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TRANSPORTATION ISSUE

TABOR TODAY ALUMNI MAGAZINE + 2025-26 ANNUAL REPORT ON PHILANTHROPY



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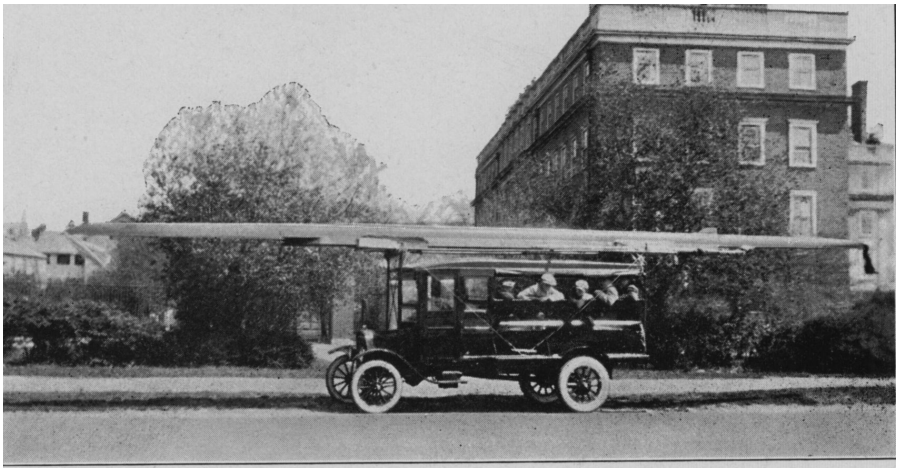
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ON THE COVER

This issue of Tabor Today spotlights the many ways in which the Tabor community has been influenced by transportation. Pictured on the cover, students on SSV *Tabor Boy* navigate their way around Sippican Harbor and Buzzards Bay.



SSV *Tabor Boy* navigates through the Cape Cod Canal and under, pictured here, the Cape Cod Canal Railroad Bridge.

VIEW
FROM THE BRIDGE



TONY JACCACI

Head of School

Planes, Trains, and Automobiles.

As some may remember, in the 1987 film by this name starring Steve Martin and John Candy, transportation serves as a means to an end as the characters struggle through unexpected delays and adventures to get home for the Thanksgiving holiday. The pull of family is the inexorable force that finds our hapless protagonists using any mode of transportation they can to reach their destination.

While most students do not experience the same level of adventure as Martin and Candy do in this film, Tabor has always been a school that has relied on many different types of transportation to deliver the residential program that is a hallmark of a boarding school. We are 43 miles from Providence, Rhode Island, and 62 miles from Boston—two of the closest transportation hubs—and so getting to and from the school has always required more than our own feet.

As you will read in this edition of Tabor Today, transportation means more to Tabor than simply coming and going to campus. Modern history has transformed the ways humans interact and intersect with each other, and Tabor community members have been there since the beginning of this revolution in transportation—in careers, endeavors, or hobbies—to help shape the direction of this exchange.

At Tabor, we believe deeply in the importance of understanding and appreciating other cultures. As such, our Global Programs depend on intercontinental transportation to make this learning meaningful and authentic. As a member of the Independent School League, we hop on buses weekly to criss-cross Massachusetts and the surrounding area. A fun weekend activity for our students is to visit Wareham Crossing, delivered by the "Ride the Tide" minibuses. Transportation, today, plays a critical role in the student experience.

My very best to you all, and please know that we always welcome you to travel—no matter the type of transportation—back to campus and visit with us here in Marion!



See Tabor from the Head of School's perspective!

INSTAGRAM: @TONYJACCACI

Hoyt's Ascent

BY STACY JAGODOWSKI



IN 1924, RICHARD HOYT'S OWN PROPELLER NEARLY KILLED HIM. IN 1928, HE HUNG ANOTHER ON A WALL AT TABOR—A BLADE FROM ADMIRAL BYRD'S NORTH POLE PLANE.

Ours is the commencement of a flying age, and I am happy to have popped into existence at a period so interesting.

Amelia Earhart, 20 Hrs. 40 Min., 1928

SOMEWHERE OVER BLOCK ISLAND SOUND IN AUGUST, 1924, A STEEL WIRE SUPPORTING THE WINGS OF AN AIRPLANE SNAPPED AND WHIPPED INTO THE SPINNING PROPELLER. THE PILOT BROUGHT THE HYDROPLANE DOWN ONTO THE WATER, CLIMBED OUT ONTO THE FLOAT, AND PULLED THE WIRE FREE. HE RAN HIS HANDS ALONG THE BLADE, LOOKING FOR CRACKS. HE FOUND NONE. THE PILOT TOOK OFF AGAIN AND STAYED LOW AFTER THAT, JUST 20 FEET ABOVE THE WATER.

The plane never reached its destination. Off Block Island, the propeller exploded mid-air. The pilot rode the burning machine down, crashing about a mile from the Brenton Reef Lightship. Alone in a wicker seat with a small extinguisher, he fought the fire for 10 minutes, the plane slowly sinking beneath him.

That pilot was Richard Farnsworth Hoyt—a Tabor Academy trustee, a critical early benefactor of the school, and a rising figure in American aviation. Fortunately, Hoyt survived that crash. The captain of the *May Archer*, a Block Island steamer, had spotted the flash from the explosion while Hoyt was still in the air and turned immediately. By the time the steamer reached Hoyt, the cabin was filling with water and the wreck was still burning. The crew pulled him aboard. They left the sinking plane behind as they steamed toward Newport.

Hoyt returned to Marion that evening. The next morning—dry and unhurt at his house in Marion—he told the local media about the experience. The newspaper built the crash into a brush with death—a banker pulled from the burning plane in the nick of time. He told it, the same paper noted, as if the whole thing had been "the merest trifle."

Hoyt was 36 years old at the time. He had been traveling from Marion to Manhattan by air for five summers (every week, weather permitting), commuting to his summer home the way other men took the train. He would have a new plane inside two weeks, he said. He had no intention of taking the train.


Banker Is An Airplane Commuter

A leading advocate of commerical aviation, Richard F. Hoyt, junior member of a New York investment firm, has purchased an amphibian "Air Yacht" to commute from his office to his summer home in Marion, Mass.

At Altitude

Four years later, Hoyt would hang a different propeller on a wall at Tabor—not a broken blade from his own near-drowning, but a propeller from the most famous airplane in the world. To understand how a small school on Buzzards Bay came to own a piece of Admiral Richard Evelyn Byrd's famed North Pole plane, it helps to know who Hoyt was.

He had come up through Wall Street, a partner at Hayden, Stone & Co. For a stretch of about six years, he was also one of a handful of men who ran American aviation. In July 1929, Time magazine counted the powers of the industry and named four groups. One was Aviation Corp. One was United Aircraft & Transport. One was Curtiss-Keys. The fourth was Wright Aeronautical and the companies around it—a group that Time simply called "Hoyt."

Wright Aeronautical was his. Its engines carried Charles Lindbergh to Paris and Byrd across the Atlantic two years earlier. That summer, it merged with Curtiss to form the Curtiss-Wright Corporation, the largest aircraft company in the country. Hoyt chaired it.

He commuted to all of it by air. Hoyt's amphibious plane set down on the East River, a few minutes from his office. The sight of a banker arriving at work by seaplane was novel enough that Amelia Earhart put him in her book as proof of how far flying had crept into ordinary life.

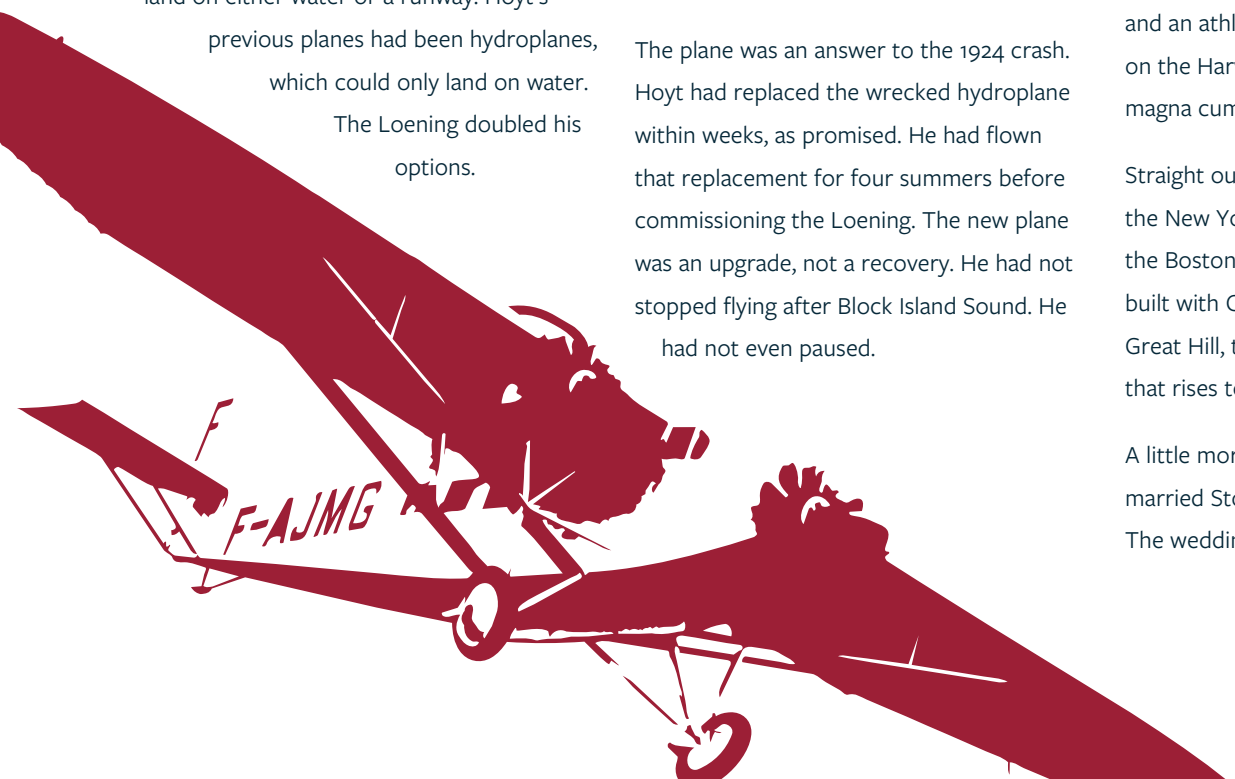
His daughter Eleanor, one of four children, learned to fly as a teenager—in three hours. At 16, she took Lindbergh up over Long Island Sound as her passenger, and, the papers reported, amazed him with her handling of her father's plane. She took off from the bay at Hempstead in 15 seconds—

one second longer than Lindbergh required to take the same plane off the same water—climbed to 1,500 feet, circled the bay, and brought it down again. The *Boston Globe* ran the story under the headline, "Boston Girl First to Pilot Lindbergh."

Asked about his daughter, Hoyt told the paper that flying was "just as easy for a child as driving an automobile." He made this claim just four years after his own crash in Block Island Sound. He said it while sitting at the head of an aviation empire he was still building. He would say it three years before his daughter, by then married, would make a forced crash-landing in a Staten Island marsh and walk away.

The Air Yacht

In July 1928, the Loening Aeronautical Engineering Corporation delivered Hoyt a new plane. The New York Times announced it on July 20. It was a custom-built amphibian—a biplane built to take off and land on either water or a runway. Hoyt's previous planes had been hydroplanes, which could only land on water. The Loening doubled his options.



The plane had a Wright Cyclone engine, 525 horsepower, air-cooled—10 miles an hour faster than any other Loening then in service. Cruising speed: 100 miles an hour. Top speed: 130. The windows were unbreakable glass. The engine muffler was good enough that those inside the cabin could speak in normal voices.

This plane was unusual in one respect: It had two cockpits. Most cockpits in 1928 were open at the top—pilots flew in the wind, with goggles, exposed to the elements. Hoyt's plane had two of them. Captain Robert E. Ellis flew from the forward cockpit, the standard arrangement. The second, however, was hidden further back, inside the cabin. When Hoyt wanted to fly the plane himself, he pulled a folding seat down from above his head, opened a sliding hatch above it, and climbed up into a rear cockpit of his own—his upper body sticking up through the roof of the cabin, exposed to the same wind, with his own joystick and rudder pedals. He could take over from Ellis at any point in the flight and hand the plane back when he had had enough.

The plane was an answer to the 1924 crash. Hoyt had replaced the wrecked hydroplane within weeks, as promised. He had flown that replacement for four summers before commissioning the Loening. The new plane was an upgrade, not a recovery. He had not stopped flying after Block Island Sound. He had not even paused.

This was the machine that put him in Amelia Earhart's book. "20 Hrs. 40 Min.," published that August, carried a short vignette titled "Broker's Amphibian:"

"Richard F. Hoyt commutes at 100 miles an hour. He uses a Loening amphibian biplane, sits lazily in a cabin finished in dark brown broadcloth and saddle leather with built-in lockers containing pigskin picnic cases." — Amelia Earhart, *20 Hrs. 40 Min.*, 1928

She described the folding seat, the sliding hatch, the joystick. Then she closed: "With such excerpts, from the newspapers and the magazines of every day, one could go on endlessly, for aviation is woven ever closer into the warp of the world's news."

The Son-in-Law

Hoyt did not come to Marion as a student. He came as a son-in-law and quickly became a key part of the Tabor community. He attended the Volkmann School in Boston and went on to Harvard in 1906. A strong student and an athlete, he ran the middle distances on the Harvard track team and graduated magna cum laude in the Class of 1910.

Straight out of college he took a clerk's job in the New York office of Hayden, Stone & Co., the Boston banking house Galen L. Stone had built with Charles Hayden. Stone also owned Great Hill, the peninsula of woods and lawn that rises to the highest ground in Marion.

A little more than a year on the job, he married Stone's daughter, Katharine. The wedding drew 700 guests to Great



Hill on Buzzards Bay. The governor of Massachusetts was among the guests.

World War I took Hoyt into aviation. The government called him to McCook Field, in Dayton, Ohio, as a civilian adviser in its aircraft and engine program. He came out of the war a banker with a specialty. By 1919 he was a partner at Hayden, Stone and an officer of the Wright-Martin Aircraft Corporation—the engine maker that became Wright Aeronautical. That same year he took a seat on the board of trustees of the academy in his wife's family's town, where he would serve for the next 16 years. During that time Hoyt and his wife built their own summer place on the bay—a Tudor revival on the waterfront—and called it the Anchorage.

The Most Famous Propeller

In 1925, Hoyt became one of the backers of Byrd's famed North Pole expedition; he believed dramatic flights would stir the public toward aviation, and stirring the public toward aviation was his business. When Byrd gave away the propellers from his North Pole plane, one of them went to Hoyt.

The letter that came with it is dated May 14, 1928. It is typed on the stationery of the Byrd Antarctic Expedition, from his home on Brimmer Street in Boston, short and to the point.

My dear Dick:

It gives me pleasure to send you this propeller which was one of the three that carried Bennett and me over the North Pole, May 9, 1926.

Best of good wishes. I am,
Very sincerely yours, Dick Byrd

Hoyt gave it to Tabor that summer. The school hung it in the living room of Lillard Hall and framed Byrd's letter on the wall directly beneath it, so that anyone admiring the blade could read, in a few typed lines, where it had been. Byrd was, just then, among the most famous men in America. New York had paraded him down Broadway, and the public set him beside Babe Ruth among the heroes of the decade. A propeller from his North Pole plane was no curiosity. It was a piece of one of the most celebrated machines of the age, and now it belonged to a small boarding school on Buzzards Bay.

