

2

From the Desk of  
**Gregg J Moree** 2011 JUN 23 A 10:48  
25 Fairfield Street  
Cambridge, MA 02140  
(617) 876-7222  
[Gregg.Moree@mail.com](mailto:Gregg.Moree@mail.com)

**Greetings Margaret Drury, City Clerk, City of Cambridge**

**RE: Agenda of June 27<sup>th</sup>, 2011**

**Invitation to the City of Cambridge to participate in the festivities surrounding historic visit of John F Kennedy's Presidential Yacht Honey Fitz**

Hello, My name is Gregg Moree. I am involved in bringing John F Kennedy's Presidential yacht, the Honey Fitz, to Boston in July of next year. I am actively gathering civic and public support for this historic event.

I am a Cambridge man who owns land adjacent to the Florida marina where John F Kennedy's Presidential yacht, the Honey Fitz is being retrofitted. I have spoken with Carlos Vidueira who is overseeing the work, about having the Honey Fitz come to Massachusetts after completion of the work on the vessel. Afterward, the Honey Fitz is slated to become permanently housed at the Smithsonian Institute on the Potomac in Washington DC.

**Having the Honey Fitz sail to Massachusetts would be historic.**

**We would have the opportunity to celebrate the centennial of the Boston mayorship of John Francis "Honey Fitz" Fitzgerald. He was mayor 1906-7 and 1910-1913. It would also be the 50-year bicentennial of presidency John F Kennedy, from 1960-1963. This would be an exciting way to remind the world of Cambridge's part in the legacy that is John F Kennedy. Harvard and Harvard Square, the Spee Club at Harvard, the Institute of Politics and the JFK Park are all attractions which should get wider notice both for their historicity and contemporary significance.**

**Having the Presidential yacht sail to Boston Harbor could be the occasion for a huge regatta and multiple festivals. I would like to present photos of the work in progress for you to see. We need to have a meeting to organize and sponsor a multitude of related events, historical, nautical, public and celebratory which reflect on Massachusetts' contribution to the history, politics and greatness of the nation. Please work with me on this. I would like to meet with you in this regard. I especially agree with making this event an opportunity to bring more business to the state.**

**Sincerely and respectfully,**



**Gregg J Moree, Cambridge, Massachusetts  
[Gregg.Moree@mail.com](mailto:Gregg.Moree@mail.com)**

*Following is packet which all City Councillors will receive.*

From the Desk of  
**Gregg J Moree**  
25 Fairfield Street  
Cambridge, MA 02140  
(617) 876-7222  
[Gregg.Moree@mail.com](mailto:Gregg.Moree@mail.com)

Greetings City Clerk Margaret Drury,

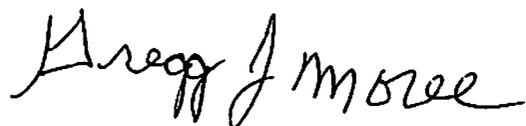
I am a Cambridge man who owns land adjacent to the Florida marina where John F Kennedy's Presidential yacht, the Honey Fitz is being retrofitted. I have spoken with Carlos Vidueira of Huizenga Holdings about having the Honey Fitz come to Boston after completion of the work on the vessel. Afterward, the Honey Fitz is slated to become permanently housed at the Smithsonian Institute on the Potomac in Washington DC.

Having the Honey Fitz sail to Boston would be historic. Massachusetts would have the opportunity to celebrate the centennial of the Boston mayorship of John Francis "Honey Fitz" Fitzgerald. He was mayor 1906-7 and 1910-1913. It would also be the bicentennial of presidency John F Kennedy, from 1960-1963. It could also be the pivotal point for the completion of Rose Kennedy Greenway. Rose Fitzgerald Kennedy was the daughter of Mayor Fitzgerald and wife of the Chairman of the US Securities and Exchange Commission, Joseph P

