indeed, once there, Frank Callahan immediately offered him a length of string as a paintbrush leash with a look that oozed "don't do it again, dummy!". But lighthearted teasing is all in a day's work at the club and in reality, an essential element that bonds members.



Pierhead rebuild

In June of 1992, Toby Castellarin and Marlena Brackebusch sailed into SHYC after completing a 3-year journey circumnavigating the world on their 31-foot schooner, "Rum and Tonic". Of all the many wondrous and unexpected adventures Toby and Marlena experienced, perhaps the most unforeseen was the time they lost their boat. Traveling through the Panama Canal, they befriended a group of people in another sailboat in the canal locks. Once through the canal, they rafted their boats together to enjoy cocktails in the main cabin of their new friends' boat. Emerging after a couple hours and drinks, Toby and Marlena were shocked to

In celebration of the SHYC Sesquicentennial and some of the many members who make it proud

Dom Spinale, set the standard for Bristol Bristols and launch bonhomie

Phil McMann, most welcoming old guard commodore and mentor

Chris Hobin, second most Bristol Bristol and broadest smile

Bill Finn, a skipper's skipper and most macho vessel

Erik Lindahl, generous to a fault and most entertaining

Don Derosa, Quickstepper, quicklauncher, quicksmiler, Club scrivener

Brian Bosman, fact-telling financial whiz

Francis Shiman-Hackett, navigation teacher and freest spirit

Reed Cournoyer, agile mastmeister and Lull dancer

Ryan Murphy, co-fearless leader, visionary restorer and improver

Diane Kane, always there for every thing and every member

Nick Simon, hero in a pinch when the Lull has a lull

Billy Shaw, performing brain surgery using the Lull

Ed McDevitt, tethering our vessels and wafting cigar

Chris Clark, keeping our bottoms clean and our decks dry

George O'Garro, buffing the dullest topsides and glassing the fractured

discover that their sailboat was gone. Their fellow boaters dropped them off in Costa Rica, where they were fortunate enough to meet several generous people who helped them spread the word about their missing boat. After searching for several days, "*Rum and Tonic*" was found adrift but fortunately nothing was lost or taken. Upon their return to Savin Hill after the journey, Jack Shaw congratulated the duo as they tied up to the floats. Toby reportedly said, "I've been here 20 seconds, and you want to fine me?" (for late payment of dues). Shaw replied, "You've been around the world and all that, but now you're in my territory!"

In 2000, the club had to deny new membership applications due to lack of boat storage space on the Back Beach.

In 2001 the club published an informative and well-written, quarterly newsletter, *The Signal*. Organized by Bob Larsen, the newsletter included articles describing recent club events and parties, helpful information for new members, a "Flotsam-n-Jetsam" feature listed "wanted items or items for sale" and a "Commodore's Corner", in which Bill Kane wrote about issues affecting the club. The newsletter also included highlights of sailboat races and a memorial piece for recently passed members. Unfortunately, it was a short-lived publication due to budget limitations.

As the storage limitations on the Back Beach became more evident, in June of 2004, the Board of Directors decided that only members who had joined the club prior to January of 2004 could request that a second boat be stored at the club.

In the mid-2000's, partnering with the South Boston Yacht Club, Tom Robertson and Kevin O'Connell pioneered a Friday night bowling league. Several SHYC members and their partners enjoyed the camaraderie and competition of these social events during the cold winter months. In good humor, both the "best" and "worst" league scores were recognized at their award ceremonies.

Congratulations to Savin Hill Yacht Club



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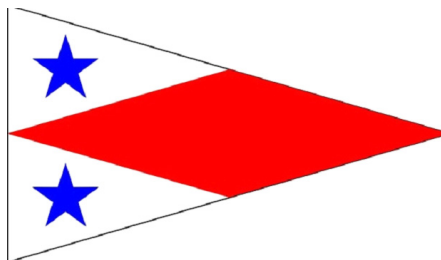
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So proud and fortunate to be part of the legacy of Savin Hill Yacht Club, where I learned everything I ever really needed to know, but I went into the Coast Guard anyway!