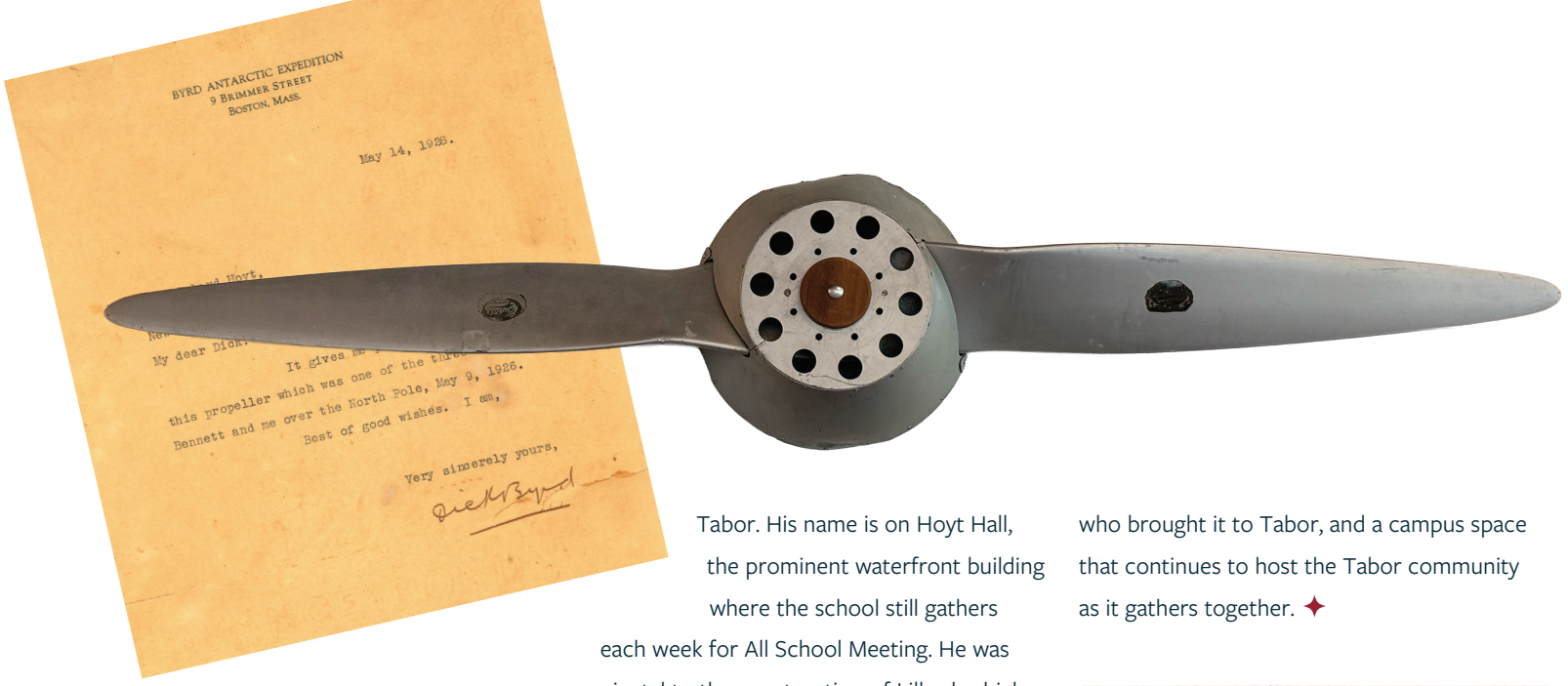
In December 1928—a few months after the propeller went up in Lillard—the school dedicated its new recreation building and named it Hoyt Hall. Hoyt helped pay for both buildings. This was a good year for Hoyt and Tabor.

The Eclipse

Then the whole thing thinned out and disappeared, faster than anyone watching in 1928 could have guessed. In March 1933, E.L. Cord, a Chicago automobile manufacturer, won a proxy fight for the Aviation Corporation and forced out its Wall Street directors. Hoyt resigned as president and



LEFT: Graphic of Admiral Richard E. Byrd's airplane. ABOVE: Portrait of former Trustee Richard F. Hoyt. RIGHT: Hoyt's residence in Marion.



director, alongside Averell Harriman and Robert Lehman. He had held the presidency for four months. The Aviation Corporation was one of the four groups Time had counted in 1929. Now one of the four had pushed him out.

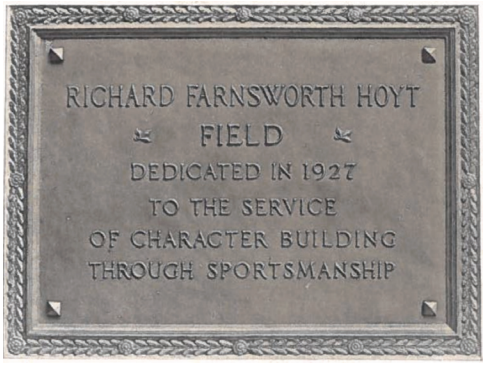
Later that year, after the Securities Act redrew Wall Street, Hoyt resigned the Hayden, Stone partnership for a securities firm spun off from it. His marriage to Katharine Stone had ended by then, too. Still, his tie to Tabor held; he was still president of the board.

On March 7, 1935, Richard Hoyt died of liver disease in New York. He was 46. A Tabor chaplain helped officiate at the funeral. Two years later, friends put up $3,000 to endow a seaplane fellowship in his memory at New York University—a small, albeit meaningful, nod to a man who had commuted by air.

The Return

Almost a century after his death, Hoyt remains a tangible and intangible force at Tabor. His name is on Hoyt Hall, the prominent waterfront building where the school still gathers each week for All School Meeting. He was pivotal to the construction of Lillard, which remains Tabor's most iconic structure. Hoyt Field provided the blueprint for today's Duffy Field, where modern-day Seawolves learn the lessons that a classroom can't teach. In fact, a plaque commemorating the dedication of the field, which is installed on the stone columns marking its entrance, reads "to the service of character building through sportsmanship." The plaque also belies Hoyt's greater gift to Tabor: His service guiding the school as the president of the school's board of trustees as Tabor was defining its identity and impact on students in the modern, post-War World I age.

The Byrd propeller is also still at Tabor, a connection to Hoyt and the school's connection to the nascence of the aviation industry and its advances. The propeller hung in the living room of Lillard Hall for decades. Generations of students passed beneath it. When Lillard was renovated, the blade moved to the Hayden Library and hung high on the wall above the entrance to the West Reading Room. Currently, the propeller hangs in Hoyt Hall, the building named for the man who brought it to Tabor, and a campus space that continues to host the Tabor community as it gathers together. ✦







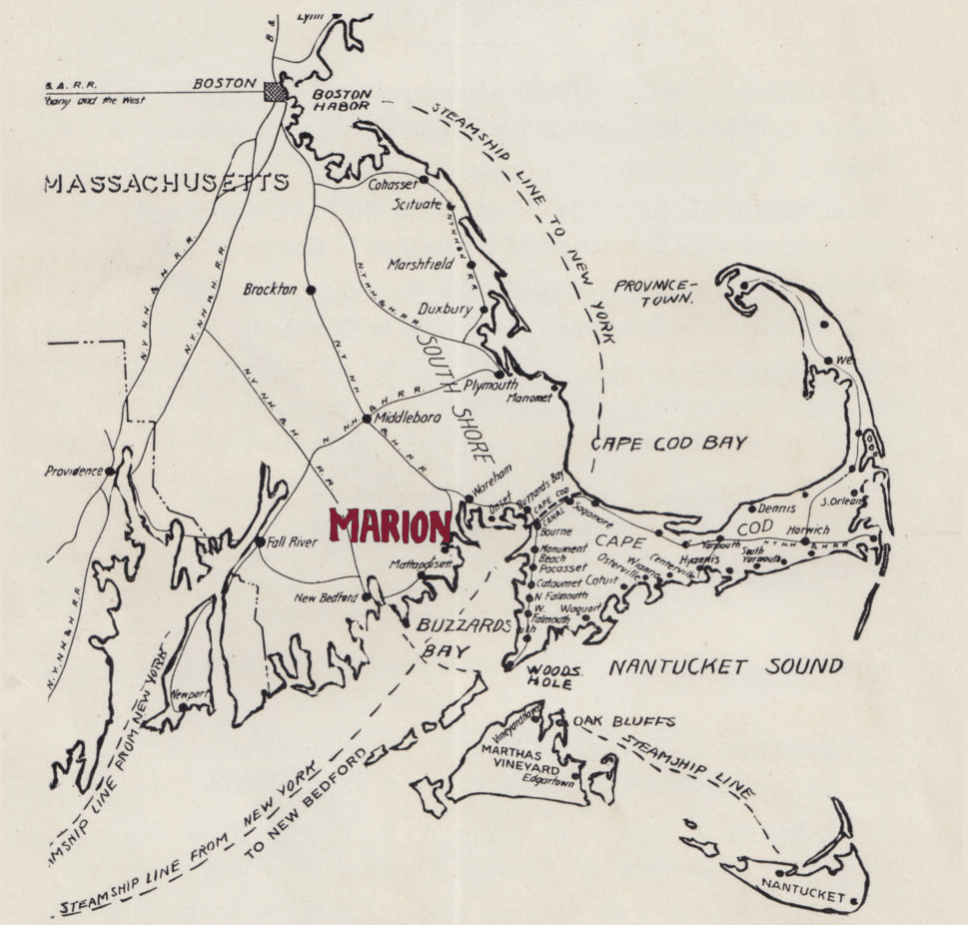
Hoyt Hall in 1929 and Hoyt Hall and Martin Fields today.

Making Tracks

How transportation fueled the evolution of Tabor and its town over the past 150 years.

BY ELIOTT GROVER '06

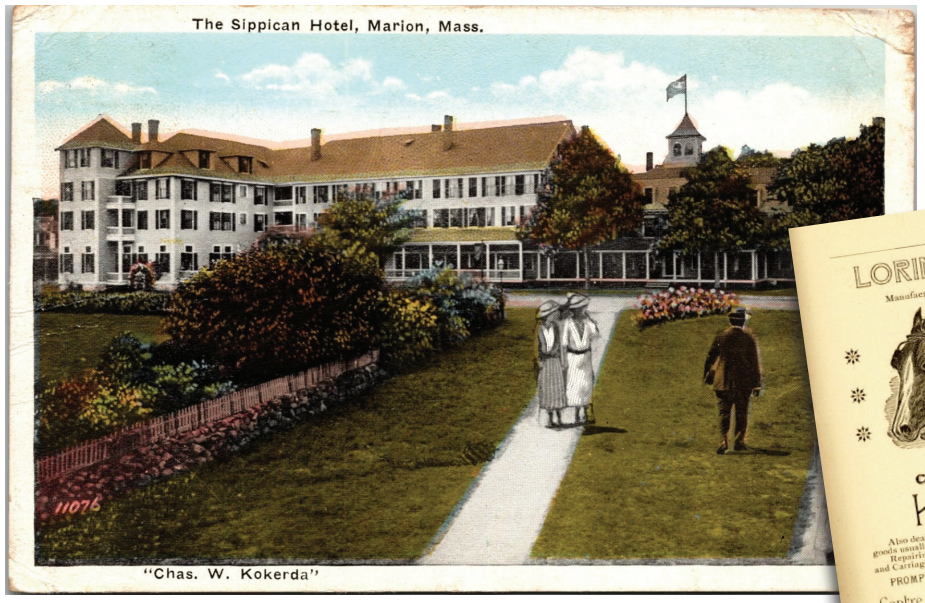
A long time ago, Marion was home to one of the most famous hotels on the Atlantic coast. Artists, politicians, business leaders, and socialites flocked to the village each summer to stay at the Sippican Hotel on the corner of South and Water Streets. Notable visitors included Presidents Grover Cleveland and Franklin Roosevelt, as well as stage and screen starlet Ethel Barrymore. Guests reclined on wicker furniture in the cooling sea breeze and frequented the nearby Sippican Hotel Casino for dancing and tennis.

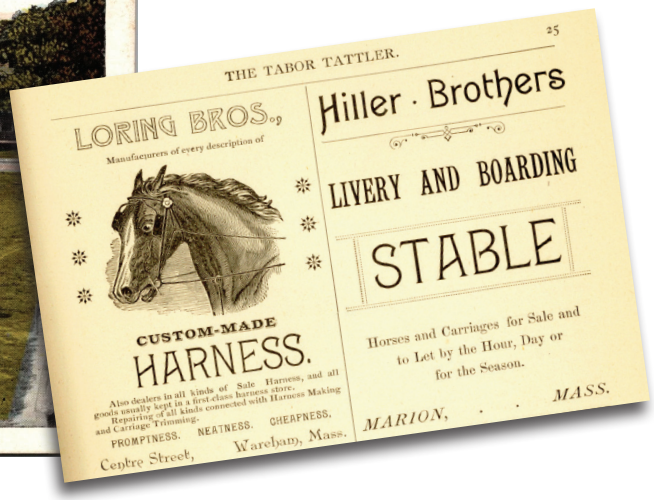


The hotel opened in 1882 and flourished for nearly half a century. There is little evidence of it today—the four-story building was torn down in 1929 after being sold to developers—but it endures in local history as a symbol of Marion's Golden Age. Its success, however, was no accident.

Marion's rise from a relatively isolated coastal village to one of the region's premier resort destinations was made possible by a series of transportation innovations that steadily shrank the distance between the town and the wider world. Those same innovations would help shape the evolution of Tabor, bringing students to Marion and eventually carrying them far beyond it.

The transformation began in 1855, when the first locomotive pulled into Marion. Its wood-burning engine, crowned by a red smokestack, arrived from New Bedford on the Old Colony line. Passengers stepped off at the Marion Railroad Depot, located on Front Street roughly a half mile north of Tabor's present-day campus.





In 1903, the original depot was moved across the road and a new train station was built on the site. For generations, students, summer visitors, and local residents passed through these stations on their way to and from Marion.

Like many small towns, Marion hides some of its most fascinating history in plain sight. The original depot location is now occupied by Brew Fish Bar & Eatery, but the building still stands where it was moved across Front Street; it now serves as a childcare center.

By the early twentieth century, Marion had become fashionable enough that wealthy summer residents chartered a private "Dude Train" from Boston, paying $100 for seasonal membership. The service carried many of the same affluent visitors who filled the Sippican Hotel and helped define the town's resort era.

From the railroad depot, travelers walked into the village or climbed aboard horse-drawn wagons for the final leg of their journey. Stagecoaches and carriages remained a fixture of daily life, carrying passengers around Marion and to neighboring towns. Tabor students made frequent use of them. In the spring of 1892, *The Standard Times* reported that some 50 students and teachers traveled by horse-drawn barge to Wareham for a "mayflower party," one of several spring excursions organized during the era to search for the fragrant flowers.

The railroad did not replace these familiar forms of transportation, but it made longer journeys faster, easier, and more predictable. After the train arrived, Marion was no longer quite so far away.



A School on the Line

Few people understood the transformative power of railroads better than Elizabeth Taber. It is no coincidence that Tabor's founding in 1876 coincided with the nation's railroad boom. At the time of her death, Mrs. Taber's estate included investments in 15 railroad companies spanning the undeveloped Northwest Territories, the agricultural Midwest, and the industrialized East.

The same forces reshaping commerce, industry, and travel across America were helping lay the foundation for a new school on Buzzards Bay. From the beginning, Mrs. Taber's vision extended beyond the boundaries of her native Marion. She established Tabor to provide greater educational opportunities for local students while also hoping to attract young people from surrounding communities. The railroad helped make that vision possible.

"The city of New Bedford is only twelve miles distant and Boston is but fifty miles away," an early Tabor catalog noted. "Marion has direct railroad communication with both these places."



Students quickly embraced the new mobility. An article in *The Standard Times* from 1880 mentions a boy from Fairhaven, Massachusetts, who traveled to and from Marion on the Old Colony line for just ten cents a day. By the end of the decade, students could purchase three-month passes for six dollars.

For many, the rail schedule set the rhythm of school life. One local history recalls that morning trains brought groups of "laughing, chattering boys and girls" who walked from the station to their first classes.

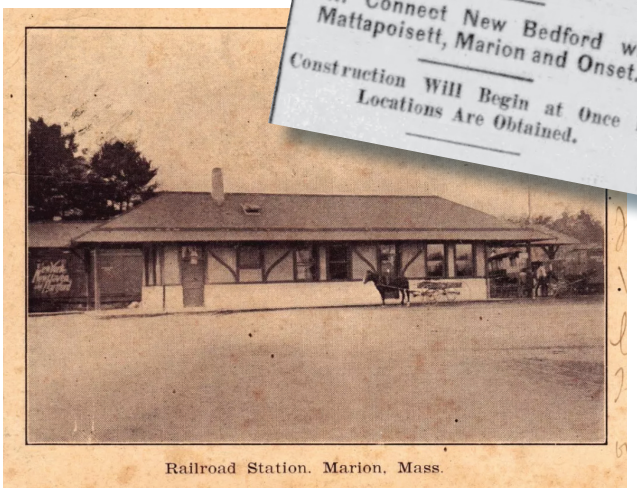
The railroad offered convenience, but it was not without misadventure. During a football game in New Bedford in 1891, two Tabor students missed the train home and were forced to walk back to Marion. The incident merited a brief mention in the *Tabor Tattler*—a reminder of how thoroughly train schedules had become woven into the student experience.

Not all students relied on the railroad to explore the area. In 1892, *The Standard Times* reported that two Tabor students rode their bicycles to and from New Bedford on a Saturday, completing the round trip in just two hours and twenty-five minutes.

As the rail network expanded, so too did Tabor's reach. Through a series of mergers, the Old Colony Railroad became connected to lines serving New York, Hartford, New Haven, and other major cities. What had once been a local school became increasingly attractive to families from beyond southeastern Massachusetts. Just as importantly, the trains connected Marion to major port cities, where steamships opened routes to points south and east.

Yet the railroad had its limitations. In 1899, Tabor Principal Dana Dustan joined officials from Marion, Mattapoisett, and Fairhaven in calling for earlier morning service. Twelve Tabor students were already commuting by train each day, he said, and three more would do so if the schedule allowed. The school had even rearranged its own schedule because it was "impossible to get in or out of town before 9 o'clock."





THE EVENING STA

THE NEW ELECTRIC LINE.

Backed by Prominent Street Railway Men.

Will Connect New Bedford with Mattapoisett, Marion and Onset.

Construction Will Begin at Once If Locations Are Obtained.

Railroad Station, Marion, Mass.



New Bedford horse-drawn trolley car, c. 1890s

Trolley waiting station (one story building) at the intersection of Spring and Main Streets, across from the original Tabor Academy building (current Marion Town Hall).