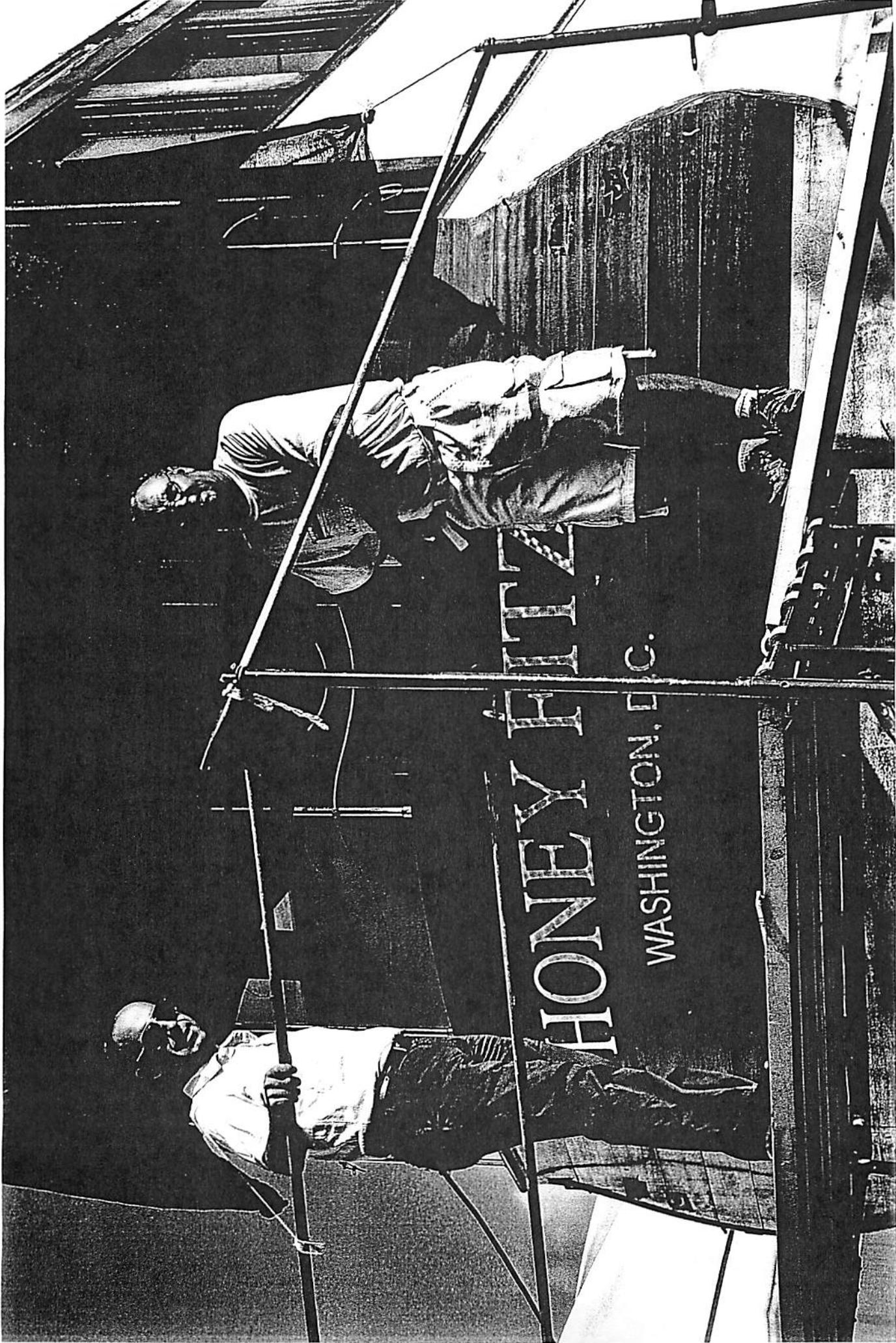
Kennedy. She was the mother of nine children, including US Naval war veteran Joseph Kennedy, Jr; 35th President, John F Kennedy; founder of the Special Olympics, Eunice Kennedy Shriver; US Attorney General, Robert Kennedy; US Ambassador to Ireland, Jean Kennedy Smith; and US Senator Edward Kennedy. Her grandchildren live among us.

Furthermore, having the Presidential yacht here in Boston Harbor could be the occasion for a huge regatta and a celebration of all the state of Massachusetts has done in maintaining the vitality of sailing and the life of Boston Harbor. We need to have a meeting to organize and sponsor a multitude of related events, historical, nautical, public and celebratory which reflect on Massachusetts' contribution to the history, politics and greatness of the nation. Please work with me on this. I would like to meet with you in this regard.

Sincerely and respectfully,

A handwritten signature in black ink that reads "Gregg J Moree". The signature is written in a cursive, flowing style.

