



NEWPORTER EAGLE

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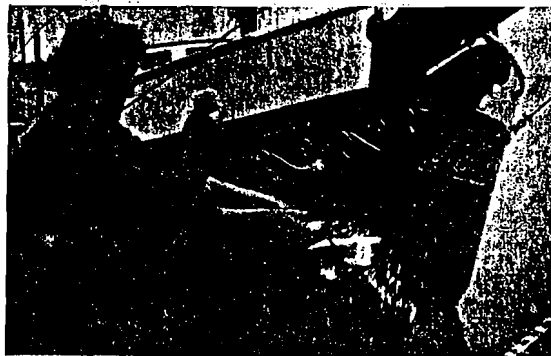
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Written for and by Newporter Owners

No. 11

NEW NEWPORTER 50 IS NOW IN DESIGN STAGE BUT IT HAS BECOME A 52 FOOTER. Naval Architect Wendell H. Calkins, famous for his fifty footers, spent a week at Dorchester with Mr. Ackerman in preparation for their cooperative designing of the larger Newporter. She will really be a gold plater, fast, both under sail and power, and at a reasonable cost due to the incorporation of many standard Newporter components. There are some modifications from previous announcements. Mr. Calkins, who is the designer of LEGEND, wants the new boat to be as fast as LEGEND so our intended 15 foot beam has been reduced to 13 feet, the same as the present Newporter, and the l.o.a. has been increased to 52 feet to get the proper underwater lines. Ketch rig, of course. Sail area will be about 1100 sq. ft. and main mast height 55 feet above water so it will be possible to navigate the Intracoastal Waterway. She should make even a better sea boat than the 40 has proven to be. The forward cabin is being designed with possibility of a paid crew with its own companion ladder and enclosed head. Otherwise there are no ladders, all stair steps as in the 40. Galley will be in the deckhouse to starboard and a long divan seating six to port with drop leaf table in front. Deckhouse will be 10 feet long instead of 6 as in the 40. Cockpit will be spacious and well protected by the aft owner's cabin. Sleeping accommodations are for eight when dinette is used as double bunk. There are three places in the boat where ten or more can congregate. There will be a total of three enclosed heads with hot water throughout, more hanging lockers and storage space and larger fuel and water capacity. In every way the new boat will be just as much a family cruiser as the 40, but in addition, she will go to windward much better. Outside ballast will be 8,000 pounds of lead. The standard Newporter features, such as taffrail and clipper bow with trailboards carry on the classic design with dinghy on stern davits. Construction will be waterproof plywood with fiberglass sheath as in the 40. Construction awaits the receipt of two firm orders with the usual down payment, or preferably three, because costs are considerably reduced over the production of a single boat. Descriptive literature will be ready soon and sent to the more than 50 persons who have already requested it. It is expected the selling price can be kept between the range of 55 to 60 thousand dollars, which is considered very reasonable for a yacht of this size and quality. Reverse cycle air conditioning for heating and cooling will be an alternate at a cost neighboring \$5,000 installed including 5KW 110V diesel generator.



CAUGHT IN THE ACT OF CHRISTENING ZEPHYR of Mentor, Ohio, Newporter #91, Mrs. C. Carter Schneider is shown in photo at left taken by your Editor when he accepted Mr. Ackerman's invitation to go along on the trial trip last April 7th. It was our first sail in a Newporter in more than two years. Formerly we had at least one delivery trip a year. We enjoyed the few hours spent in the company of Mr. & Mrs. Schneider, Bob Morgan, Superintendent, and Clyde Phillips, crewman, in spite of the thunderstorm and rain most of the time. The photo below shows Mr. Schneider in the center and Bob Morgan and Clyde munching sandwiches provided by Mrs. Morgan in the cockpit as viewed from the deckhouse before the rain started. Besides owning four sailboats since he was 15, Mr. Schneider crewed on a great many up and down the Pacific coast. They moved to Cleveland four years ago taking their then new P-28 with them. Mr. Schneider told us he has been interested in watching the Newporter develop since No. 1, and shortly before leaving California they chartered PASADO MANANA, #18, for a week and became convinced their next boat would be a Newporter.

This culminated a fifteen month search during which they inspected dozens of yachts. They went about it in a methodical manner, Mrs. Schneider keeping a comparative slate of specifications so it was possible to compare values. The Newporter had a preponderance of points in its favor so after visiting Dorchester and seeing how they are constructed (which is a smart thing to do), they lost no time in giving Mr. Ackerman their order for delivery of #91, which was nearly finished. Delivery will be in May.