The railroad had transformed how people reached Marion. Soon, a new mode of transportation would change how they moved around it.

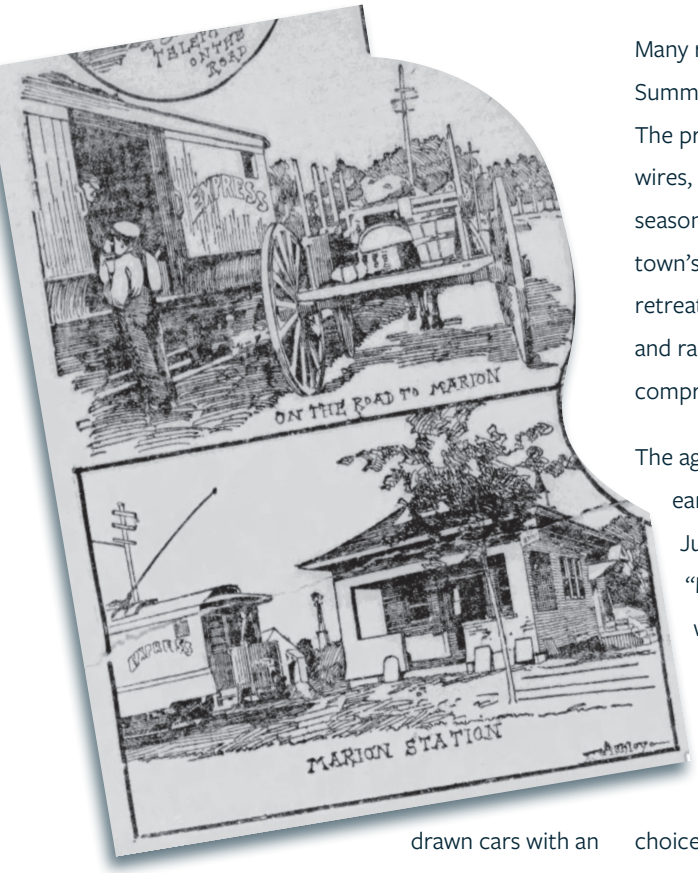
The Electric Age

The next major development began in New Bedford, where a streetcar service launched in 1872 that would eventually extend east toward Marion. By modern standards, the term "streetcar" is a bit misleading. The cars ran on rails, but they were pulled by horses. Maintaining the system was expensive and labor-intensive, and the animals left their mark on city streets in more ways than one.

It wasn't always the smoothest ride. The bridge connecting New Bedford and Fairhaven was so steep that two horses were often insufficient to pull a loaded car to the top. When a streetcar reached the incline, a boy riding alongside on a third horse would hook his animal to the car and provide the extra horsepower needed to complete the climb.

Reliance on horses came with more serious risks. Accidents involving spooked animals and collisions were a recurring hazard of travel. Tabor experienced that danger firsthand in 1899, when Abbie Dustan, the wife of Principal Dustan and a beloved figure in the school community, died at age 46 after colliding with a team of horses while riding her bicycle.

By then, however, horse-powered transportation was beginning to give way to a new technology. Following Thomas Edison's invention of the incandescent light bulb in 1879, electricity began transforming American life. In 1890, New Bedford replaced its horse-



drawn cars with an electric trolley system that was faster, cleaner, and more efficient than anything that had come before.

Not everyone was eager to embrace the change.

"It was another two years before the Fairhaven part of the line followed suit," Mattapoisett historian Dr. Jeffrey Miller wrote. "Reportedly, this was due to the residents' fear of electrocution from the overhead power lines."

The concern proved unfounded. Fairhaven eventually converted its horse-drawn streetcars to electric trolleys, and neighboring communities soon followed. In 1899, *The Standard Times* reported plans for a new electric line connecting Marion with Mattapoisett and New Bedford to the west and Wareham and Onset to the east.

Many residents welcomed the news. Summer inhabitants were less enthusiastic. The prospect of trolley tracks, overhead wires, and increased traffic struck some seasonal homeowners as a threat to the town's character and reputation as a seaside retreat. Debate continued until local officials and railway representatives reached a compromise.

The agreement was significant enough to earn coverage in *The Boston Globe*. In June 1901, the newspaper reported that "Marion has made a satisfactory trade with the trolley railway, now in process of construction, whereby the latter builds new highways for the town in order that the tracks may be kept off the main streets and away from the choice waterfront."

The project left a lasting mark on the town. Spring Street was extended to present-day Route 6, and a trolley waiting station was constructed at the corner of Main and Spring streets, directly across from Tabor's original Academy Building.

Like the Marion Railroad Depot, the station has largely disappeared from public memory. Today, the site is home to Centennial Park and a statue of Elizabeth Taber. For decades, however, it served as a busy transportation hub where students, faculty, and local residents boarded trolley cars bound for destinations across the South Coast.

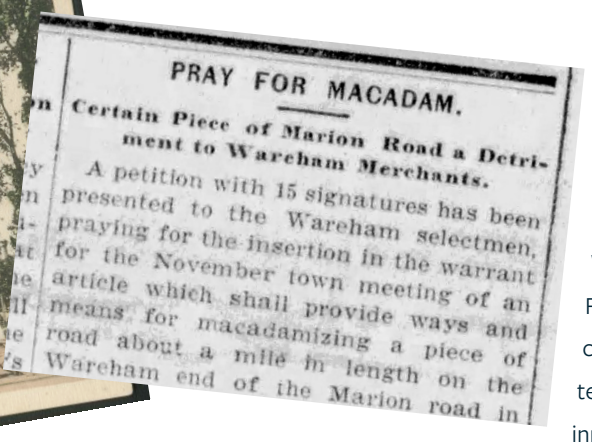
The trolley helped attract day students from neighboring communities. By 1902, Tabor trustees were already contemplating an expansion of the school, driven in part by demand from Cape Cod families seeking better educational opportunities for their children. "Since the advent of the electric cars the matter of transportation has become a minor factor," *The Standard Times* reported, noting that Tabor was already drawing a number of students from the Cape.

The trolley also made it easier for students to venture beyond Marion. Wareham was a particularly popular destination. In 1904, trolley officials extended evening service to accommodate growing demand. Previously, the final car had departed at 7:45 p.m. A new late-night run left Wareham at 10 p.m. and reached the Tabor waiting station twenty minutes later.

The trolley arrived in Marion at the height of a national transportation boom. Between 1890 and 1902, the total single-track mileage







PRAY FOR MACADAM.

Certain Piece of Marion Road a Detriment to Wareham Merchants.

A petition with 15 signatures has been presented to the Wareham selectmen, praying for the insertion in the warrant for the November town meeting of an article which shall provide ways and means for macadamizing a piece of road about a mile in length on the Wareham end of the Marion road in

of street and electric railways in the United States nearly tripled, growing from 8,123 miles to 22,577. For a time, Marion seemed poised to ride that wave indefinitely. But as trolley lines expanded across the region, another transportation revolution was already gathering momentum. The incoming tide offered travelers something fixed rail lines never could: the freedom to choose their own route.

From Rails to Wheels

Between the opening of the Marion trolley line in 1901 and its closure in 1927, automobile production in the United States increased nearly one thousandfold. Americans increasingly favored the flexibility of personal transportation over the schedules and routes of trains and trolleys. The South Coast was no exception.

The roads themselves were changing, too. Beginning around the turn of the century, Marion increasingly surfaced its streets with macadam, an early form of paving made from compacted crushed stone. The improvements made travel easier for horse-drawn vehicles and, increasingly, automobiles. Demand was high enough to inspire a memorable 1902 newspaper headline: "Pray for Macadam."

In Marion and at Tabor, the automobile gradually became part of everyday life. Its impact could be felt as early as 1927, when *The Log* reminded students that "it has been found impossible to allow any driving or riding in automobiles except under the school program."

Cars remained novel enough in 1934 that a representative from Ford visited campus to screen a film showing how the company's automobiles were assembled. Students particularly enjoyed footage from the recent Century of Progress Exposition at the Chicago World's Fair, which celebrated the technological innovations reshaping American life.

Transportation to campus became far more individualized than it had been during the railroad era. **Bob Campbell '63**, who commuted from Mattapoisett, recalled driving with fellow student **Bill Blasdale '61** during his first year, then with faculty member Mr. Parkinson, and finally aboard a Gateway Bus Lines route. "There were two drivers," Campbell recalled. "The young one was 65 years old, and the older one, his brother, was 85 years old—and looked it to my eyes."

As cars became more common, they also introduced new questions about student life. Who could drive and when? Where could cars be parked? How much freedom should students have?





Those debates continued for decades. In 1980, student elections were dominated by discussion of "day students' cars and the rules concerning them." That same year, Headmaster Peter Webster met with more than 150 day students to review driving policies, eliciting what *The Log* described as "great disapproval by most of the students."

By the mid-1980s, cars had become a defining feature of campus life. The 1986 yearbook noted that student vehicles ranged from "dad's Mercedes" to aging station wagons, motorcycles, and bicycles. More cars meant less parking. Most students parked behind the library, but the lot was typically full by 7:55 each morning, and the town discouraged parking on Spring Street because of its proximity to the fire station.

Cars also became fodder for student pranks. In one memorable episode, students somehow managed to move faculty member Don Wing's Volkswagen into the auditorium before morning meeting.

Cars weren't the only vehicles drawing attention on campus. In 1973, *The Log* reported that Tabor had witnessed "an inundation of bicycles." The paper playfully described "mad cyclists" racing around campus at "ludicrous speeds" before celebrating the installation of "beautiful galvanized bicycle racks" strategically placed throughout the school.

The rise of the automobile ultimately marked the end of Marion's era of trains and trolleys, but transportation continued to shape the student experience in ways that extended far beyond the daily journey to campus.

To the Sea

When Headmaster Walter H. Lillard arrived at Tabor in 1916, he immediately set the school on a course that would define its identity. Under his leadership, sailing and rowing became prominent sports, and he established a deep-water cruising program that would eventually evolve into the SSV *Tabor Boy* program.

In 1919, he planned and oversaw Tabor's first international voyage. Students who had distinguished themselves during the school year were selected to sail aboard a merchant cargo steamship carrying post-war reconstruction supplies from New York to France. Over nearly two months of travel, students trained alongside the crew—standing watches, swabbing decks, and polishing brass—and enjoyed 18 days of shore leave in France.

Similar opportunities soon followed. The cruising program expanded to include two annual voyages: a spring journey south and a summer Atlantic crossing that featured cultural exchanges in Europe.

The 1928 spring cruise combined travel with athletic competition. Tabor's baseball, soccer,









and basketball teams journeyed to Honduras, Guatemala, and Puerto Rico, where they competed against local opponents while experiencing cultures far different from their own. Starting in 1931, the rowing team began traveling to England to compete at the Henley Royal Regatta. In 1939, the crew loaded its shell aboard the *Queen Mary*, a luxurious ocean liner, and crossed the Atlantic before capturing the Thames Challenge Cup for the third time in four years.

Lillard believed such exchanges were an essential component of a well-rounded education. In 1936, Tabor musicians performed for passengers aboard the ocean liner *Berengaria* during a trip with the International Schoolboy Fellowship, an organization Lillard had co-founded to promote international understanding and world peace.

Foreign travel and exchange have remained hallmarks of a Tabor education ever since, even as the journey itself changed. Students continued to travel overseas by steamship after World War II, but by the mid-1960s, air travel had become the dominant mode of transportation. From marine science expeditions in the Caribbean to study-abroad opportunities across the globe, students continue to learn through direct engagement with places, cultures, and communities beyond Marion.

Beyond serving as floating classrooms, boats have played an important role in bringing students to Tabor. Starting in the 1890s, the school's first international students arrived in the United States by steamship. Closer to home, generations of students and faculty have used the water as their route to school. **Davis W. Lee 1930** sailed his family's schooner from Connecticut and anchored it just offshore. Day students have periodically commuted by boat and tied up at the Hoyt docks. For many years, the golf team traveled by dory to the course across the harbor. Former faculty member John Hughes, who lived on Marion's east shore, became something of a local legend for windsurfing across Sippican Harbor in full dress code.

In a community surrounded by water, such journeys rarely seemed unusual.

A Legacy of Movement

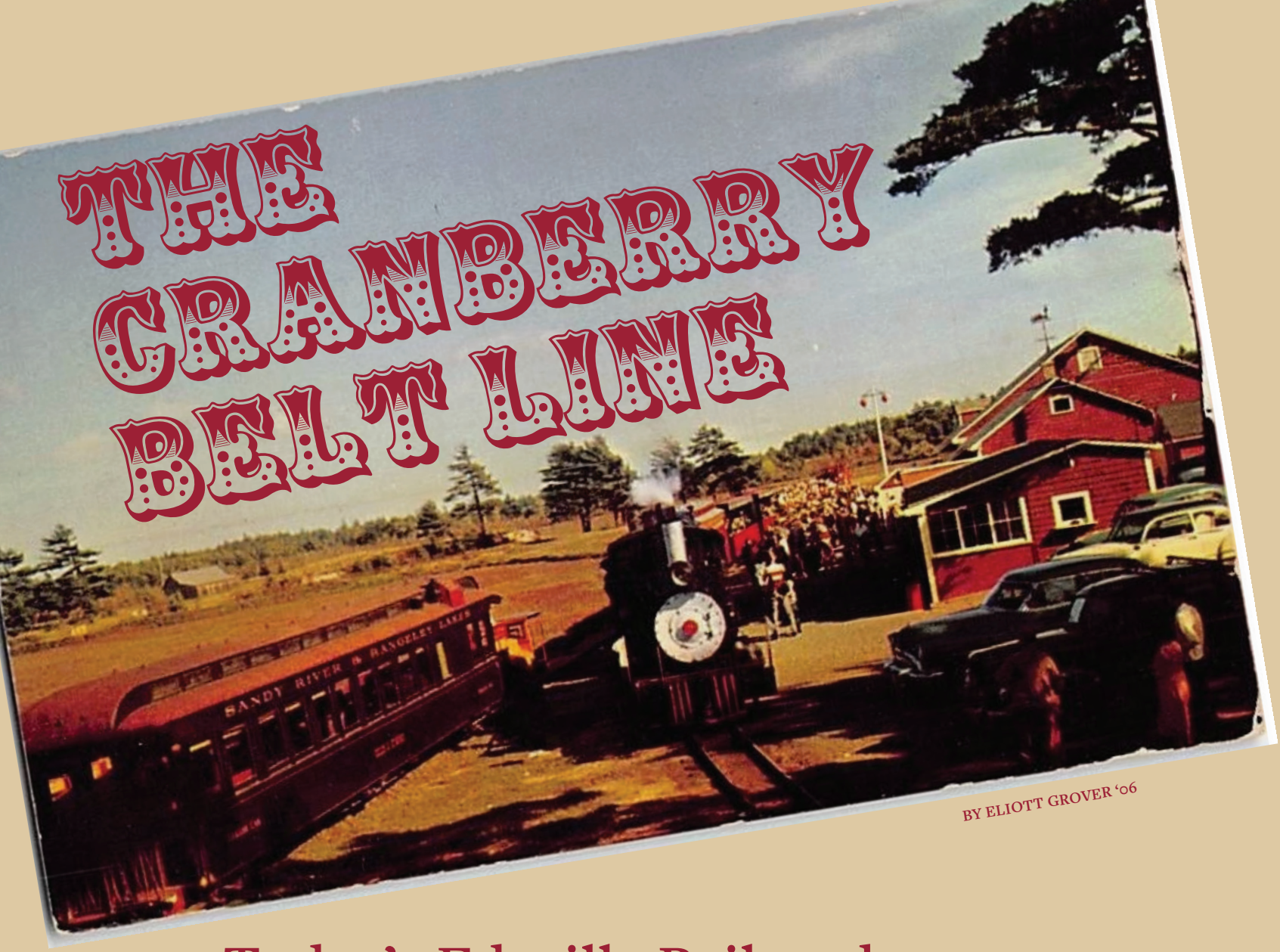
Today, few traces of Marion's transportation past remain visible. Diners gather at Brew Fish without realizing they are standing on the site of the old railroad depot. Visitors pass through Centennial Park without knowing that trolley cars once stopped there throughout the day, carrying students, teachers, and local residents across the South Coast.

The tracks are gone. The waiting stations have disappeared. The horse-drawn wagons, trolleys, steamships, and early automobiles survive only in photographs and newspaper clippings.

Yet the routes they created continue to shape the community. They helped transform a small coastal village into a destination, brought generations of students to Tabor, and carried others far beyond Marion's shores.

The modes of transportation have changed over the past 150 years. The impulse behind them has not. Tabor remains a school shaped by movement—of people, ideas, and experiences—and by a belief that education is enriched when students engage with a world larger than themselves. ✦

THE CRANBERRY BELT LINE



BY ELIOTT GROVER '06

Today's Edaville Railroad once powered Massachusetts' cranberry industry. Here's how a Tabor graduate built one of the oldest heritage railroad operations in the United States.

IT WAS A SIGHT TO BEHOLD, AND ONE THAT STOPPED TRAFFIC. A TRAIN WAS BARRELING DOWN THE HIGHWAY. OR AT LEAST THAT'S HOW IT APPEARED TO THE MOTORISTS WHO PULLED OVER IN DISBELIEF.