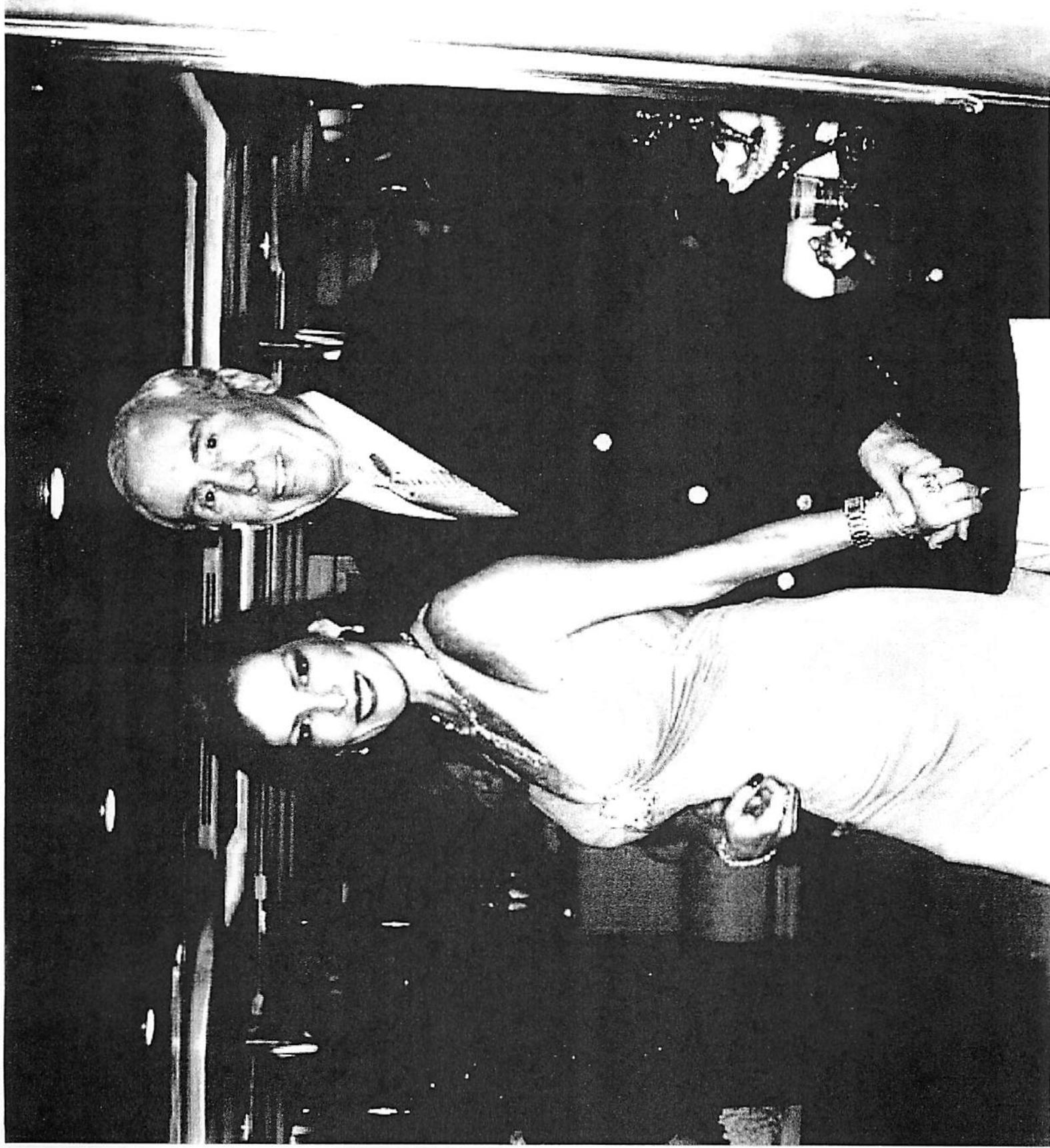
Gregg J Moree, Cambridge, Massachusetts



Carlos Vidueira  
Presidential yacht "Honey Fitz" undergoing restoration, Palm Beach, FL

Gregg Moree

*This gentleman is paying for the retrofit and restoration.*

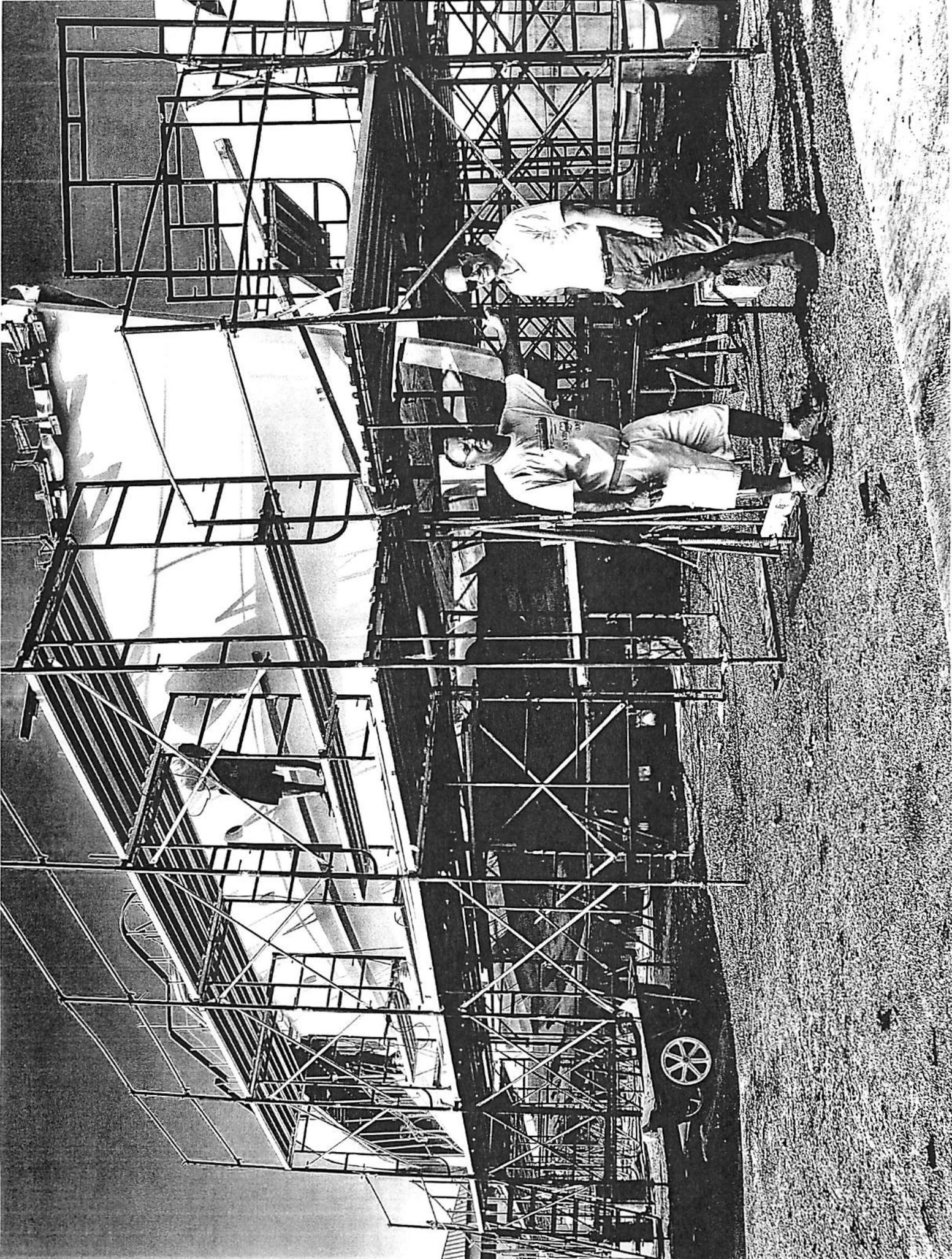


*William and Cristina Kallop, current owners of yacht Honey Fitz.*

Gregg Moree with his grandmothers house in background.