John Cameron

3rd Generation member, 1980s

In the aftermath of the Station nightclub fire in Rhode Island, the House Committee reported to the General Membership meeting in April of 2007 that a new fire alarm system and push bars on all exit doors had been installed, bringing the club into compliance with updated fire codes. Later that year, becoming more tech savvy, the club installed a High-Definition TV in the lounge.

In 2010, the social calendar included the Commodore's Ball, a Pierhead party, and two fishing tournaments. That summer, a safety committee was formed to address concerns about the storage of volatile materials in lockers. And in August, Vice Commodore Peter Cappadona reported the thefts of items from five boats in the mooring field. A meeting with Boston Police Harbor Unit and other nearby clubs impacted by thefts was to be held at South Boston Yacht Club. Finally, eight pilings were reported to need repair due to damage from a storm in October.

Owing to the hard work of Steve Kavanaugh, Savin Hill Yacht Club entered the digital/social media age by launching its first Facebook page in 2011. Also that year, the club hosted a successful, well-attended fishing tournament and, revisiting what is probably the most common motif of the last 50 years: dredging was once again discussed during a general membership meeting. At that meeting, Cosmo Gallinaro volunteered to assay some samples to obtain a measure of the toxicity of the mud targeted for removal. Lastly, to promote safety, "No Wake" signs were placed in the mooring field and a notice was posted on the Pierhead that admonished: "No children under 12 are to pass without wearing a life jacket." To facilitate the life jacket rule, the Board, at the request of Paul Kellen, began accepting donations of used life jackets for small children, to be made available at the Pierhead.

In 2012, the galley was managed by the Cranberry Cafe of South Boston. Entertainment for the year included: Opening Night Chowder fest, the Super Bowl party, the Kentucky Derby party, Best Ribs Cook Off, a folk band, an acoustic guitarist, Fishing Derby, Sailboat series and Bring Your Best Pasta Sauce Night. Attendance was estimated at roughly 40 people per event.



Thank you Savin Hill Yacht Club for another wonderful summer!

Happy 150th Anniversary

-Lisa Gerbick and Lily Henderson

In 2012 the crew of Savin Hill's *Harrier* was bestowed a "Rescue Award" by the US Sailing Association. While competing in the Great Chase Race, the crew of *Harrier* came to the aid of kayakers who found themselves in jeopardy. SHYC also recognized the crew by paying the following tribute:

This past Saturday several Savin Hill boats competed at Hull Yacht Club's Great Chase Race. The conditions were rough with large waves and winds over 20 mph. Travelling to Hingham Bay for the race, the crew of *Harrier* - Brian and Katrina Pitt, Reed Cournoyer, Lisa Scott and Ramona Grabski saw some kayakers in distress. The kayak was swamped, and a woman and her son were struggling in the water. The *Harrier* crew hauled them out of the water and retrieved the kayak as well, before dropping them off safely at Quincy Yacht Club. *Harrier* then went on to place 4th out of 19, in Class C at the race and 34th overall out of 102 boats.

Winding up the year, Savin Hills' floats suffered significant damage from Hurricane Sandy.

During a general membership meeting in 2013 the club increased the annual dues to \$615 and the initiation fee from \$1000 to \$1200.

Instead of hiring an outside contractor to rebuild the pilings beneath the club, Jim Dooley directed a project to rebuild them in 2014. This effort not only saved the club a significant amount of money, but also proved prescient as the club was freshly buttressed against the October nor'easter that struck soon thereafter. Also in 2014, to better serve the needs of the club, a new Lull with a shorter wheelbase, but the same reach as the previous machine, was purchased for \$36,800. And finally, the club website was updated to savinhillyc.org and included new membership applications as well as updates from various committees.