ON A CRISP FALL MORNING IN 1945, A CONVOY OF TRACTOR-TRAILERS HAULED A COMPLETE RAILROAD FROM BRIDGTON, MAINE, TO SOUTH CARVER, MASSACHUSETTS. THE CARGO INCLUDED MILES OF TWO-FOOT NARROW GAUGE TRACK, FOUR STEAM ENGINES, TWO PASSENGER CARS, A CABOOSE, AND 20 BOXCARS.

Ellis D. Atwood 1908, purchased the railroad equipment for use on his family's cranberry farm, just a dozen miles inland from Tabor, where he attended as a day student from South Carver. A third-generation cranberry grower, Atwood transformed a 210-acre inheritance into an 1,800-acre enterprise. At a time when Massachusetts produced nearly two-thirds of the world's cranberries, he became the nation's largest individual grower.

The Cranberry Belt Line, as his train project was initially called, was designed to streamline operations across the sprawling bogs. Atwood already used a helicopter to dust and spray his fields, and he believed a railroad could ease the labor-intensive work of tending, harvesting, and transporting the tart berries.

One of his biggest challenges was moving 15,000 tons of sand onto the bogs each winter. The cranberry harvest took place



Ellis D. Atwood was a member of the Class of 1908, pictured here in Washington, D.C.

each fall, when the bogs were flooded and the floating berries corralled for collection. Once the water receded, workers spread a fresh layer of sand across the dormant vines to encourage healthy growth and prepare the bogs for another season. Previously, they hauled the sand by truck along narrow dikes between the bogs—slow, grueling work.

Atwood combined the power of a steam locomotive with the flexibility of narrow-gauge track. The tighter turning radius and lower installation costs made it ideal for weaving through the bogs. With the narrow-gauge railroad, "which could be laid where wanted and moved as easily as a small boy shifts his toy tracks," one newspaper explained, "Atwood's men were able to move sand quicker and with less physical handling."

After the 1945 harvest, Atwood's employees laid five and a half miles of track atop the levees surrounding the bogs. The boxcars carried pickers to the fields, hauled cranberries back to the screen house for



drying and sorting, and carted away vines raked from the flooded bogs. The railroad had accomplished exactly what Atwood envisioned: It transformed the way his cranberry operation functioned. Before long, it would become something else entirely.

THE EDAVILLE RAILROAD: A RIDE BACK IN TIME

While the train quickly proved an excellent investment, Atwood's reasons for purchasing it may not have been entirely practical. He belonged to Railroad Enthusiasts, Inc., a club that held monthly meetings atop Boston's Back Bay Station. His fascination with transportation dated back to his Tabor days,



when a local newspaper remarked on the new motorcycle he proudly rode through South Carver shortly before graduation. A lifelong train enthusiast, Atwood subscribed to railroad magazines and amassed a large collection of books and photographs devoted to the subject.

Before long, his own railroad began appearing in print. "In assembling this narrow-gauge equipment, some of which was already in junk yards or scheduled for the scrap heap, Mr. Atwood has performed a service of historical preservation," CRANBERRIES, the national cranberry magazine, declared in 1946.

When the train wasn't working the bogs, Atwood offered rides to curious neighbors. Word spread, and visitors began descending on Carver each weekend to ride Atwood's railroad. Soon the burgeoning attraction became known as the "Edaville Railroad," named for Ellis D. Atwood's initials.

Atwood delighted in leading sightseeing tours around the cranberry bogs and was amused by the railroad's growing popularity. Over time, Edaville evolved from a working railroad into a full-fledged tourist attraction. Atwood enlisted his friend James W. McCue, a Cape Cod author and historian, to serve as conductor. The pride of the line was Rangely, a lavish parlor car built in 1901 with plush seats, silk tassels, and inlaid mahogany woodwork. Eventually, the car was used only for special occasions "to halt the damage by children, dogs, and careless passengers."

Even without Rangely, however, passengers found plenty to explore. Visitors lingered in the Edaville station, toured the railroad museum and factory buildings, and lunched in the picnic groves before boarding the train. With two short blasts of the whistle, passengers were transported to another era as the train chuffed along at 15 miles per hour through woodlands, past bogs, and skirting the scenic, 400-acre reservoir. By 1948, Edaville carried more than 125,000 passengers annually and drew visitors from every state in the union.



Several groups of boys from the Summer Program enjoyed the hospitality of Ellis D. Atwood, '08, this summer at his Edaville railroad community. The railroad, a narrow-gauge road brought from Maine by Mr. Atwood and set up as a complete unit in his Carver, Mass., bogs, provides entertainment for literally thousands of visitors to Mr. Atwood's estate during the year.

LEFT: Atwood pictured with Edaville employees.

Atwood happily welcomed students from Tabor's summer program.

A LASTING LEGACY

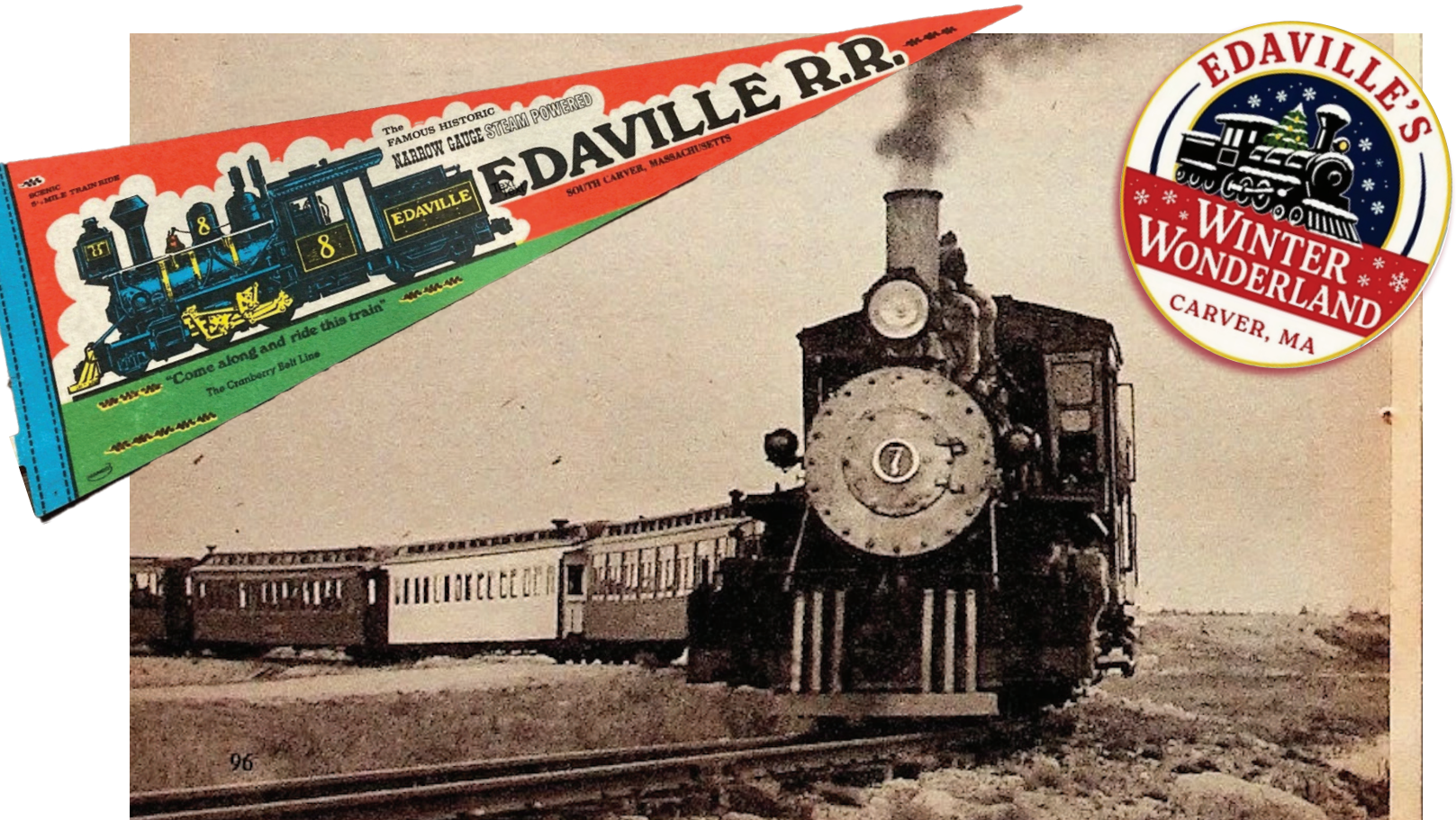
Though the railroad became an unexpected source of revenue, Edaville also reflected Atwood's deep commitment to his community. He seemed happiest creating experiences that brought people together. In 1938, he built a baseball field in Carver with amenities such as a scoreboard, dugouts, and press box that would make any small-town nine proud. He sponsored a team in the Wareham Twilight League—a precursor to the Cape Cod Baseball League—and when the club won the championship in 1942, he celebrated by hosting the players for a lobster bake on Buzzards Bay. Each winter, his elaborate Christmas displays at Edaville transformed his estate into what The Boston Globe called "a veritable fairyland of colored lights."

Tragically, Atwood died in 1950 when a boiler exploded in the railroad station. More than 1,500 gathered for his funeral in the large cranberry screen house on the estate. His wife, Elthea Atwood, whom the Standard Times noted "has always been the silent but full-fledged partner of her late husband," took great care to preserve his legacy. She continued the Christmas displays and oversaw numerous additions to Edaville that Atwood had envisioned, including a fishing village where she built a waterfall as a memorial to her husband.

Over the decades, Edaville's ownership changed hands numerous times and underwent repeated reinventions. Some of the original tracks disappeared, amusement rides and themed attractions came and went, and there were stretches when the future of the heritage line seemed uncertain. Yet the railroad—and Atwood's commitment to cementing the legacy of his family, industry, and community—endured.

In 2025, following a brief closure, Edaville reopened with a seasonal focus. The Edaville Holiday Festival of Lights has become one of New England's most popular winter events with ice skating, a North Pole village, dazzling lights, food and beverage attractions, and, of course, train rides on the Edaville Express. The property has also become the permanent home for King Richard's Faire, the renaissance fair that draws participants from across the region.

While much has changed in the 80 years since Atwood hauled a railroad from Maine to the cranberry bogs of South Carver, the railroad still bears the initials of the man who built it. Today, visitors gather there for many of the same reasons they did during his lifetime: to marvel at the trains, wander beneath the lights, and enjoy the simple pleasure of being together. ✦



ALONG FRONT STREET

Wondering what has been happening at Tabor? Check out our latest news online. Get these stories and more at **TABORACADEMY.ORG/ALONGFRONTSTREET.**



BRIANNE FOLEY NAMED TABOR'S NEXT DEAN OF ACADEMICS

Brianne Foley brings more than two decades of experience in independent education, with a focus on academic innovation, faculty leadership, and student-centered learning in boarding school environments.



TABOR ACADEMY APPOINTS RYAN FROST AS DIRECTOR OF ATHLETICS

A veteran leader in independent school athletics and former NEPSAC president, Frost brings more than 25 years of experience and nationally recognized program leadership.



ANNOUNCING THE 2026-27 CO-HEADS OF SCHOOL

Reese Friedman '27 and **Dario Spoljaric '27** are the student Co-Heads of School for the 2026–2027 academic year. They carry a large responsibility: They will lead the student body, serve as liaisons between students and administrators, and work to foster a sense of inclusion, leadership, and community identity.



GLOBAL EXPERIENCES TAKE SEAWOLVES AROUND THE WORLD

Tabor scaffolds its travel programs abroad to give students structure and context as they learn, reflect, and build relationships. Pictured here are Tabor students in the Azores.



CARL QIU '25 NAMED U.S. PRESIDENTIAL SCHOLAR

Carl Qiu '25 is one of 161 students nationwide—and one of only three in Massachusetts—named a U.S. Presidential Scholar.

MARC LONDON '26 RECEIVES PRESTIGIOUS MOREHEAD-CAIN SCHOLARSHIP



Marc London '26 is one of a handful of students nationwide who joins the cohort-style leadership program at the University of North Carolina. He reflects on the ways in which Tabor supported his journey "to the person I was capable of being."



HISTORIC SEASON LEADS BOYS SQUASH TO FIRST ISL CHAMPIONSHIP

In a field of worthy competitors, Tabor's boys squash team captured its first league championship ever, took down some notable rivals, and was recognized for its sportsmanship.



ADVANCING TABOR'S ACADEMIC PROGRAM

Changes to the academic program, set to kick in this fall, will solidify the school's ability to create a dynamic learning environment inside and outside the classroom. These changes include moving to a semester-based schedule and introducing three academic pathways.



TABOR CELEBRATES SPRING FEST 150

The annual end-of-year event was packed with food, fun, music, and friends.



TONY JACCACI DISCUSSES HOW SCHOOLS CAN "THINK LIKE STARTUPS" ON INSPIRING SCHOOLS PODCAST

Head of School Tony Jaccaci recently appeared on the "Inspiring Schools" Podcast to discuss innovation in boarding schools, authentic storytelling, leadership, and the evolving role of AI in education.



FOOTBALL HEADS WEST: A NEW CHAPTER IN TABOR'S TRAVEL TRADITION

Tabor Academy varsity football heads to California this fall for a donor-funded matchup against powerhouse Oak Ridge High School.



KELLY WALKER AND COLONEL DEANE KONOWICZ, USAF (RETIRED): BACCALAUREATE AND COMMENCEMENT SPEAKERS

Tabor faculty member Kelly Walker was named Baccalaureate speaker, and Retired U.S. Air Force Colonel and alum **Deane Konowicz '95, P'26, '24** as Commencement speaker for the Class of 2026.



MATT MONES TO HEAD UP GIRLS SOCCER PROGRAM

Mones brings a wealth of successful experience in the Ivy League to Tabor.



BUILDING EXCELLENT EDUCATORS: INSIDE TABOR'S FELLOWSHIP PROGRAM

The school's fellowship program immerses a cohort of new educators in every aspect of boarding school life.



With the return of faculty summer sabbaticals, Tabor's veteran teachers take to the road.

BY STACY JAGODOWSKI



ON THE THIRD OF JUNE, SCIENCE TEACHER JOHN CROSBY POINTED A HARLEY-DAVIDSON ROAD GLIDE WEST OUT OF MARION AND KEPT GOING.

The plan—eight years in the making—spanned June and into early July 2026, and ran through Chicago toward Indiana, Nebraska, and Wyoming, aiming to reach Jackson Hole by the 12th. From there: a few days exploring the Grand Tetons and Yellowstone, a hot springs resort in Idaho, then two weeks winding south through Salt Lake City, Bryce Canyon, Zion, Moab, and the Arches, with scenic hikes and a river kayaking trip threaded along the way.



The itinerary gave Las Vegas two days, a first for Crosby. "I'm not a city guy. I'm not a crowd guy. And I don't gamble," he admitted before leaving. "We'll see. It's an adventure, right?" The route home ran through the Painted Desert and up a stretch of Route 66, with the rest left deliberately open—either he'd be ready to head home, or he'd go find the Virginia beaches.

Why a motorcycle? Crosby has an answer that sounds like a philosophy, because it is one. "If the goal is to get to where you're going, then a plane, train, or car would be better choices," he says. "But the destination wasn't my goal. On a motorcycle you're not going places, you're simply going." On two wheels, he explains, the trip becomes about the trip—the smells, the sounds, the ten-degree drop as you crest a long hill, the conversations with people you'd otherwise never meet. The general anesthesia of air-conditioning and windshields falls away. "If anyone were to ever ask, *Are we there yet?*, the answer would always be, *Yes*."

He had the rides circled on the map before he left: the Zion–Mt. Carmel Highway, The Hogsback, the La Sal Mountain Loop in Moab, the Upper Colorado River Scenic Byway—switchbacks, elevation, and scenery said to be unmatched.

Crosby's trip was made possible by something Tabor brought back this year: the faculty summer sabbatical.

A tradition returns

Time away has been part of Tabor's story for a long time. As far back as the winter of 1983, the school's journal weighed whether a year out of the classroom was worth the dislocation and concluded, after following two veteran teachers through their years away, that it was of enormous value to both the teacher and the school. By 2001, the Fall issue of *Tabor Today* was celebrating a banner sabbatical year under the headline "AHH...Sabbatical!" with faculty fanning out to China, Greece, and Italy.

The last chapter of trips before the pandemic ran through the history department. JJ Reydel, now retired, marked 20 years at Tabor with a two-trimester sabbatical built around bucket-list travel and on-location research for his courses. It began after Thanksgiving in 2019: Solo research trips to New York City and Washington, D.C., three weeks in New Zealand and Los Angeles with his son, and a spring-break run through Zion and Bryce Canyon. Then March 2020 arrived, the second trimester emptied into a house like everyone else's, and—along with so much else—the tradition went quiet.

After a long pause in the years following COVID-19, the tradition returned this summer in a new, deliberate form. The Faculty Summer Sabbatical Program recognizes long-term commitment in the most direct way possible: Full-time faculty with 20 or more years of service can apply for an unrestricted award to spend the summer on rest, renewal, or a personal pursuit. Three were awarded for 2026, and selection leaned on the thing the program exists to honor: seniority.