Historical property in Riviera Beach, Palm Beach County, FL



Regards Greg Moree



**Mayor John Francis Fitzgerald**

First Administration, 1906-1907; Second Administration, 1910-1913

"Born in Boston, February 11, 1863; died October 2 1950; served as Boston Mayor during 1906-07. His second administration was from 1910 to 1913.

The election for a mayoralty term of **four years**, as provided by the new charter, was preceded by a strenuous contest between ex-Mayor Fitzgerald and James J. Storrow; but notwithstanding the arguments employed against Fitzgerald and the great resources of the opposition, he was elected by a plurality of 1,402 votes.

Mayor Fitzgerald had the advantage of beginning his second term under better charter provisions. Most of his first inaugural he devoted to the financial conditions of the city. The heavy burden of debt and taxation imposed by the state, the increasing cost of maintaining public institutions, and the fact that so many advantages were shared by untold thousands of nonresidents, went far, in his opinion, to show that the city government of Boston was not chiefly responsible for the extravagance pointed out by its citizens.

Some important departmental changes were made by the Mayor at the outset. By an ordinance, the Department of **Public Works** was established, combining the Street, Water and Engineering departments, and placing them in charge of a Commissioner of Public Works, at a salary of \$9,000 per year. Although the City Messenger and the Clerk

of Committees departments had been abolished by the new charter along with the Board of Aldermen and the Common Council, the new City Council had power under the charter to establish the offices it deemed necessary to the conduct of its affairs and reappointed the officials of the old City Council, but at reduced salaries.

The permanent Finance Commission established under the charter had begun its official existence the year before. Between March 17, 1910, and April 1, 1911, Mayor Fitzgerald submitted twenty-eight official requests for investigation and report by the Finance Commission, the more important of which referred to public school methods and proposed changes, increase of teachers' salaries, etc.

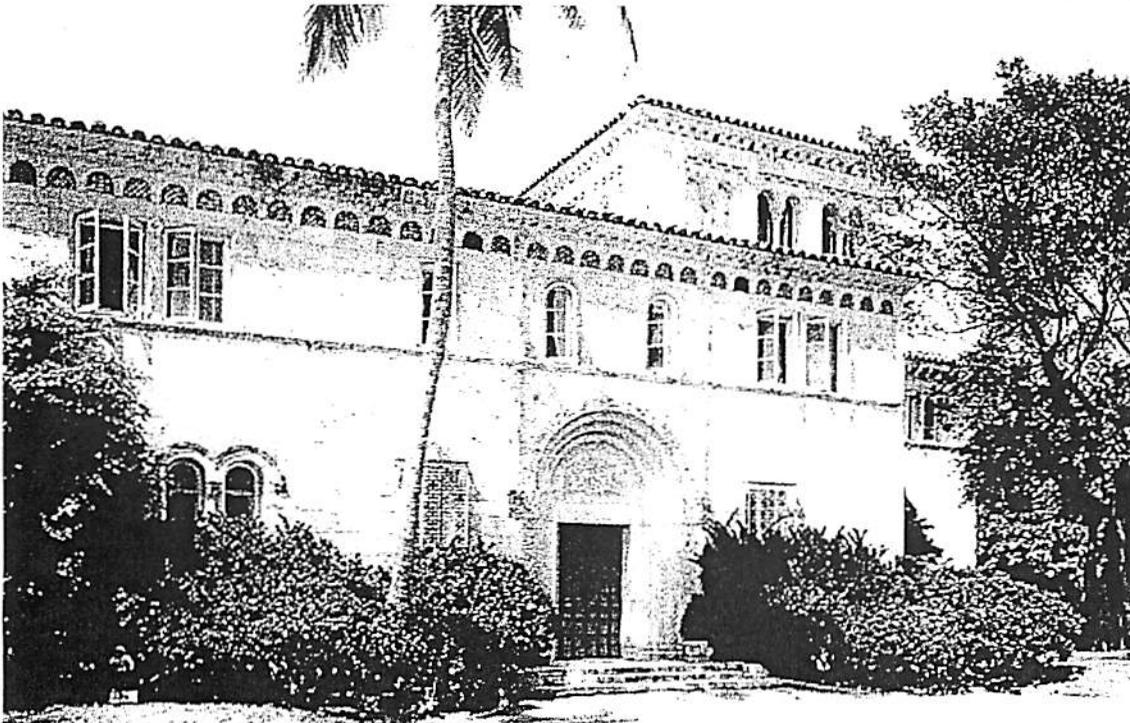
He gave much time to city planning, motor fire apparatus, garbage disposal, playground extension, high pressure fire system, laborers' retirement plan, the City Hall Annex, and to new district municipal buildings. These were the leading improvements his administration sought to promote.