While Jim Dooley's piling work protected the club building from significant damage when the October 2014 Nor'easter struck, the



Congratulations
to SHYC
Members, past
and present, for
150 years.

Rosemarie and
Don DeRosa



Happy 150th Anniversary SHYC

*A place that's become my home away from home
for a community that's become like family.*

Jake DiMare - S/V Ghost

floats were not so lucky. In 2015, Hanover Insurance issued a check to the club for \$239,000 for the damage sustained by the floats. At the February general membership meeting, Tony Champa stated that the club was negotiating for more money because estimates of the cost of the new floats could exceed \$400,000. Also noted at the time was the recommendation of the float committee to purchase steel pilings.

After the extreme high tides of 2016, Tony Champa reported to the Board that a tree and massive wooden block floated onto the premises. A team of members cut up and removed the debris from the property. A report from Bill Kane indicated that 130 boats were launched by the Lull, 20 by trailer, and 45 did not launch.

By 2017, dredging to allow passage of larger container ships was fully underway in Boston Harbor. Also some 56 tall ships paraded through the harbor that June as part of Sail Boston 2017. That year a new hardwood floor was installed in the function hall and the addition of air conditioning was considered. A comprehensive review of the mooring field, intended to reorganize the network of moorings, was proposed in 2017. Al Chouinard later met with city officials associated with the Morrissey Blvd. construction project to explore the possibility of replacing the club's existing septic system by connecting to the city's sewage system during the construction.

In 2018, Maureen Manarolis and her son Nick stepped in to re-open the galley during the boating season. Many members attribute the large crowds in the lounge on the weekends to the restaurant-quality food prepared by Maureen and Nick. The team also caters club events, post-membership meeting buffets, and special events such as the St. Patrick's day celebration.

The 2019 Entertainment Committee had a very successful season hosting regatta parties for the Thunderbirds Internationals and the Boston Light Race. In addition, the annual clambake and kid's Christmas party were reported to be well attended. These events, as well the regular enjoyment of the deck for dinner or live music, were so much the better because of Ryan Murphy and his

Ronald A. Gaudet

SHYC Member since 1951

Past Recording Secretary
and Race Committee Chairman

Thank you for 74 years of friendship,
camaraderie in seamanship and providing
irreplacible memories for myself,
Linda and my boys.

crew's installation of a beautiful new post and cable railing.



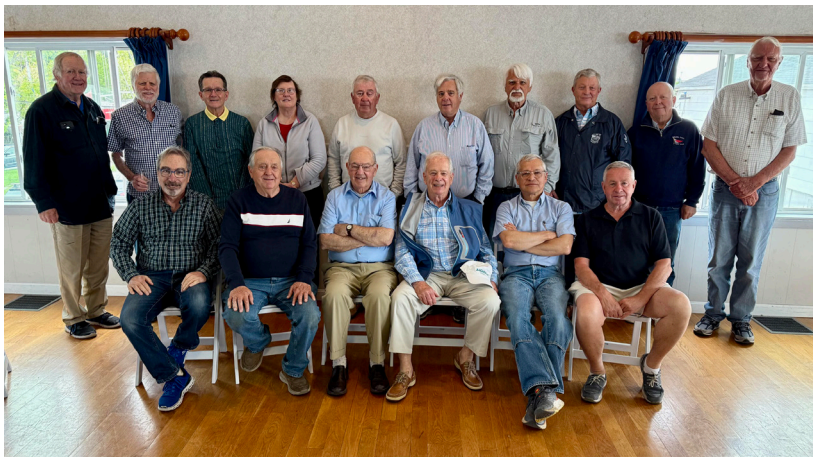
Review of the 2020 the board of directors' minutes revealed that the launch drivers and the majority members were in compliance with the COVID-19 guidelines instituted that year. The house committee reported that its focus was on sanitizing the club and obtaining the necessary disinfectant supplies. The lounge officially opened on July 10th, however, there was no entertainment scheduled that season. Nonetheless, members that summer enjoyed getting out on the water and sailboat racing albeit with no post-race parties, while still adhering to state regulations and keeping social gatherings to a minimum. The city and state lifted all COVID restrictions in 2021 and by summer, the club was fully open. Reflecting the pent-up demand for social interaction, the lounge and galley were a huge success, realizing its greatest financial success in over 10 years by earning over \$10,000 in profit. A report from Bill Kane indicated that 123 boats were launched by the Lull and 26 by trailer. Bill further reported that because launch and haul is dependent on weather, tide, and member availability, the club's ability to move the current inventory of 200 boats on the Back Beach is not sustainable.