Crosby was one of the three. The others were Science Teachers Elizabeth Leary and Chris Conley, both more than two decades into their Tabor careers, and both building their summers around travel and time with family.

Alongside the sabbaticals, Tabor also launched a Faculty Summer Grant Program this year—seven grants, open to all full-time faculty regardless of tenure, supporting projects and study that strengthen their professional craft and advance the school's strategic plan. Among this summer's grant-funded work: sending three faculty members to a national conference on



artificial intelligence in education. Where the sabbatical honors the person, the grant invests in the professional. Together they make a simple statement: Tabor invests in its people.

The architect

The person who rebuilt the program is **Nate Meleo '95**, Tabor's Chief Employee Engagement Officer. A Seawolf who returned to teach math, chair the department, and eventually take on the care of the faculty itself, Meleo pushed to reopen what he calls the spigot of support for the people who make the school run—and to do it thoughtfully.



His reasoning is the closest thing the program has to a mission statement: "If our product at Tabor is the experience we provide for our students, then the people providing that experience need to be invested in and taken care of—professionally, and personally. The sabbatical and grant programs recognize the efforts of our faculty, give them time and space to recharge and pursue their own passions, and offer resources for the kind of continuous growth that only makes the experience better for our students."

He would know. He's taken this kind of trip himself.

Swimming with the fish

Meleo has been a motorcyclist since he was 8 years old. He grew up around bikes—his father rode, his uncles rode—and as a Tabor student, he commuted to school on one. Over 30 years of riding he has logged some epic trips, including a 4,200-mile run all the way down to Key West and back through the middle of the country with his best friend from college.



So, when his own summer sabbatical came in 2013, Meleo's plan wrote itself. He and that same friend—then an Army officer stationed near Seattle—had long dreamed of riding to Alaska. When the initial plans fell through, they improvised: Meleo flew to Seattle, rented a big BMW enduro bike—the on-road, off-road kind made famous by the *Long Way Round* expeditions—and the two of them set off into the mountains of the Pacific Northwest.

Partway through, his friend floated an idea: the Washington Backcountry Discovery Route, an off-road trail winding through the state's remote high country. Meleo was on a rented motorcycle, years removed from his last dirt bike. His friend was an "Army Ranger-qualified-tough airborne guy … and I certainly didn't want to say no," he laughs. So up they went—winding higher and higher on backcountry trails until, rounding a turn near Mount Adams at the start of summer, they found the route buried in snow. Impassable. And they were low on gas.

Navigating back down, they stumbled onto what looked like an abandoned camp near Mount St. Helens—except for a sign for gas, and a caretaker who fired up the generator to fill their tanks and put them up for the night in a cabin in the middle of nowhere. The rest of the trip unspooled the same way: mountain roads, snowfields, deer materializing everywhere at dusk, and the easy camaraderie of a lifelong friendship welded together by motorcycles.

Ask Meleo why a motorcycle, and he reaches for an image worthy of a school by the sea. "I would liken it to, instead of going to an aquarium, actually swimming with the fish," he says. "You're exposed to the elements, the smells—it's just different than seeing landscapes go by behind glass."

He came back, he says, revitalized. And, came back to his students with pictures and stories, modeling the very thing Tabor hopes to instill in every Seawolf: a lifelong love of learning, curiosity, and the courage to go do something you've never done before.

And this summer, somewhere out west—the Hogsback, maybe, or the La Sal loop, or an open stretch of Route 66—John Crosby was doing exactly that: fully present, swimming with the fish, simply going.

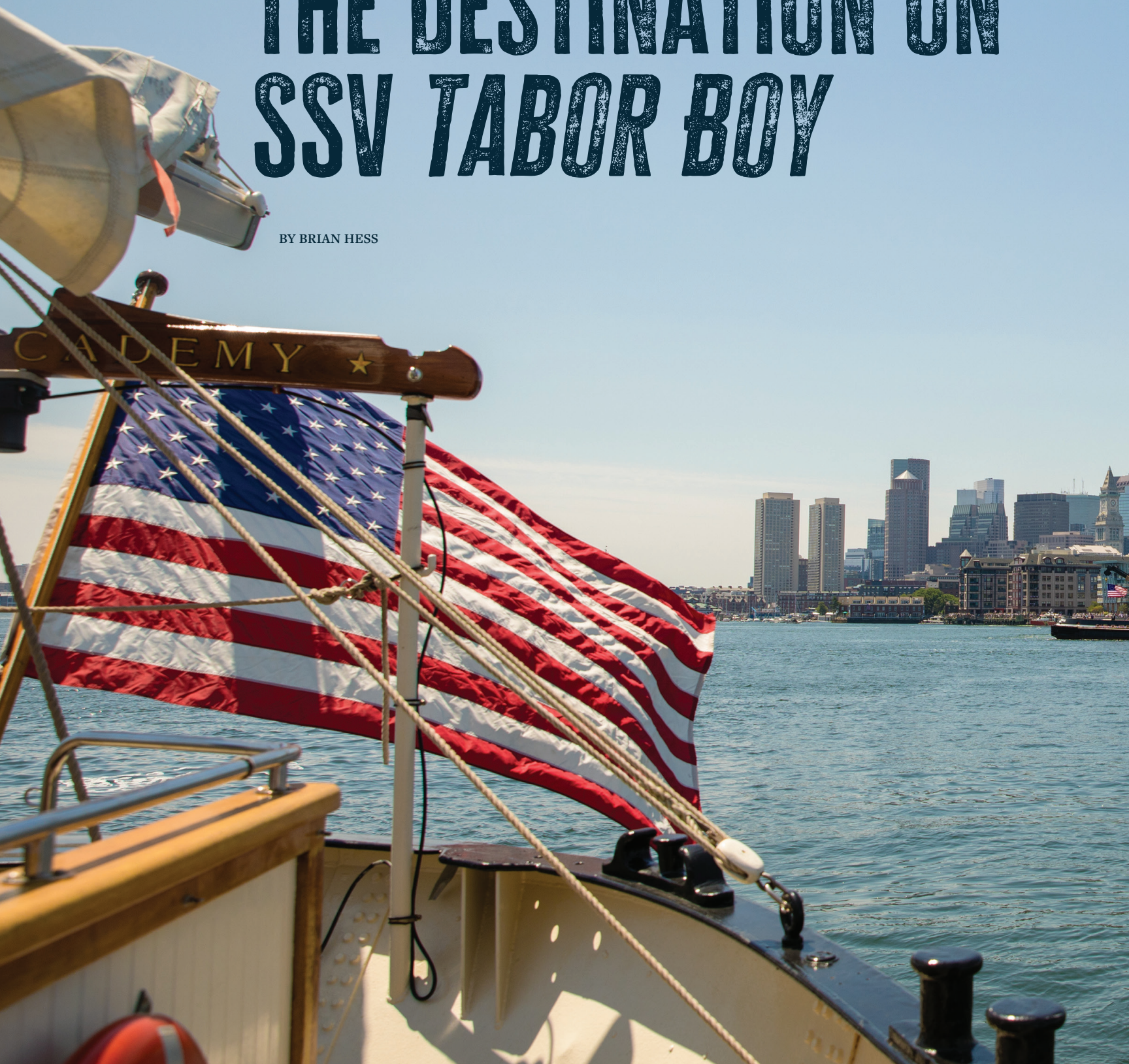
Are we there yet? Yes. ✦

Editor's note: This article was authored before the summer 2026 trips were completed, and reflects what is accurate at the time of writing. Some details may have changed.


MOTOQUEST

THE JOURNEY IS THE DESTINATION ON SSV *TABOR BOY*

BY BRIAN HESS



The first thing you notice about SSV *Tabor Boy* in port is her stillness.

Moored near the mouth of Sippican Harbor, it's hard to imagine the miles behind her, the open ocean crossings, the long watches, the shifting weather. Hard to picture the same schooner cutting through the Gulf Stream toward Bermuda, or threading her way into crowded harbors in Newport, Manhattan, and Boston, surrounded by towering ships and thousands of spectators.

But this summer, *Tabor Boy* did all of that.



SSV *Tabor Boy* sails into Boston Harbor as part of America's 250 birthday celebrations.

Over the course of a few months, the school schooner traced a wide arc across the Atlantic seaboard, combining offshore passage-making with high-profile appearances at major maritime celebrations. For those aboard, it was not just a series of destinations, but a continuous experience of life at sea, one defined as much by routine and responsibility as by the places themselves.



The journey to Bermuda stood apart. On June 15, *Tabor Boy* left her mooring in Marion and set sail for Bermuda. The 22-person crew—students, alumni (including Executive Officer **Izzie Konowicz '26**), and professional mates—gathered on deck as Captain Jay Amster marked the beginning of the voyage: "Today we set sail."

Unlike the more public-facing tall ships events later in the summer, the Bermuda passage demanded something quieter and more sustained. It was a crossing shaped by endurance: watch rotations, sail handling, a "no phones rule," long stretches of open water where days blurred into one another.

Clare Trautvetter '95 described it as "the hardest work physically and emotionally that I have ever endured." The rhythm, she explained, became simple and relentless: "Eat, sleep, go on watch, repeat."

At sea, the routines of land fell away as communication with home disappeared. The world narrowed to the ocean, the ship, and the people aboard it. But what replaced that disconnect is something else.

Familiarity and bonding are common sentiments among those who sail offshore, and on this voyage, that closeness stretched across generations. Alumni who had once stood watch as students found themselves alongside current sailors, sharing knowledge and experience. **Phil Smith '65**, reflecting on his own time aboard in the 1960s, recalled a simpler, and riskier, era with no tethers or harnesses: "One hand for you and one hand for the ship." This time around, though, he was glad to have the tethers.

The lessons, too, remain unchanged. Balance—physical and otherwise—became essential to managing sleep, nutrition, and energy while working through night watches and early-morning shifts.

Even unexpected problems became part of the experience. When a water filtration system failed mid-voyage, the crew had to diagnose and repair it themselves, another reminder that life aboard requires constant attention, adaptability, and collaboration.

By the time *Tabor Boy* reached Bermuda, the crew had formed something like a temporary community, shaped by shared effort and long days at sea.

In port, the intensity of open-ocean sailing gave way to something else, something reflective. Asked to describe the voyage in a single word, responses ranged widely: "remarkable," "challenging," "restorative," and, in the words of **Tehani Whalen Walker '92**: "life-changing-once-in-a-lifetime-freaking-amazing."

From Bermuda, the summer's rhythm shifted dramatically.

As *Tabor Boy* returned north, her role transformed from working vessel to public ambassador. In Newport, prior to her voyage to Bermuda, she joined celebrations connected to the 250th anniversary of American independence, part of a fleet highlighting the country's maritime traditions.



There, the scale changed.

Where the Bermuda passage had been defined by distance and isolation, Newport brought crowds, ceremony, and visibility. Visitors lined the waterfront. Ships dressed their lines.

For those aboard, it was a different kind of responsibility. They were no longer just sailing the ship on open ocean. Now, they were representing her.



That same dynamic carried into the tall ships events in New York City and Boston, where *Tabor Boy* joined an international fleet of sailing vessels, transforming familiar harbors into living museums. In New York, the contrast of modern city and historical ship was especially striking. Against the backdrop of the city's scale—bridges, skyscrapers, constant motion—the schooner was distinct, a working vessel rooted in tradition moving through a modern harbor as part of the "Sail4th 250 Parade of Sail" event.

Next, Boston offered its own version of that intersection between past and present, as *Tabor Boy* participated in the "Sail Boston's Parade of Sail" gathering to celebrate America's special birthday. There, too, visitors stepped aboard, asked questions, and encountered not just the vessel but the people who sail her.

Across both cities, the pattern repeated: long days in port, steady streams of visitors, and the quiet work of maintaining the ship between public hours.

For those onboard at various times this summer, the work became a study in contrasts.

Open ocean and crowded harbor. Isolation and visibility. The inward focus of a passage to Bermuda and the outward-facing energy of tall ship parades. Through it all, *Tabor Boy* remained constant: a working schooner shaped as much by the people aboard her as by the waters she crossed.

Each voyage adds another layer to that shared history, connecting those currently aboard with those who sailed before them. The ship carries those experiences forward, not just in miles traveled but in the relationships and traditions sustained along the way. That continuity is part of what defines the program.

"The passion these students have for the vessel hasn't changed," reflected **Colin Lynch '97**, one of the alums aboard the Bermuda voyage. "It was the same in the '90s."

By the time *Tabor Boy* returned to Marion, the measure of the summer wasn't just the distances she had accumulated, it was in the smaller moments: a night watch under clear skies, the first sight of land after days at sea, the quiet satisfaction of solving a problem together, the conversations that happen when there is nowhere else to be.

For *Tabor Boy*, the journey is never just about where she goes. It's about what happens along the way, and who is there to be part of it. ✦

SHIPPING UP TO BOSTON



Aboard Tabor Boy for the Parade of Sail

BY REBECCA A. BINDER

When the professional crew of SSV *Tabor Boy* fell quiet, put down their sheets and halyards, and moved to the rail of the ship to witness what was around them, I knew I was watching history. "That's *Constitution*," one of them whispered. "There's *Mayflower II*," another replied.

Up to that point, the crew of *Tabor Boy* had been busy. Anyone who has spent time on board knows that sailing the schooner is a bustling combination of manual labor, precise operations, and deft communication. Now, though, off the coast of Nahant on the morning of July 11, 2026, the sailors who had spent the summer navigating *Tabor Boy* across the Atlantic and up the East Coast paused. They, like the rest of the volunteer schooner crew, stopped. Looked around. Tried to take in the historic sight they saw: Dozens of tall ships from around the world surrounded us in all directions, with uncountable more in the distance.

We all were there off Nahant to arrange into formation for the Boston Parade of Sail into Boston Harbor. As we settled in line and began our journey toward the city, the mood on board turned from reverence to pride. Tabor graduates, families, faculty, and staff volunteering on the ship broke into smiles, reminisced about Tabor days gone by, and bonded over the once-in-a-lifetime front-row seat to history that we were all lucky to enjoy.

We passed the Boston Harbor Islands, where hundreds of recreational boats lined the parade route to see us up close. As we passed South Boston's Castle Island, thousands of people watched us sail by and cheered. We passed the Seaport and *Patriot State*, Massachusetts Maritime Academy's training vessel. As we continued past the Boston waterfront, East Boston, the North End, and toward our berth in Charlestown Navy Yard, the crowds on shore grew.

Following a complex berthing operation that asked the *Tabor Boy* crew to maneuver backwards into a narrow channel before turning 90 degrees into our berth (the crowd of onlookers applauded at the conclusion!), the crew broke for lunch and to greet loved ones on the dock.

Our journey was done. The experience is permanent. I am new to Tabor, and the Boston Parade of Sail was my first time on board *Tabor Boy;* I'm grateful to have had that unforgettable introduction to such a fundamental piece of Tabor's tradition, opportunity, and soul. ✦







Fleet Management: The Work that Keeps Students Moving

EACH DAY, THE SCHOOL'S TRANSPORTATION FLEET QUIETLY SUPPORTS EVERY DIMENSION OF STUDENT LIFE—FROM ATHLETIC COMPETITIONS AND ACADEMIC PROGRAMS TO RESIDENTIAL LIFE AND COMMUNITY ENGAGEMENT.

8,500
Average miles vans are driven per year



While the vehicles themselves are a familiar presence on campus and on the roads beyond Marion, the work required to keep them available is complex, continuous, and largely unseen. Behind every departure time met and every return trip completed is a careful system of planning and maintenance grounded in one overarching priority: student safety.

Of all our major priorities, "safety is the biggest," says Brian Heselton, the mechanic who has kept school vehicles running for the last 37 years. This can be a tall order, considering that most of the school's vehicles are in use daily, and it can be challenging to make time to check them regularly. Heselton is responsible for the general maintenance of the vehicles. This focus shapes every aspect of managing our fleet, from routine inspections to last-minute decisions to remove a vehicle from service.

The school currently maintains a substantial and diverse fleet. According to Facilities Administrative Services Manager Sharon McGraw, the school maintains 13 vehicles that support the student program: nine passenger vans, two sedans, a vehicle for the health center, and a truck for transporting boat trailers. In addition, Facilities oversees another 16 vehicles devoted primarily to school maintenance. At any given time, more than a dozen vehicles may be transporting students, making reliability and oversight critical.

Maintenance planning is both proactive and adaptive. The Facilities team works on a rotating service schedule designed to minimize disruptions while ensuring that every vehicle receives consistent attention. "We try to get as many of them as we can serviced in the summer," McGraw said, noting that ongoing vehicle usage during summer programs often requires flexibility. As a result, maintenance is spread across the year, with vehicles serviced during school breaks to avoid taking too much of the fleet offline at once. Each van is serviced at least annually, and often more frequently if issues arise or mileage demands it.



Decisions about whether to repair or replace a vehicle often comes down to "age, mileage, and money," says McGraw, with the safety of students being paramount. Major repairs can cost several thousand dollars and frequently reinforce the case for replacement. Still, the team's guiding principle remains unchanged: If a vehicle is not safe, it is immediately removed from service.