The annexation of Hyde Park occurred on January 1, 1912. In January, 1914, the City Planning Board, consisting of five unpaid members, was established by ordinance, and seven district buildings containing public halls, branch libraries, baths, etc., were in process of erection."

[Photo and text courtesy of Celebrate Boston]

Research Gregg J. Moore

## Casa della Porta sells for \$13.9 million



Casa della Porta is located on Via del Mar's ocean block. Historic photo courtesy of the Library of Congress.

Nine years after **Howard Gittis** sold 195 Via del Mar for \$18 million, a house some consider among Maurice Fatio's grandest, **Gerald and Margaret Ventohave** sold the nearly 20,000-sq.-ft house for \$13.9 million to oil executive **William M. Kallop**, according to court documents recorded August 26.

William M. Kallop  
195 Via del Mar  
Palm Beach, FL  
33480-4819



Uber-Realtor **Lawrence A. Moens** represented the seller and the buyer in the transaction. The house was not on the market at the time of the sale.

Designed in 1928 by architect **Maurice Fatio** for **William McAneeny**, president of the Hudson Motor Car Company, Casa della Porta features an irregular L-shaped configuration with a three-story tower, central courtyard and tennis court. Originally built for \$350,000 with exterior walls composed of quarry coral stone, the house's name is derived from its distinctive front entrance of arched carved stone entrance detailed with mythological reliefs that took Italian stonecutters six months to carve.

Mr. Kallop is the property's sixth owner since 2000. A resident of Houston, Texas, Mr. Kallop is chairman of the Offshore International Group Inc., a privately-held energy company. The company has operations primarily onshore in Texas and Louisiana, the U.S. Gulf of Mexico and Peru, according to a company press release.

**COMPANY OVERVIEW**

SAVIA PerÃ° S.A. engages in the discovery, exploitation, and exploration of oil in Peru. The company was founded in 1993 as Petro-Tech Peruana S.A. and changed its name to SAVIA PerÃ° S.A. in February 2009 as a result of its acquisition by Ecopetrol SA and Korea National Oil Corporation. The company is based in San Isidro, Peru. As of February 6, 2009, SAVIA PerÃ° S.A. operates as a subsidiary of Ecopetrol SA and Korea National Oil Corporation.

Avenida Los Incas 460  
El Olivar  
San Isidro,

Peru

Founded in 1993

Phone:

51 440-9550

Fax:

51 222-4899

[www.saviaperu.com](http://www.saviaperu.com)

against COP 21.9 million a year ago.

**KEY EXECUTIVES**

William M. Kallop  
President  
Mr. Paul Doyle  
Executive Vice President  
Age: 58  
Compensation as of Fiscal Year 2010

**DEVELOPMENTS FOR SAVIA PERÃ° S.A.**

**SAVIA PerÃ° S.A. Announces Unaudited Earnings Results for the Fourth Quarter and Full Year of 2010**  
2/11/2011

SAVIA PerÃ° S.A. announced unaudited earnings results for the fourth quarter and full year of 2010. For the quarter, the company reported total sales of COP 89.7 million against COP 80.5 million a year ago. Operating profit was COP 24.9 billion against COP 31.8 million a year ago. Net income was COP 2.1 million against net loss of COP 1.1 million a year ago. For the full year, the company reported total sales of COP 320.6 million against COP 240.5 million a year ago. Operating Profit was COP 77 million against COP 24.9 million a year ago. Net income was COP 46.8 million

**Hocol and Savia to Double Production over the Next Five Years**

Ecopetrol subsidiaries Hocol and Savia Peru aim to more than double production over the next five years. Hocol's current production is at 27,000b/d, and the goal is for this to reach 56,000b/d by 2016. The company expects production for Hocol at 30,000b/d by the end of next year. Savia has production of 16,000b/d and they see this at 20,000b/d next year and 50,000b/d by 2015.

**Peru Approves Contracts for Blocks Z-51, Z-52 to SAVIA PerÃ° S.A. and Korea National Oil Corporation**

Peru's Government approved the proposed concession contracts for the blocks Z-51 and Z-52, to be explored by SAVIA PerÃ° S.A. and Korea National Oil Corporation. Savia Peru will hold 100% in the two blocks, located off the coast of Lima region. Savia Peru, formerly Petro-Tech Peruana, won the blocks in the government tender in 2008, organised by oil sector promotion agency Perupetro. That same year Perupetro sent the draft contracts to the government for approval, which was delayed until last week due to Petro-Tech's renaming.



## Offshore International Group Announces Peruvian Discovery

f.translangcomp{ float:left; clear:left; margin-top:15px; \*margin-top:-2px; margin-left:90px }

HOUSTON, June 9 /PRNewswire/ -- The Offshore International Group (OIG) announced today that its Peruvian subsidiary, Petro-Tech Peruana S.A. (PTP), has made a significant oil discovery on the southern edge of its Block Z2B offshore Peru. The San Pedro #1 well was drilled to a total depth of 6666' from a platform in 250' of water approximately 14 miles north of the export terminal at Bayovar. The well was completed open hole in a fractured Paleozoic reservoir. The well is currently producing at a rate of 1200 BOPD and 500 MCFD with no water on a 24/64 choke. The flowing tubing pressure is 900 PSI and the oil gravity is 35 degrees API. A 24 hour shut-in on the well resulted in a 1200 PSI tubing pressure. On a one hour test with no choke, the well produced at a rate of 3300 BOPD with a flowing tubing pressure of 300 PSI. The drilling rig used to drill the well, PEPESA 48, is remaining on the platform pending the drilling of additional wells.