In 2022, to address the issue of limited space on the Back Beach, the club began disposing of abandoned and/or dilapidated boats. These boats had sat and moldered on club property for many years, reaching the point where they were beyond salvage.

Bill Kane explained that sometimes, when a club member dies, no one in his family is willing or able to assume ownership of the boat, which then becomes an issue for the club. Thus far the club has been able to remove 10 or more of these deteriorated and unseaworthy vessels.

The Membership Committee, under the chairmanship of Jonathan Lee, established a new onboarding process for new members in 2023. The committee created new guidelines for clarity in the application and initiation process. The changes, however, were not limited to administration. The committee held an Orientation Mixer for probationary members to meet with their sponsors, committee chairs, and other club members. This meet and greet event was the perfect opportunity for new members to learn about the ongoing activities of the club, the functions of each committee, and opportunities for participation on the committees.

On May 30th, 2024, the club honored its longest enrolled members by holding its first “Life Member Luncheon”. Jonathan Lee pioneered this highly successful event that had over 54 life members and spouses/partners in attendance. Party-goers enjoyed socializing, reminiscing about the “good old days” and discussing the changes that have transpired over their years at the club.



During a general membership meeting in 2024, the club increased the annual dues from \$615 to \$950 and the initiation fee to \$1900.

At the February 2025 General Membership meeting, two major capital projects were proposed and approved along with the member assessments necessary to fund each project:

- The club would take advantage of the Dredging Project near UMass Boston. By piggybacking on the UMass project’s biological sampling and mobilization costs, the club would realize savings that potentially could amount to hundreds of thousands of dollars. The total proposed cost of the project, including a 20% contingency, was approximately \$351,000. The full assessment impact to each member was calculated at approximately \$1,276.
- Necessary electrical upgrades for D and E (“stateroom”) lockers. The full assessment impact to each member was calculated at approximately \$910 for non-D/E locker holders, \$1,594 for D/E locker holders whose lockers require a new electrical panel, and \$1,276 for D/E locker holders whose panels can be reused.

In June of 2025, the club will host its 150th Sesquicentennial anniversary celebration.

Looking to the future

Savin Hill Yacht Club faces both challenges and opportunities. As environmental awareness grows, the club is expected to lead efforts in sustainability and conservation. The rise of technology influences club operations, as demonstrated by the adoption of digital platforms for membership management, communication, security and billing. These advancements enhance the overall member experience by making participation in club activities and connections with fellow boating enthusiasts easier while maintaining an enduring sense of community among its members.

In the end, we believe that the allure of the ocean will be too great to resist, and “they that go down to the sea in ships” will do so in perpetuity. The challenges are daunting, but not beyond the measure of the women and men of Savin Hill Yacht Club.

With Gratitude...



The members of the Historical Committee extend our sincerest appreciation to Ron Gaudett, the author of the *1875 - 1975 Centennial Book*, which catalogued the club's first 100 years of history. He was instrumental in helping us write this book and we appreciate his commitment and contributions to the club's rich history and narrative.



Congratulations to the members, families, and friends of Savin Hill Yacht Club on the 150th anniversary of this wonderful club. May all your tides be high, and your nights be lit with a full moon, with fair winds, and following seas.

Respectfully,
The Shaughnessy Family