Breakdowns, while rare, underscore the importance of preparation and responsiveness. Despite the age and daily use of the vehicles, it is rare to have a mechanical breakdown involving students. When issues do occur, the response prioritizes student well-being over equipment recovery. Facilities relies on drivers and students to clean up after themselves and report damage. This care for shared spaces, both McGraw and Heselton emphasize, reflects the same values the school promotes through service and community engagement.

Pride in the fleet's role is evident. McGraw described noticing school vans throughout the region—traveling to athletic events, service sites, religious observances, and even a run to a local restaurant on a Saturday night—and feeling connected to the life of the school beyond campus. "You recognize them right away," she says. "You can't miss them." Heselton eemphasized how transportation supports the quality of the student experience in fundamental ways, noting that success depends in part on the reliability of the vehicles to get them where they need to go. "It's only a ride somewhere," he said, "but if they don't have that ride, or if the ride isn't smooth, it makes a difference." ✦

Celebrating the Class of 2026





LEARN MORE ABOUT TABOR'S SENIORS

MATRICULATION LIST

CEREMONY RECAP

PHOTOS

TABORACADEMY.ORG/SENIORS

REUNION 2026



















SEE ALL THE HIGHLIGHTS FROM REUNION: TABORACADEMY.ORG/REUNION























REUNION WEEKEND 2026: BLAKE TROPHY





We are proud to unveil the winner of the Blake Trophy: Class of 2006!

As we closed Tabor's sesquicentennial year and reflected on the traditions that have shaped our community, it was especially fitting to announce the reinstatement of the Blake Trophy at Reunion in June.

Established in 1963 by **F. Turner Blake '34**, the Blake Trophy recognizes the reunion class that achieves the strongest overall record of philanthropic participation during the year. We were honored to have two of Turner's sons and his nephew with us at Reunion: **Jon Blake '65** and **Raider Blake '68**, and **Bill Pettit '68**.

Congratulations to the Class of 2006, which showed up strong with a 32% participation rate. Gifts made this year by members of class years ending in 2 or 7 will be counted toward their own Blake Trophy counts. We look forward to naming a new Blake Trophy winner at Reunion 2027!

Circle of Excellence Awards

On May 6, 2026, the Tabor community gathered to honor four alumni—**Sally Taylor '92, Lawrence Ford Schumaker Jr. '52, P'80, '82, Mark Parsons '86,** and **Maija Langeland Scarpaci '95**—as recipients of Tabor's Circle of Excellence recognition. The Circle of Excellence, held every other year, recognizes individuals who have distinguished themselves through professional, academic, artistic, and personal achievements, as well as leadership, service, and philanthropic impact. This unique recognition honors those who personify Tabor's mission to connect, serve, and lead.



Joe Schumaker '82 (accepted award on behalf of his father), **Mark Parsons '86, Maija Langeland Scarpaci '95,** Head of School Tony Jaccaci. (**Sally Taylor '92** not pictured).

> **"What a privilege it is to serve in this role at this fantastic school and community, and to honor these distinguished alumni. We are deeply proud to call you Seawolves and graduates of this school … We hope that today's honorees serve as inspiration to every student here, reminding us that the possibilities ahead are shaped by the choices we make and the values we carry forward."**
>
> *Tony Jaccaci, Head of School*

READ THE FULL STORY!

TABORACADEMY.ORG/ALUMNI/ALUMNI-RECOGNITION

ALUMNI CONNECTIONS

An Interview with Tabor Alumni Council President

SELBIE JASON WILSON ’09

CAN YOU SHARE A BRIEF OVERVIEW OF YOUR PERSONAL AND PROFESSIONAL JOURNEY SINCE GRADUATING FROM TABOR?

After graduating from Tabor in 2009, I went to the University of Pennsylvania for undergrad where I was a double major in classical studies and political science. I rowed on the Penn women’s rowing team for all four years and was elected captain my senior year. After Penn, I went directly to Syracuse Law before moving to New York City. I worked at two big law firms before moving to a small law firm focusing on civil litigation and white collar criminal defense. I am now a Partner at that firm—Clark Smith Villazor LLP—based in Manhattan. I live in Brooklyn with my husband.

WHAT MOTIVATED YOU TO STAY INVOLVED WITH TABOR AFTER GRADUATION?

My time and experiences at Tabor changed the trajectory of my life and got me where I am today, both personally and professionally. I was given so many opportunities that I wouldn’t have otherwise had without Tabor, and I am so appreciative of the experiences from my four years in Marion. I’m particularly grateful for the faculty and staff at Tabor who were quasi-parents and mentors. After all of that, I want students to have the same or better opportunities and experiences that I had, and I want to support the school in helping to provide current students with those opportunities and experiences.

HOW LONG HAVE YOU BEEN INVOLVED WITH THE TABOR ALUMNI COUNCIL (TAC), AND WHAT INSPIRED YOU TO SERVE IN A LEADERSHIP ROLE, FIRST AS VICE PRESIDENT AND NOW AS PRESIDENT?

I joined TAC around 2020. I had been looking for ways to reconnect with the school and learn about what it is like today. Someone in the Advancement Office suggested I join TAC! Back then, we were having Zoom meetings, so I joined the quarterly TAC meetings. In discussions with TAC members and Advancement, I continued to express that I wanted to be more involved, and I was asked if I’d be interested in an Executive Committee role. I was, and after a few other discussions with Executive Committee members, I was elected as Vice President. I had a wonderful 2 1/2 years in that role, and was grateful that I was nominated to stay on as president for 2026–2028!

FOR ALUMNI WHO MAY NOT BE FAMILIAR WITH TAC, WHAT IS ITS MISSION?

TAC’s mission is to support and grow alumni connections to Tabor, and to demonstrate what and how Tabor can continue to enhance the lives of alumni and the school community. TAC seeks to create opportunities for alumni volunteerism at Tabor, promote the hosting and attending of on- and off-campus events for Tabor alumni, and communicate with Tabor alumni regarding school updates. TAC strives to have different perspectives and experiences to create a diverse alumni network that cares deeply about the school and wants to stay connected.

WHAT ARE YOUR TOP PRIORITIES FOR TAC OVER THE NEXT YEAR?

Along with **Matt Windhol ’02** (TAC Vice President) and **Dave Allen ’79** (TAC Secretary), we are striving to maintain, create, and implement more ways for Tabor to stay relevant in alumni’s lives today. Tabor meant so much to each of us, and we think Tabor can and does continue to provide



opportunities and experiences for its alumni. We want to spread the word about those opportunities and experiences and bring alumni from all generations closer together so we can all continue to create memories and make connections.

For this upcoming school year, we are prioritizing solidifying the roles, responsibilities, and expectations of decade chairs on the Executive Committee, working with the school and students on the development and implementation of a Tabor community engagement portal, and further rolling out a living and breathing alumni engagement opportunity project list for regular circulation to TAC members.

WHAT OPPORTUNITIES DO YOU SEE FOR STRENGTHENING CONNECTIONS AMONG ALUMNI?

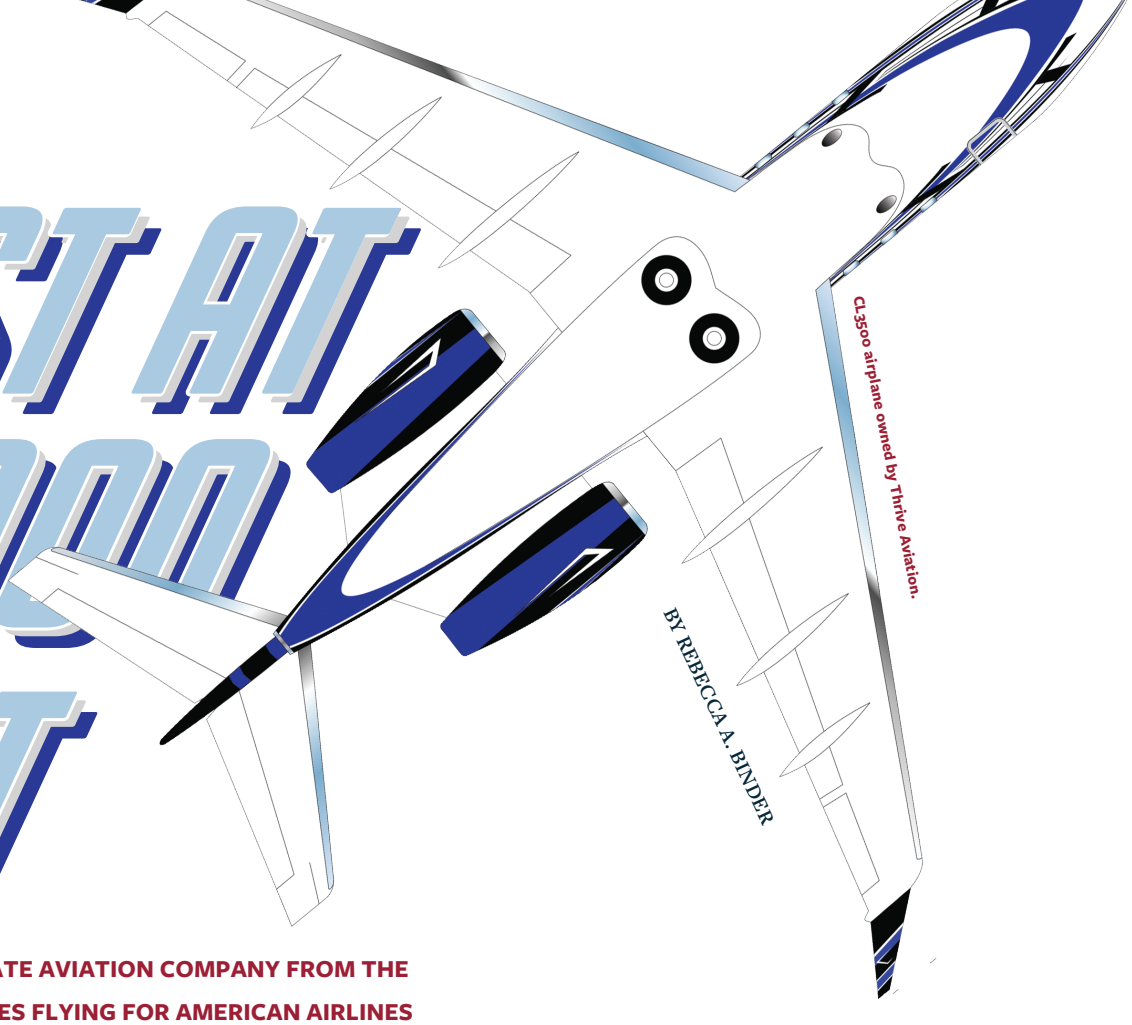
I think TAC plays an important role in connecting alumni from different generations and alumni who had different experiences during their time at Tabor. Throughout my time on TAC, I've developed friendships and had illuminating discussions with alumni from the 60s, 70s, and 80s. It's so fun to compare our experiences and hear about the Tabor from their memories. If you're a part of TAC and attending calls and events, you always have something to connect with others about—your love of Tabor. While that's a great ice breaker, it has often led to amazing conversations about post-Tabor life—further education, professional and career goals, and personal achievements. The similarities can be endless, and Tabor grads have gone on to do really amazing things.

HOW CAN ALUMNI GET INVOLVED WITH TAC OR SUPPORT ITS WORK?

Scan the QR code below to fill out an interest form. The time commitment can vary. We welcome anyone who wants to keep a tether to the school to join TAC. We send emails to the membership with upcoming events and opportunities for engagement as well as hold quarterly Zoom calls (one in-person meeting) to share updates on the school and campus. If you'd like to get more involved, we'd love to discuss having you serve as a decade chair on the Executive Committee. Reach out to Matt, Dave, or me for more information. ✦



TRUST AT 30,000 FEET



CL-3500 airplane owned by Thrive Aviation.

BY REBECCA A. BINDER

ONE TABOR GRADUATE BUILT A PRIVATE AVIATION COMPANY FROM THE GROUND UP. ANOTHER SPENT DECADES FLYING FOR AMERICAN AIRLINES BEFORE HELPING LEAD THE AIRLINE THROUGH DISASTER. THEY'VE BOTH BUILT THEIR CAREERS ON CARE, TRUST, AND COMPASSION.

Every flight begins with an act of trust. A passenger steps aboard believing that strangers will bring them safely, quietly, unremarkably home. For **Curtis Edenfield '05** and **Bob Shore '65**, earning that trust became the defining work of their careers.

Edenfield is CEO and Co-Founder of Thrive Aviation, a Las Vegas-based private aviation company that has grown from six aircraft into more than 30, now one of the largest private jet operators in the United States with full international capabilities. Shore spent more than two decades as a pilot for American Airlines before becoming AA's managing director of flight and chief pilot. He oversaw operations across New York's three major airports through everything from snowstorms to the aftermath of the terrorist attacks of September 11.

Their careers unfolded in different corners of aviation. One built a business. The other helped lead one of the world's largest airlines. Yet both eventually arrived at the same destination: Aviation has always been more about people than about airplanes.

FINDING THEIR PLACE

Edenfield traveled across the country to find Tabor. Growing up in Albuquerque, New Mexico, he had already watched three older brothers head East for school. One brother, **Andrew Edenfield '99**, preceded Curtis to Tabor. When Curtis arrived on campus, he knew immediately that Front Street was the place for him. "I remember that I just really, really liked it," he says. "Everything just felt very comfortable."

Edenfield gravitated toward leadership. He served as class president for his first three years before being elected Head of School and delivering the commencement address. "I always wanted to step into leadership roles," he says. "I've always had an entrepreneurial spirit." Tabor gave Edenfield confidence and independence. By the time he arrived at Southern Methodist University, he had already spent four years living away from home while many of his classmates were experiencing that transition for the first time.

Nearly four decades earlier, Bob Shore's path to Marion began much closer to home.



Curtis Edenfield '05

Raised in Rhode Island, Shore first visited campus while his older brother was a student. He enrolled as a sophomore. "Of all the education I've had," Shore says, "Tabor had the most positive impact on me."

Shore's interests stretched in several directions at Tabor. He played football and hockey, rowed until injury forced him to stop, then joined the SSV *Tabor Boy* crew. Tabor expanded what Shore believed was possible. "Tabor taught me how to study," he says. "It brought my academics up to the point where I could go to a place like Colgate."

BUILDING SOMETHING BIGGER

Aviation always felt familiar to Edenfield. He grew up around planes. His father was a pilot, and his mother worked as a flight attendant. Flying was part of family life long before it became his career. "I always wanted to run a business," Edenfield says. "I wanted to build something truly special."

After graduating from SMU with degrees in public policy and economics, Edenfield joined Southwest Airlines in Dallas, where he worked in revenue management. While travelers saw only ticket prices, Edenfield became fascinated by the thousands of behind-the-scenes decisions that determined whether an airline succeeded.

Edenfield explains that, on a commercial flight, the person in front of you, behind you, and the left and right of you all paid a different price for their ticket depending on when they booked it, the routing, the demand, and other factors. The self-professed "economics nerd" dove into his work.

Several years later, an opportunity arrived. Edenfield's older brother, Stuart, had become a pilot and, along with a business partner, was overseeing six privately owned aircraft managed by another charter company. Edenfield became convinced it could run more efficiently.

Edenfield wanted to create economies of scale through dynamic pricing models. He wanted to optimize routes and scheduling to reduce the time aircraft sat idle on tarmacs. He arrived at a Starbucks near the Las Vegas airport carrying an eight-slide PowerPoint presentation. A one-hour meeting turned into a four-hour meeting.

"I remember thinking, 'I don't want to look back and regret that we didn't give this a shot,'" Edenfield says. "Life goes by really, really fast." His son was a newborn. His wife was on maternity leave. Starting the company would mean leaving Dallas for Las Vegas and investing nearly everything they had. The family packed up and moved west to launch what would become Thrive Aviation in 2018.

GROWING INTO LEADERSHIP

While Edenfield was starting from scratch, Bob Shore was decades into a career that arrived unexpectedly. As a college senior graduating in 1969, Shore had planned to join the Foreign Service. Instead, with the Vietnam War underway and Shore's 1-A draft status looming, he visited an Air Force recruiter. At the time, Shore had never flown an airplane. Within months, he was in officer training. By the following year, he was learning to fly fighter aircraft.

After learning to fly in the Air Force, Shore spent four years teaching South Vietnamese pilots to fly the F-5 fighter before continuing his career in military and commercial aviation. Airline hiring slowed during the 1970s, so he flew cargo aircraft and later joined Saudi Arabian Airlines before accepting an offer to fly for American Airlines.

Over the next two decades, Shore advanced from first officer to captain, flying domestic and international routes before American approached him about moving into management. Shore eventually became


Bob Shore '65

managing director of flight and chief pilot, based at New York City-area Kennedy, LaGuardia, and Newark airports.

The job required technical expertise and regulatory knowledge, but just as often it demanded patience, empathy, and the ability to listen. On any given day, Shore might help coordinate operations during a snowstorm, work with airport officials, advise senior leaders planning new routes, or support a pilot navigating a difficult chapter at home. As more women entered airline cockpits, Shore and other leaders worked to make sure they were welcomed into a profession that had long been dominated by men.