The Block Z2B runs along the northern coast of Peru for approximately 100 miles. Cumulative production from the 4 major fields on the block is over 300 MMBO with current production averaging 11,000 BOPD and 64 MMCFD. All of the production to date has come from the northern half of the block. According to Paul Doyle, Executive Vice President with PTP in Houston, "Previous drilling on the southern half of Block Z2B found primarily gas and heavy oil. Finding light crude on the very southern edge of the block dramatically changes our outlook on exploration south of Z2B."

PTP has leases or options on over 10 million acres in 4 blocks along the coast of Peru south of Z2B. PTP plans to drill its first wildcat, the San Miguel prospect, on Block Z-6, immediately south of Z2B, in early 2006. This 7000' well will test a classic anticlinal structure with 25 square kilometers of closure located in 140' of water.

The Offshore International Group is a privately held company owned by William M. Kallop who resides in Houston, Texas and Lima, Peru. OIG subsidiaries include two Exploration and Production companies, PTP in Lima, Peru and Fairways Exploration in Houston, Texas. Other subsidiaries include Offshore Specialty Fabricators Inc (a derrick barge and offshore construction company), Offshore Express (a supply vessel company), PEPESA (a Peruvian offshore drilling company) and Offshore Seismic Surveys Inc (a seismic acquisition company currently operating in Peru).

SOURCE Offshore International Group

# Wayne Huizenga Biography

From Scott Allen, former About.com Guide

Wayne Huizenga is a man of distinction. He's the only person in history to build three Fortune 1000 companies practically from scratch: Waste Management, Blockbuster Entertainment and AutoNation. He is the only person to have developed six NYSE-listed companies. He also owns the Miami Dolphins and is previous owner of the Florida Marlins baseball team and the Panthers hockey team, making him the only person ever to own three pro teams in a single market, two of which won national championships.

## **Starting Young:**

Huizenga was born in a Chicago suburb in 1937 and moved to Florida in his teens. After his parents divorced, he lived with his mother, driving a truck and pumping gas after school and on weekends to help with expenses. Following a brief stint in the army and college, he left school to work with a family friend who owned a garbage collection company. Within two years, he bought his own truck and branched out on his own. This eventually grew into Waste Management Inc.

## **Waste Management Inc. (WMI):**

Huizenga was legendary for his hard work. When first starting out, he would drive the truck from 2:30am until noon then spend the rest of the day knocking on doors and introducing himself to drum up new business. The company grew to 40 trucks locally, then merged with another business in Chicago to form Waste Management Inc. WMI soon went public and used its newfound buying power to acquire nearly 150 local and regional garbage services, making it the largest waste disposal company in the U.S.

## **From Founding to Finding and Funding:**

Great entrepreneurs don't just start businesses. Sometimes they see the potential in an underdeveloped company and buy it to develop it. This is what he and two partners did in 1987 with Blockbuster. Following a similar model to WMI, he took the company public in 1989 and launched into rapid growth -- from a \$7 million business with 19 stores to a \$4 billion global enterprise with more than 3,700 stores in 11 countries. In 1994, Blockbuster sold to Viacom for \$8.4 billion in stock.

## **AutoNation, Extended Stay America, Republic Services and More:**

Following the Blockbuster sale, he created AutoNation, the first nationwide auto dealer in the U.S., now with 370 dealerships, and the first to go public. Next, he created Extended Stay America, which grew to 62 locations in its first year, and nearly 500 hotels by the time it sold in 2004. He also re-entered the waste management field with the creation of Republic Services, which grew to be the third-largest waste management company in the U.S. before merging with Huizenga's first company, WMI.

## **The Huizenga Formula:**

The key to Huizenga's success is formula that he has proven works time and time again. He focuses on service industries, mostly that have recurring income: dumpster rental, trash collection, video rental, etc. Even with AutoNation, there's no big manufacturing plant, and the emphasis of the model is on customer service. Most of all, he focuses on finding industries that aren't meeting customer needs. Each of his companies has set a new standard of highly professional service in its industry.

**Not Without Controversy:**

But Huizenga is not without his detractors. A 1994 article in the Miami New Times dug up a pile of dirt (both actual and alleged), including an early assault case in which he had roughed up a sales prospect who refused to do business with him (Huizenga lost the civil suit); climbing his way to success at the expense of others; ties with organized crime; physical and emotional abuse of his wife; unfair competition practices; illegal political contributions; and disregard of environmental laws.

**Awards and Recognition:**

But regardless of the skeletons in his closet, there's no arguing with Huizenga's business success. In 1992, he received the Horatio Alger Award, given to honor Americans who have overcome adversity to achieve great success. He is also a five-time recipient of Financial World Magazine's "CEO of the Year". He was named Ernst & Young's 2004 U.S. Entrepreneur of the Year and 2005 World Entrepreneur of the Year. He's at the top of his game and shows no signs of slowing down any time soon.

3/4/2011

The Honey Fitz - John F. Kennedy Presi...