Many other Newporter owners made painstaking, and sometimes costly, comparisons before finally deciding to buy. Mr. Earl F. Harris, owner of #69, went to the West Coast from his Massachusetts home before Newporters were made in the East. To study the boat at leisure when he returned home, he took a great many photos of small details and it took him many months to make up his mind. Others who went to Costa Mesa are Mr. Irving Marcus of Boston, Mass. and Mr. Dalton Wood of Fredericktown, Maryland. Most of the Eastern owners made several trips to Dorchester before and after deciding and as a rule their wives accompanied them. The Newporter is a husband and wife team boat either for grandpa and grandma, or in the case of younger couples, there are special accommodations for young children to entertain themselves. In a few cases, the captain has been a woman.

ZEPHYR will be the first Newporter on Lake Erie. Other Newporters registered on the Great Lakes are: on Lake Michigan, Mr. Allan Willard #61; Professor Peter J. Mills #62; Mr. J. F. Bechtel #82; Palmer Johnson Boats, Inc. #94 and Mr. Paul Gougelman #96 and on Lake Ontario, Mr. Richard Whitney #89.

COME SAIL WITH ME! In response to the last issue of the "EAGLE", several Newporter owners have expressed interest in joining other Newporters in a fleet movement to the NEW YORK WORLD'S FAIR. But, the cruise need not end there!

Mr. Garry Moore, who is Honorary Commodore of the New England Heritage Cruise, regrets that he will be unable to put into the WORLD'S FAIR with the Newporter Fleet. However, if any group of two or more Newporters should be cruising Eastern Maine this summer who may be unfamiliar with the area, Mr. Moore says he would be happy to meet them in the vicinity of Boothbay and guide them on a cruise to the East.

Sounds good! Let us hear from you!

APPELZAK, #95, LAUNCHED MARCH 14TH AND BAPTIZED MARCH 22ND IN GHENT AT THE ROYAL BELGIAN SAILING CLUB. She is also registered at the Royal Yacht Club Ostend. S. A. DeCoene Brothers have written us *We started our tour to let the Newporter [be] known in Europe, For the period of Easter: Belgian and Dutch harbours. In early summer we hope to visit Rotterdam in Holland, Kiel in Germany, Cowes and several Southern ports of England - Cherbourg - and Deauville in France. That would be a nice program for the coming season. We'll say it would; wish we could go along.* Ed.

CUSTOMIZED NEWPORTERS. Mr. Richard K. Page, owner of Newporter #81, has ordered a full set of new aluminum windows and ports which he is installing himself. When he has finished, he plans to send us pictures. The owner of MADAM, #43, Dr. Robert N. Rutherford of Seattle, Washington has ordered a full set of aluminum windows for the deckhouse.

SON WRITES DAD HIS NEWPORTER "ALMOST RADIATES LOVE WHEREVER YOU TOUCH IT." Dr. Howard Apollonio of Rockport, Maine, owner of Newporter #90, has written us that his 17 year old son just returned to school from Spring Vacation following a cruise in the Bahamas he and two classmates took with Dr. Apollonio's captain on I WONDER II. The son wrote a letter with a clever play on #90's name, I WONDER II. *"- but most of all, I wonder too about the boat that showed us this place; whether you found it, Dad, or whether it found you. Such a ship has more character than the Queen Elizabeth or the Titanic, and it almost radiates love wherever you touch it."* The Doctor says that was the first time the boy had seen I WONDER II. We would say he is a most excellent judge of yachts. Formerly Dr. Apollonio wrote *My stand-by captain brought the I WONDER II back across the Stream in a 'Norther' with 'mountainous' seas, alone apparently without difficulty, on March 31, to Ft. Lauderdale, reporting to me by telephone after arrival.*

YOUR EDITOR TALKING WITH CREWMAN CLYDE PHILLIPS on Mr. Daniel Gribbon's SOLENT, #39, on display at New York during the 1963 Motor Boat Show. Mr. Gribbon, formerly of San Francisco where he had SOLENT before moving East, kindly permitted the use of his boat as a show piece. Photo by Frank Glace, Welsbach's Director of Publicity.

A LETTER RECENTLY FROM AN OLD-TIME NEWPORTER OWNER saying when he received the first few copies, he had no idea that it was going to become an interesting and enjoyable publication so when finished, he threw them away. Starting with No. 8 he has saved them and requested we send him the first seven, which we are glad to do.

THE BEST WAY TO LIVE AT THE NEW YORK WORLD'S FAIR WILL BE ON YOUR OWN YACHT, thus avoiding overcrowded accommodations and transportation.. More later.

Sincerely,



Frank Glace