WHEN LEADERSHIP IS TESTED

By early 2020, Edenfield's Thrive Aviation was booming. The fleet was growing, the business model was working, and Edenfield felt the company was finally becoming what he had envisioned. Thrive continued to grow its core owned fleet.

Then, almost overnight, the phones stopped ringing.

Within days of the COVID-19 shutdown, the company's flying dropped by 96%. "It was terrifying," Edenfield says. "I remember lying on the living room floor literally having a panic attack." Like many entrepreneurs, Edenfield had invested everything he had in Thrive. Every possibility ran through his head, including layoffs and, eventually, the prospect of shuttering the business altogether.

Instead, Thrive adapted to cater to the small market of customers who were using private planes to travel from their residences in cities to more remote locations where they chose to ride out the COVID-19 closures. Thrive operated a dynamic pricing model; because Thrive owned its own aircraft, it was able to price its flights at a much more economical rate than competitors. By summer 2020, Edenfield explains, Thrive was flying at a lower revenue per hour, but the sheer volume of flights had increased to the point where the company was able to continue.

Nearly two decades earlier, Bob Shore found himself leading through a very different crisis.

American Airlines flight 11 was the first of two airplanes to strike the World Trade Center on September 11, 2001. The next day, Shore traveled to New Hampshire to meet with the families of the captain and copilot of flight 11. His role was not to answer impossible questions. It was simply to be present and to make sure the families knew American Airlines would support them however it could.

One conversation, Shore says, has stayed with him ever since: The copilot's young son approached him and asked, "Did you know my father?"

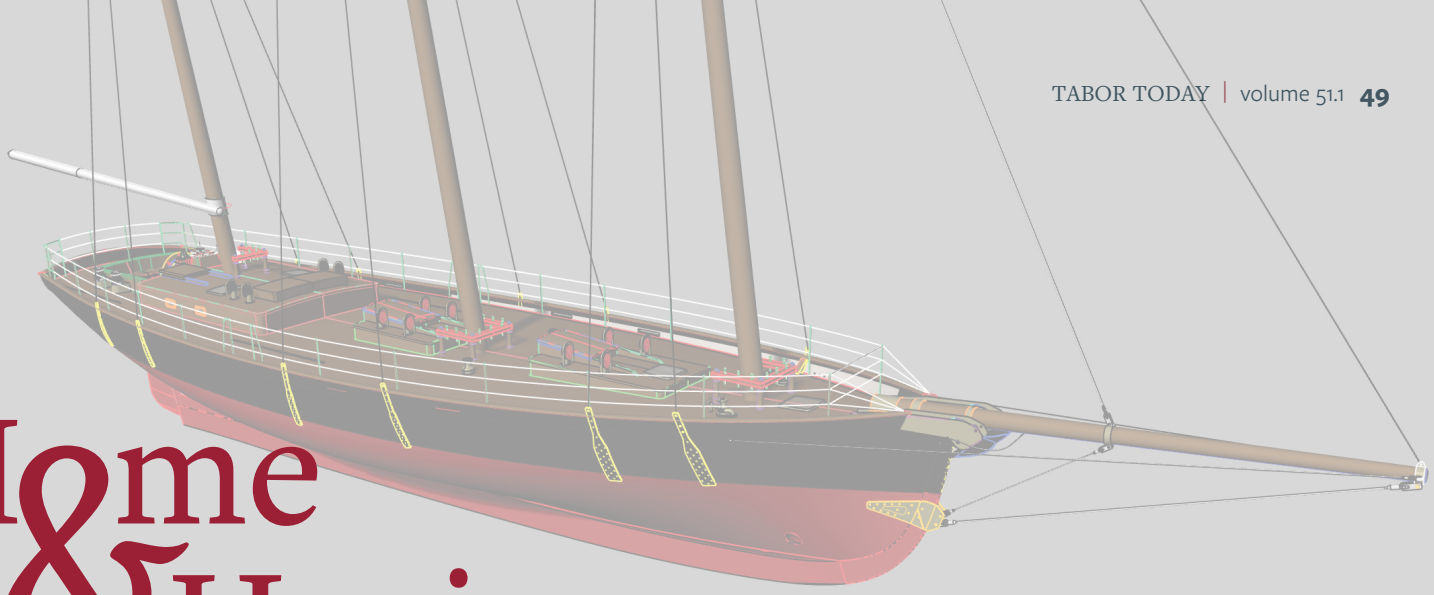
"Yes," Shore replied. "I did."

Years later, another conversation, this one with the former president of American Airlines. The little boy from New Hampshire had grown up. He wanted to become a pilot, like his father. Shore quietly helped connect the son with Cape Air, where he could log the flight hours needed for a commercial airline career.

Today, that son of the copilot is a captain for American Airlines. As far as Shore knows, that younger captain is not aware that the same man who connected him with Cape Air is the man who came to comfort him during unfathomable loss.

Every flight begins with an act of trust. A passenger steps aboard believing that strangers will bring them safely, quietly, unremarkably home. Edenfield and Shore built very different careers in aviation, but both came to understand that earning trust has very little to do with airplanes alone.

Years after leaving Marion, Edenfield still carries a reminder of where that philosophy began. Many of Thrive Aviation's aircraft carry tail numbers ending in the letters "TA," a quiet nod to Tabor. Most passengers will never notice the initials painted on the tail of the aircraft they trust to carry them home. That's enough. ✦



Home & Horizons

BY CHARLIE SIMMONS '21

FOR SAM HOWELL '79, P'25 AND STUART MACGREGOR '90, A CHILDHOOD SPENT AROUND BOATS BECAME A LIFETIME ON THE WATER. ONE FOLLOWED THAT PASSION ACROSS OCEANS AND INTO NAVAL ARCHITECTURE. THE OTHER BUILT HIS CAREER IN THE HARBOR WHERE HE GREW UP. THEIR PATHS ARE DIFFERENT, BUT BOTH LEAD BACK TO THE FAMILIAR SHORES OF SIPPICAN HARBOR.

SAM HOWELL '79, P'25

"It's been years since I've navigated with a sextant!" says **Sam Howell '79, P'25**. "It would take a little dusting to get up to speed, but I'm very keen to do it!"

The enthusiasm in his voice is palpable, even through the phone.

Howell is describing his plans to participate in the next annual Newport to Bermuda sailing race utilizing a sextant. He's almost giddy at the prospect. That is because sailing is the axis around which his life has always revolved.

Currently, Howell is a partner at Langan Design Partners, a Newport-based yacht design firm specializing in internationally renowned custom and production yachts.

As a child, Howell was largely raised in Chicago. However, every summer he would spend a substantial amount of time on Martha's Vineyard, a place where his family has deep ancestral roots. He credits this upbringing for instilling his love of boats and the ocean.

"Growing up on the water (and) sailing on the Vineyard...that was the piece," says Howell. "It was everything about [sailing] that made it the sport for me."

Tabor allowed Howell to further explore this passion. However, his time at the School by the Sea wasn't conventional. He spent his first three years of high school in Chicago, only transferring to Tabor for his senior year to take advantage of Tabor's smaller class sizes. After graduating in 1978, Howell stayed on another year as a postgraduate—a since-abandoned program that allowed students to continue their studies for another year.



Stuart MacGregor '90

"So I graduated twice," Howell says, laughing.

This extra time allowed Howell to learn from two legendary sailing coaches, Ridge White and Toby Baker. He was also able to take classes in naval design and celestial navigation, which sparked his interest in both areas.

After graduating from Tabor, Howell attended Tulane University. Upon receiving his degree in political science, Howell faced a critical choice. He could attend law school (as his parents wished) or he could pursue his passion for the ocean. He chose the latter.

"I found myself in Barbados (after college), delivering a boat," Howell tells me. "And I didn't have any leads. But then I heard of a boat that was anchored off the yacht club. So that night I thought I saw someone out there and swam out to the boat. There was a guy, and I told him that I was looking for work. He said, 'Do you want to run a boat?' I asked him what he meant, and he said, 'I'm about to leave, and you're the guy.' So I got on the boat the next day, and we ended up in Antigua."

"That story is pretty representative of the whole scene during that time," he finishes. "It's not like that anymore."

For the next four years, Howell served on various boats travelling between different ports all across the world, from the Caribbean to California and Hawaii, across the Pacific to New Zealand, up and down the East Coast and across the Atlantic. During this time Howell met people from all facets of the nautical world, including some naval architects who encouraged him to pursue a career in the field. Howell abandoned his nomadic lifestyle to study at the Southampton Institute (now Southampton University) in the United Kingdom. After graduating in 1990, Howell returned to the States and found a job designing boats in Newport, Rhode Island, where he has been based ever since.

As a designer, Howell has primarily focused on yachts—both sailboats and powerboats. While the boats he designs are enormous, regularly exceeding 70 feet in length, no detail is too small to escape his attention. Howell tells me that he is currently occupied with designing the gunnels on his most recent project. The larger, overall design of the boat, which Howell poetically describes as the "romance," only constitutes a small percentage of the job.

Technology has dramatically influenced the field since Howell entered in the 1990s. The rise of digital design tools has reshaped the process. This allows Howell greater flexibility in some areas but removes certain steps of the process as well. For example, when designs were hand-drawn, the finished drawing (called a lines plan) would be sent to a loftsman, who was responsible for fine-tuning the design and translating it into a full-scale template on the factory floor. Often, loftsmen would catch errors and suggest refinements to the design. Now, with the enhanced specificity inherent to digital designing, the loftsman position has been all but eliminated. However, despite changes such as this, Howell says that the core principles of the job remain the same.

"What we are doing is not simply designing a yacht for a client, but bringing out the dreams and aspirations that they envision and helping them come to that vision—and it's a process. Some clients are extremely hands on, and some just give us an outline."

Though much of his life is currently spent designing boats, Howell still finds plenty of time to get out on the water. He has participated in 11 Newport to Bermuda races and sails recreationally whenever he gets the chance. For someone like Howell, naval architecture is a hands-on process that is informed by a lifetime of experience, while his passion for the ocean helps keep him up to date on boat design. And, like any good sailor, Howell understands the importance of precise, accurate measurement and navigation to chart a straightforward path between points A and B—an irony for someone whose life has been anything but.

STUART MACGREGOR '90

"PD Bridge, PD Bridge, this is Outnumbered," says **Stuart MacGregor '90** as he steers a powerboat in a wide, sweeping arc in front of the Padanaram Bridge.

"This is bridge," a raspy voice crackles back through the radio.

"We are requesting a twelve o'clock opening, heading south," MacGregor replies, turning the boat towards the rightmost channel between the bridge's massive, rusty central pivot and supporting wooden pylons.

"Copy that," says the bridgekeeper. A minute later, the pivot begins to turn and MacGregor deftly navigates *Outnumbered*, a thirty-one foot Pursuit 315 Offshore, under the rotating bridge. MacGregor's Boston Whaler, which is tied to the back with a short length of rope, bobs gently in the wake as we enter Padanaram's southern harbor.

For MacGregor, these are familiar waters. He grew up in Padanaram and spent his entire childhood in and around the harbor, attending sailing school, operating the Yacht Club launch, and, on Saturdays, accompanying his father to help him service boats. This background serves Stuart well


Sam Howell '79, P'25

in his current role as president and general manager of Concordia Boatyard, which he purchased after working there for over a decade.

As we set out into the harbor, MacGregor tells me about his time at Tabor. He joined the sailing team as a freshman, during a period when Tabor was a dominant force in New England sailing. Under the leadership of coaches Rob Hurd and Toby Baker, the sailing team won High School Group Sailing Regionals all four years MacGregor was on the team. In 1990, his senior year, Tabor won the national championship. MacGregor credits the leadership of his classmates, including **Josh Adams '90** (who went on to be an Olympic sailing coach) and **Geoff Ewenson '90.**

"It had an all-inclusive, positive, family feel," says MacGregor as we draw up alongside *Outnumbered's* mooring. "Everyone loved being on the team so much, the positivity was magnified."

"I associate that teamwork with the boatyard," he adds. "Doing something successful with a group of people."

MacGregor secures *Outnumbered* to her mooring. As we board the whaler and set off towards his next task, MacGregor tells me more about Concordia. When his father bought the company in 1981, it was already an established brand. Concordia was known for designing and building Concordia Yawls, wooden sailboats distinguished by a unique, sleek design and a short mizzenmast. Under Stuart's ownership, Concordia shifted away from construction and now focuses on storing and repairing existing boats.

The work is seasonal, providing a dynamic that MacGregor enjoys. In the spring, projects are completed and boats are prepped for the water. During the summer, boats are delivered to the harbor and maintained once they're in. The fall is spent removing boats from the harbor, and the winter allows time for projects, paperwork, and prep for the upcoming season.

"It works," says MacGregor, "because I wouldn't want to do the same thing too much."

We pull up alongside *Javelin*, a Concordia Yawl. I tie the cleat by the whaler's stern, and MacGregor ties the one on the bow. He hefts a wrench and a small tool pouch, and we step over the low bulwark around the cockpit. I watch him descend into the cabin and fiddle with something out of sight.

The sun is warm overhead and I relax on the cabin's top step, trying to remember the last time I was on *Javelin*—a hazy memory of a sunny day from when I was young. My family is close with the MacGregors, and I've known Stuart my entire life. He is always friendly, always easygoing, but, here, on the water, he has a certain deftness, focus, and intention that seem particularly honed. I'm struck by how he can carry on a conversation while working, and how peaceful and satisfying the environment is.

I ask him about his favorite part of the job as he gathers his tools.

"The people," he says immediately. We untie the ropes and cast off Javelin.

"Partnering with people to make their boats how they like them," he explains, as we putter towards the main channel of the harbor. "It's a part of their life that they like," he says, "and I like being a part of that."

We quickly finished up MacGregor's final task—moving *Creola*, a 23-foot Surfhunter back to its mooring. As we slowly head in, I notice that everyone we pass waves to him. Some of these people are his employees, also out servicing boats. Some are his customers, and some are just people who choose to spend a large part of their lives on the water. I can easily see the appeal of this job for someone who, like MacGregor, values people and positivity. He has made his place in Padanaram, and, in doing so, has made himself an indispensable part of a community. ✦

Making For Home

PHINEAS SPRAGUE ’68 AND ANDERSON GRAY ’10 TOOK DIFFERENT JOURNEYS AWAY FROM MAINE, ONLY TO FIND THEIR WAY BACK TO THE WATER AND A MARITIME TRADITION GENERATIONS IN THE MAKING.

BY REBECCA A. BINDER



Phin Sprague ’68 with the statue of ancestor George Cleeve, at Portland Yacht Services.

Portland Yacht Services, Maine’s newest boatyard and shipyard, nods to history every day. As workers haul boats from the water and prepare vessels for future voyages, they pass a statue of George Cleeve in the middle of the complex. Cleeve is credited with Richard Tucker as a founder of Portland. They arrived on the Maine coast nearly four centuries ago. The man who runs the boatyard around Cleeve’s statue, **Phineas Sprague ’68**, is Cleeve’s descendant.

For Sprague, those 400 years are not abstract. His family has been rooted in Maine and Massachusetts for generations. He knows the names of the people who came before him. He knows the old routes, the provenance of buildings and bridges long gone, and the stories embedded in the landscape.

Sprague has spent much of his life working on boats: objects of art and practical efficiency that are created to leave the safety of snug harbors and venture out in harm’s way. His people are the sailors and caretakers who carry knowledge and skills passed down through time. It’s fitting that, after traveling around the world, Sprague came home to Maine.

Several decades later, **Anderson Gray ’10** followed a different route to the same place. After Tabor and Amherst College, he spent nearly a decade learning the sailmaking trade in Massachusetts before returning to the Maine coast to build a business of his own.

Sprague and Gray are separated by more than 40 years, but they share the same journey: Tabor, beyond and back to Maine,

the water, the boats, and the community that have defined their home.

Learning to Leave

As a child, Sprague imagined a future in geology. His family ran colliers, operated coal mines in West Virginia, and his great-great-grandfather kept his extensive rock collection in the family home's study. At holiday gatherings, Sprague would disappear to examine it.

That interest eventually helped bring him to Tabor. After a start at a different school, Sprague moved to Tabor for its offerings in sailing, rowing, nautical science, and naval science. When Sprague wanted to pursue geology, former Head of School James Wickenden hired a teacher, to whom Sprague remains grateful.

"He was trying to give the students the opportunity to find the thing that they love to do," Sprague says of Wickenden, "and when you are excited about life it becomes natural to build on that." Sprague rowed, sailed , worked for a geologist mapping Maine in the summers, and studied the glacial geology of Cape Cod. After Tabor, he went to Harvard, where he studied geology and rowed in a legendary lightweight crew under Harry Parker.

Then, suddenly, the future Sprague had imagined at the family company disappeared. While he was in college, his grandfather sold the business. "I thought I had my place in the company," he says. "And so suddenly it was gone. And I was, again, without a rudder." Inspired by a godfather who had crossed the Pacific, Sprague bought a boat with several Tabor friends and set out to sail around the world.



Sprague with schooner, *Harvey Gamage*.



The circumnavigation, a geological field trip, took four years. The original crew broke up in Panama, and Sprague had to assemble another crew. The new crew included a Canadian, Joanna, who became his bride in Bali and a partner in all things forward.