Reperals  
M. Reg. Moore

JOHN F. KENNEDY  
PRESIDENTIAL LIBRARY & MUSEUM

## The Honey Fitz

### Basic Statistics

Beam: 16' 6"  
Draft: 4' 10"  
Cruising Speed: 12 knots  
Weight: 88 tons  
Built: 1931 by Defoe Boat Works in Bay City, Michigan  
Owners: Individually listed below

Length: 92' 3"

### Background Report on the Yacht "Presidents"

#### SEWELL L. AVERY

A financier best known for his controversial career as Board Chair and sometime president of Montgomery Ward from November 1931 to May 1955, Sewell Avery was a great lover of the sea and boating was one of his favorite hobbies. He commissioned the original building of the boat by Defoe Boat Works, naming the yacht after his daughter, Lenore. He cruised the boat on Lake Michigan in the waters near his private estate in the Les Cheneaux Islands.

Credited with pulling Montgomery Ward out of an enormous depression years' slump, Avery began clashing with the government as early as 1935, over Roosevelt's New Deal NRA wage and price provisions. Serious disagreements continued for years, including seizures of Ward plants; probably the most famous of these (in 1944) was Avery's refusal to leave the Ward building so that he had to be physically carried out (he was 70 years old at the time) by two Army soldiers. Avery's biggest outrage, however, came when the government expropriated his boat, ostensibly for use as a wartime vessel; but most people, including Avery, looked on the seizure as one more attempt by Roosevelt to "get at" the impenetrable Avery.

#### UNITED STATES COAST GUARD

According to their records, the boat was purchased on August 15, 1942, from Mr. Avery. Given the "name" CG-92004 she was reconditioned at the Coast Guard Yard in Curtis Bay, Maryland, and declared ready for duty January 9, 1943. She was assigned to Coastal Picket duty at Rockaway Point and Fire Island that year, to patrol picket duty at Rockaway Point that December, and was used the last half of 1944 as a training ship for submarine crews in Portsmouth, New Hampshire, until resuming her patrol picket duty at Rockaway Point in May, 1945.

On June 23, 1945, she was assigned to the Navy Yard in Washington, D.C., where she became a tender for the USS *Potomac*. Her permanent transfer to the Navy became effective November 28, 1945.

#### HARRY S. TRUMAN

Retaining the yacht's original name, Truman mainly used her as a tender for the *Williamsburg*, the lavish 244' yacht he preferred to use for entertaining visiting statesmen, for his trips to Florida and the Caribbean, and for casual poker sessions on the Potomac. The *Lenore II* frequently carried the Secret Servicemen who accompanied the President on these cruises.

In a memorandum from an Admiral Dennison, there is mention that Truman used the *Lenore II* in the Presidential Cup Regatta in August 1949, and photos of President Truman and Charlie Ross on the aft deck of the boat during a boat race between the Naval Academy and Cornell in May, 1948. The captain of the President's fleet, a Capt. MacDonald, is still living, but refuses to release any information about his service until after his death.

The current owner says a friend of his in Washington told him Truman at one point issued an urgent order for larger and sturdier chairs aboard the yacht after an evening's party where apparently Winston Churchill fell right through one of the chairs. No confirmation on this story was obtained, however.

#### DWIGHT D. EISENHOWER

After one cruise on the *Williamsburg*, Ike decided the yacht was "too rich for my blood," and retired the vessel as a "symbol of needless luxury."

He chose instead the *Lenore II*, which he renamed the BARBARA ANNE after one of his granddaughters. Refurbishing and overhauling the yacht at a cost of approximately \$200,000.00, she was used sparingly by the First Family in Washington. However, after the President's last bout with his heart while in office, doctors urged him to give up his yearly vacations at the Air Force Academy in Colorado because of the altitude. So vacations were transferred to Newport aboard the *Barbara Anne* in the summers of 1957, 1958, and 1960, and the press humorously referred to the yacht as a "floating locker room" since Ike used her to transport himself across Narragansett Bay for his daily round of golf at the Newport Golf Club, showering on the boat on his way home.

The First Family last used the yacht on the Potomac on Labor Day weekend, 1960, though in a letter to Cmdr. Syle, Ike expressed his regret that he had not had time to use her more frequently.

#### JOHN F. KENNEDY

According to Dave Powers (former head of NAIA, author of *Johnny, We Hardly Knew Ye*, and a long-standing friend of John F. Kennedy), Kennedy had some of his happiest moments aboard the *Honey Fitz* (renamed for his maternal grandfather). A life-long lover of the sea, Kennedy would slip away from the White House for a few quiet hours on the yacht in the Potomac. He spent Easter and Christmas holidays on her in Palm Beach, Florida, as well as taking days off in September and October aboard her at Hammersmith Farm. The cover of Powers' book in paperback version was one of the President's favorite photographs, taken on the aft deck of the yacht.

Commanded by Lt. Cmdr. Walter C. Syle of the Naval Administration since the Eisenhower administration, the *Honey Fitz* was redecorated by Mrs. Jacqueline Kennedy herself, who installed a color television for the first time aboard the vessel, primarily for the enjoyment of her young children.

The vessel was primarily used for the family and close friends, though some dignitaries did visit from time to time (Powers particularly remembered Harold MacMillan on board once), and numerous photographs were taken on the yacht. The boat is also on record as being used to transfer guests down the Potomac to Mount Vernon for a particularly impressive State dinner one evening during JFK's administration.

From President Kennedy's birthday (May 29) until approximately mid-September the yacht was kept at the Cape and used every weekend. One particularly happy occasion was the surprise birthday party Jackie threw for her husband in 1963, with most of the family on board. Kennedy loved to spend time alone with his children on the yacht.

The bullshot was the favorite drink aboard, bracing against even the strongest winds. One of the original Kennedy life preservers and two of the flags from the boat are in the Kennedy Library.

A favorite story of Dave Powers: In their early campaigning days (Powers was with Kennedy from 1946 on), they used to take the ferry across from Boston to Nantucket, and Kennedy even loved those ferry rides. But one winter's day in Palm Beach as they cruised along on the *Honey Fitz*, lounging on the aft deck, Kennedy turned suddenly to Powers and said, "This sure beats the Nantucket ride, doesn't it?"

#### LYNDON B. JOHNSON

When Johnson entered the White House, one of the first things he looked towards was the yacht. "I eventually developed my own programs and policies, but I never lost sight of the fact that I was the trustee and custodian of the Kennedy administration. Although it was my prerogative to do so, I would no more have considered changing the name of the *Honey Fitz* - the name Jack Kennedy had given one of the Presidential yachts - than I would have thought of changing the name of the Washington Monument." (From *The Vantage Point: Perspectives of the Presidency, 1963-1969* by Lyndon Baines Johnson).

The yacht was used during the Administration (along with two others) for cocktail parties (maximum 35 guests), buffet dinners (maximum 25 guests), semi-formal dinners for 12 and formal dinners for 8. A typical menu for one buffet party for 30 was: Mexican Chalupas, broiled chicken livers wrapped in bacon, bite-size pizza, cocktail cherry tomatoes stuffed with chicken salad, potato chips, Fritos popcorn, lobster/shrimp creole, steamed white rice, sautéed fresh zucchini, fresh tomato/avocado salad with poppy seed dressing, hot rolls with butter and jelly, vanilla ice cream with creme de menthe served with cookies, coffee, tea and milk, mixed nuts, chocolate mints, white mints, cigars and cigarettes, and after dinner liqueurs.

Two particular parties on record are those of Chief Justice McShane on Monday, September 26, 1966, and of Secretary of State Dean Rusk on Monday, August 19, 1968, (a buffet dinner he and Mrs. Rusk gave for some members of the Diplomatic Corps and their wives).

#### RICHARD M. NIXON

By the time Nixon came to office, the *Honey Fitz*, was a well-known entity. Though he renamed her the *Patricia* after his wife, the press and indeed almost everyone, continued to think of the yacht as the *Honey Fitz*. It came as no surprise when Nixon decided a larger vessel would be more to his liking and put the *Patricia* up for sale in April of 1970. At first the bidding was closed, but restrictions for buying were so stringent (she could never be used for commercial purposes, she could not be sold to a foreign country, etc.) that no one even ventured forth with an offer. Later that year, she was placed on sale without restrictions for open bidding. Before her sale, however, she was used by the Administration for Cabinet officers' use, cruises for hospitalized Vietnam veterans, and in conjunction with Mrs. Nixon's sponsorship of "Children in the Parks" program.

#### JOE KEATING

On December 4, 1970, the yacht *Presidents* was commissioned in Greenwich, Connecticut. An avid lover of the sea himself and a great fan of the Kennedys, Mr. Keating found in one of the closets the original artist's rendition (for decorating purposes) of the interior of the boat. Keating's own architect contacted the Kennedy architect and the two of them went about restoring the boat as exactly as possible to the furnishings as they were during the Kennedy administration (the wallpaper in the bathroom was supposedly a particular favorite of Jackie Kennedy). Each photo of the individual Presidents that hang in the main salon were sent to Keating by the Presidents themselves or the families of deceased Presidents, and he is as particularly proud of them as he is of the many photos taken on the boat during the Kennedy administration that Ted Kennedy personally sent him.

The yacht today does retain the original (and very sophisticated) radar that was used during all the Presidents' terms.

Today, the yacht is used by private groups for entertaining. There have been several weddings on board, the first being that of Mr. Keating's daughter. July 4, 1975, the yacht was chartered by the Hospitality Industry Foundation of New York, who threw a party for the French. Present were French Consul-General and Mme. Gerard Gausson, Angier Biddle Duke, and La Comtesse Guy de Brantes, among others. Catering the affair of Mumm's Champagne, poached salmon, ham mousse, strawberries and zabaglione were the O'Neal's (of The Ginger Man and O'Neal's Balloon) and Stuart Levin of Top of the Park.

But one of Keating's fondest memories happened at his own restaurant, the Showboat Inn in Greenwich. Standing at the bar one evening, he was approached by a group of young boys. One introduced himself as Joe Kennedy, Bobby's eldest, who was sailing up to the Cape himself and happened to put in at Greenwich for the night. Seeing the *Presidents* at dock brought back many fond childhood memories and he asked Keating if he might go on board for awhile just to look again. Keating was naturally overjoyed to take him, and proudly today displays the pictures of the two of them together on board.

JOHN F. KENNEDY PRESIDENTIAL LIBRARY AND MUSEUM  
Columbia Point, Boston MA 02125 (617) 514-1600