He used celestial navigation and eventually traveled through roughly 50 countries. The experience taught him practical lessons: how to repair what broke, how to manage people living together in close quarters, and how to quickly learn the rhythms and expectations of an unfamiliar place.

"You don't know a country until you've had to go out and find a fan belt," he says.

By the time Sprague sailed home in 1977, he had spent years exploring faraway harbors. Then he entered Portland. "I said, 'Oh my God, this is probably one of the finest harbors in the world,'" he remembers. "'And nobody really appreciates it.'"

The Journey Back

Gray grew up in Maine, too, in a 1777 colonial home in Woolwich. His first introduction to Tabor came through an old Tabor baseball jersey found in the attic when he was in middle school. Gray learned that his grandfather had attended the school and that his family had ties to Marion. When Gray arrived at Tabor, he found his place. A violinist, he played in the string ensemble. He also loved sailing and the water.

After graduating, Gray headed to Amherst College, where he double-majored in English and music composition. Each summer, he returned to Marion to coach Tabor's summer sailing program. After college, the Tabor connection led to something unexpected. Gray needed a job. Richard Van Voris, a longtime fixture on Tabor's waterfront, drove him to Sperry Sails in Marion. Gray stayed for nearly a decade.

He began as a sailmaker, learning a trade that combines geometry and design with the physical knowledge that comes only from making things repeatedly by hand. He helped build the mainsail for SSV *Tabor Boy*, reconnecting with the vessel he had sailed to the Caribbean on as a student.

Gray's line of work may not have been an obvious extension of an Amherst degree in English and music composition, but to him it makes sense. "It's functional art," he says. Modern sailmaking uses sewing machines and new materials, but much of the work remains tactile and detailed. Hands, skill, instinct, and deep knowledge still matter.

Maine continued to matter, too. "I always wanted to move home to Maine," Gray says. "It took longer than I thought to get there." Eventually, though, he did. Together with his wife, Arla, Gray owns Gray Canvasworks in Rockport. He makes the pieces that protect and support working boats: awnings, cushions, sail covers, boat covers, helm covers, and instrument panels, along with rigging and other custom work.



For Gray, self-employment was part of the appeal. He grew up around family businesses and wanted the flexibility and autonomy of owning his own, including the freedom to decide the level of craftsmanship the company would be known for. More importantly, it put Gray back inside the maritime culture he grew up around. "It's just so special to be able to steward this tradition of old maritime craftsmanship in this area," he says.

What Hands Remember

Midcoast Maine is particularly suited to Gray's stewardship of old maritime craftsmanship. Around Camden, Rockport, and Rockland, historic schooners sail alongside lobster boats and modern yachts. Gray Canvasworks might construct an enclosure that allows a lobster boat to work in bad weather, then craft an awning for a family sailboat.

Gray and his team use modern tools, but they intentionally incorporate traditional sailmaking techniques: hand-stitched grommets, hand roping, leatherwork, and swallowtail patches based on an old form of sail corner construction. For Gray, preservation is about usefulness, not nostalgia. He


Anderson Gray '10

grew up in a centuries-old house and learned that maintenance is simply the cost of living with something worth keeping.

"I was raised with this concept of stewardship, taking care of things, and making and building and fixing things," he says. "When you pair that love with boats and the ocean, it all made sense to me."

Sprague works from a similar lesson on a larger scale. Portland Yacht Services maintains yachts, ferries, and fishing boats. The yard does not build boats, and Sprague draws that distinction quickly. "When they get done building them, they need to be maintained," he says. "We maintain them. It is harder and dirtier work."

Sprague's commitment to preservation has extended beyond his business. He was the President of the Schooner Bowdoin Association when the restoration was completed. He brought the Maine narrow-gauge railroad to Portland as its founding president. He was the founding president of SailMaine, a nonprofit organization dedicated

to community sailing programs that aims to make sailing accessible to people of all ages and backgrounds. He also became involved with historic vessels, and owns the schooner *Harvey Gamage*. When the organization operating *Harvey Gamage* and two other ships ran into financial trouble, Sprague acquired and extensively rebuilt *Harvey Gamage*. Today, through the non-profit The Marine Learning Project, the schooner continues to serve as a platform for experiential learning, offering students the opportunity to engage with traditional sailing practices and maritime culture.

The Rock Wall

Sprague, at the end of his career, has a guiding vision for what he hopes to leave behind. He describes driving through New England. Eventually, he notes, a stone wall will come into view. The farm it bordered may no longer exist; the meadow it defined may have been reclaimed by nature; the farmers who spent their lives working the soil may be gone. But the wall is still there.



"To a certain extent, the boatyard that I've put together is my rock wall," Sprague says, "and the rock wall of the people that have been working with me for 20 or more years to make it happen."

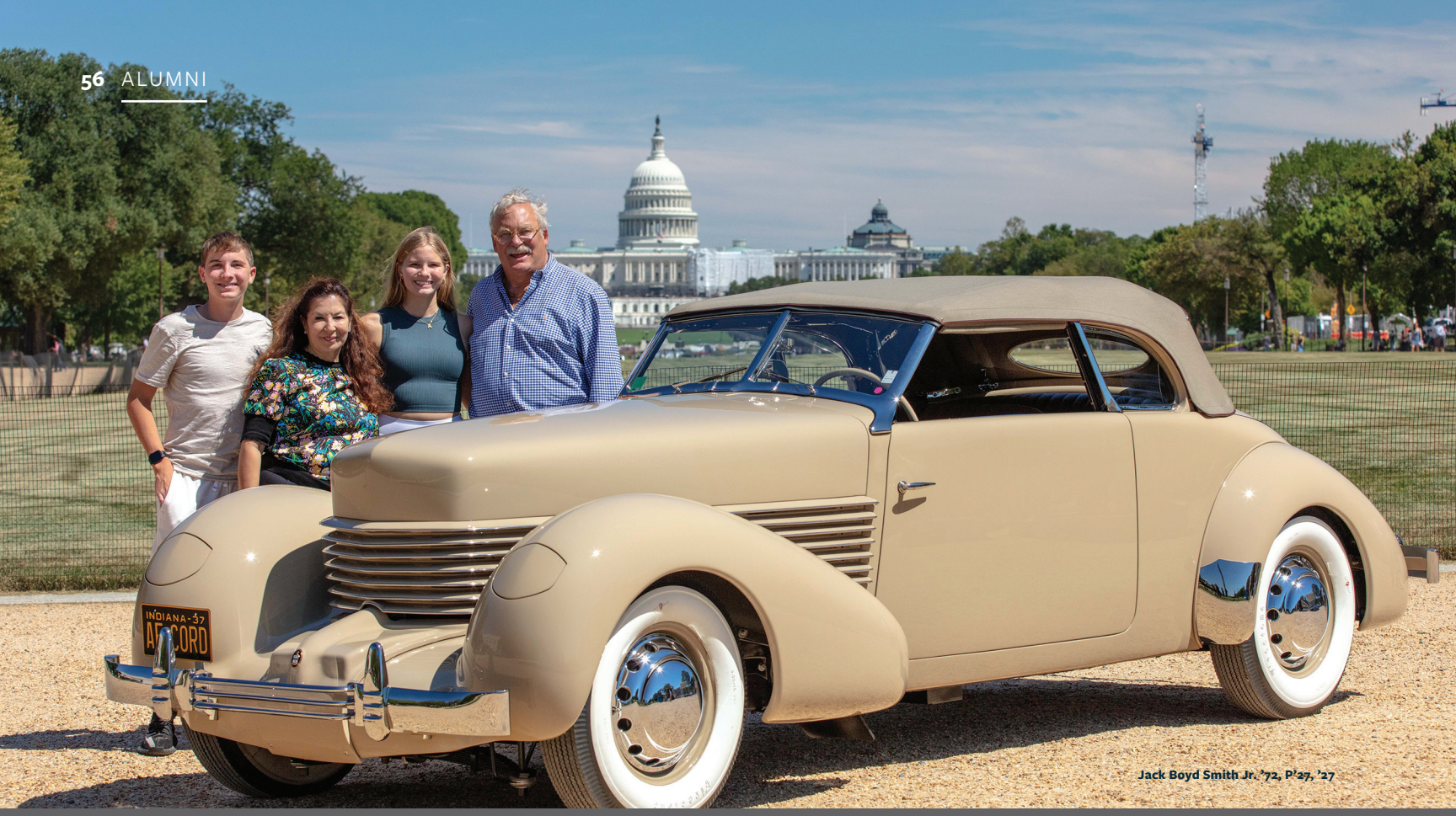
In today's modern society, it is tempting to think of the maritime industry as a holdover of a past Maine: schooners, sailboats, celestial navigation, and generations that moved across water before they moved across land. Sprague asserts that the truth is more complicated: Our economic connection to the world, he says, is across vast oceans. Neither Portland Yacht Services nor Gray Canvasworks is a museum, but rather a small piece of a huge economic engine that is inescapable.

The tugboats, ferry boats, fishing boats, and yachts at Portland Yacht Services have schedules to keep. The sailboats that come to Gray Canvasworks need a craftsman's hand. Yachts need covers. Hulls need repair. Every boat, no matter when or why it was built, eventually needs somebody who understands how it is put together and how to care for it.

At 34, Gray sees plenty of room ahead. He and Arla recently hired two employees. He imagines Gray Canvasworks growing to five or six people. That would make it large enough to tackle ambitious projects, he says, but not so large that the work becomes impersonal.

Gray sees older craftspeople retiring without as many young people coming behind them. That creates opportunity, he says, but it also reinforces that the knowledge has to go somewhere. Someone has to learn what those who came before them learned. New materials will emerge. Navigation will become more sophisticated. But boats will always need humans. Gray puts it simply: "AI's not going to make a dodger."

People leave. People come home. Boats need tending. Ferries traverse Penobscot Bay. Tugboats work Portland Harbor. Lobster boats chug toward traps. Families take weekend sails. Maine, along with Sprague, Gray, and countless others working the coast, rolls on through its past and into its present and future. ✦



Jack Boyd Smith Jr. '72, P'27, '27

DRIVING STORIES

BY REBECCA A. BINDER

TWO TABOR GRADUATES HOLD CAR COLLECTIONS THAT LOOK VERY DIFFERENT ON THE SURFACE. UNDERNEATH, THOUGH, BOTH COLLECTIONS CENTER MEMORY, PRIDE, AND CONNECTING THE PAST TO THE PRESENT.

One of the first things **Jack Boyd Smith Jr. '76, P'27, '27** will tell you is that he doesn't collect muscle cars.

The distinction matters. Smith is after something unique. He wants automobiles that carry a collective memory: the Cord once owned by the aviator Amelia Earhart; the car actor James Cagney drove on screen in "The Mayor from Hell." Machines whose stories extend past their mechanics. "Cars are a form of rolling art," he says.

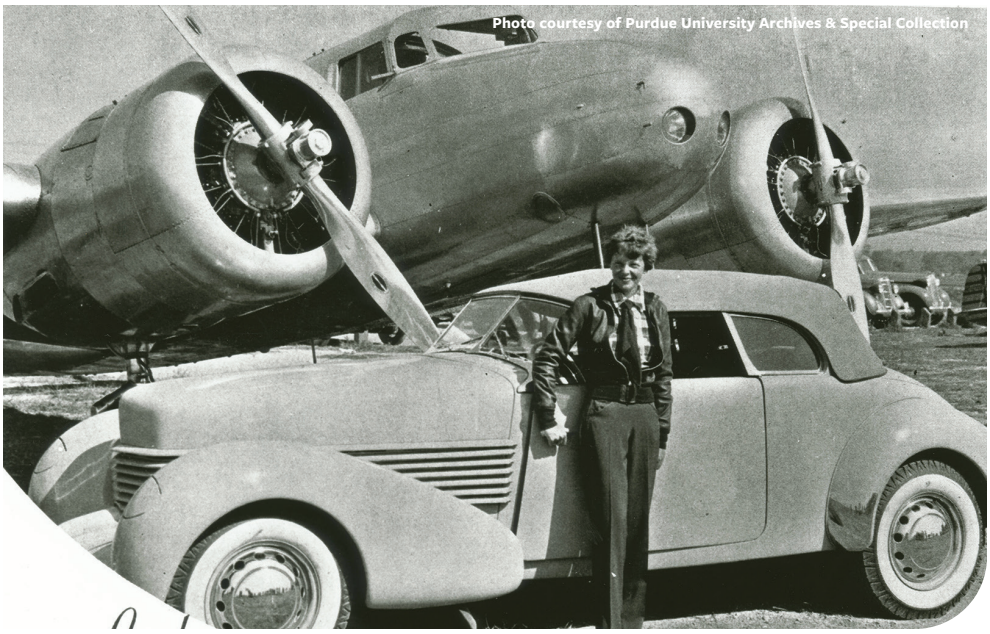
Several hundred miles away, **Steve Sprague '68** owns a car collection that lives in a garage called the Toy Shed. Sprague's collection doesn't carry the heft that Smith's does: There are no eight-figure offers for these cars, no Pebble Beach trophies, no celebrity provenance. Instead, there is a 1962 Corvette his wife, Cathy, spent years pursuing, a 1962 Oldsmobile that once belonged to his father, and a 1934 Ford Victoria street rod restored and customized by a best friend and finished off by husband and wife. Each of his dozen cars carries a piece of family history.

At first glance, the two collections have little in common beyond an affection for old automobiles. Smith's collection is internationally known. Sprague's is more personal. Listen a little longer, though, and the similarities become harder to ignore. Neither man is really talking about cars. They're talking about memory, craftsmanship, and the stories that outlast the people who first lived them. And, in a way, they're also talking about their time at Tabor.

A PLACE THAT STUCK

Neither Smith nor Sprague arrived in Marion expecting the school would direct the rest of his life.

For Smith, the impression came almost immediately. Visiting campus as a prospective student in the early 1970s, he rounded the


Photo courtesy of Purdue University Archives & Special Collection

familiar corner and caught his first glimpse of Sippican Harbor. He still remembers that first view more than 50 years later.

"You come around that corner on Front Street, and you see that ocean," he recalls. "You just fall in love with it. It's mesmerizing."

At Tabor, Smith sailed, played lacrosse and squash, and formed relationships that have endured for decades. Now, he says, the campus is different. The buildings are newer. But what matters most remains.

"It's different," he says, "but it hasn't changed."

He's talking about Tabor's culture. Today, his own children are Tabor students. The school has become a place that connects generations. That sense of continuity has become a recurring theme in his life.

COLLECTING STORIES

After graduating from Indiana University, Smith spent the next five decades helping grow Gaska Tape into an international manufacturer whose products quietly improve everything from automobiles to medical equipment and commercial buildings.

His fascination with classic automobiles arrived later, inspired by 1930s films and the craftsmanship of pre-war design. In 2013, after spotting a 1931 Cadillac online, he decided to buy one.

Or, as it turned out, several.

"I kind of bought eight in one day," he says with a laugh.

The collection grew quickly, but Smith realized he wasn't interested in simply owning beautiful automobiles. He wanted the cars with stories. That search eventually led him to one of the best-known automobiles in his collection: the 1937 Cord once owned by Amelia Earhart. Smith learned about it almost by accident while speaking with a restorer who mentioned another client had owned the deteriorating car for decades but never restored it.

For Smith, provenance transforms an automobile into something larger than an object. The appeal isn't just rarity or beauty. It's the human story attached to it. People occasionally tell Smith they own a car just like Earhart's. "I say, 'Well, that's fine,'" he laughs. "I have Amelia Earhart's car."

Many of the vehicles in The JBS Collection carry similar histories. One belonged to Charlie Chaplin. Others once belonged to entertainers Red Skelton and Wayne Newton and Arctic explorer Louise Arner Boyd. Each preserves a small piece of history that might otherwise disappear.

The collection has won many of the world's most prestigious concours competitions, including Pebble Beach, Villa d'Este on Italy's Lake Como, and Hampton Court outside London. Yet Smith speaks about those accomplishments almost as an afterthought.

The awards aren't the point. Neither, really, is the collecting. Smith believes these



automobiles should continue doing what they were built to do. That philosophy led Smith to race a 1929 Bentley Blower in the Le Mans Classic, where his team led with only two laps remaining before a blown piston dropped them to seventh.

This year, they returned to what Smith calls "unfinished business." The same Bentley crossed the finish line first, then added victories at Donington Park and Silverstone, proving that a 96-year-old race car could still do exactly what its builders intended.

LEARNING CONFIDENCE

Steve Sprague arrived at Tabor by a very different path.

"I wanted to get the heck out of the house," he says with a laugh. He wasn't thriving academically at home in Miami. He matriculated to Tabor expecting freedom. Instead, he found more discipline than he had known at home. The difference, he realized, was that everyone lived by the same expectations.

"It was the same for everybody," he says. "I didn't feel like I was being picked on."

The change was immediate. His grades improved, and by graduation he had earned induction into the Cum Laude Society before continuing to Colgate University, business school at Cornell University, and eventually a career in finance that included leadership positions at Bristol-Myers, Goldman Sachs, and Rafferty Asset Management.

Sprague remembers two teachers. Each had to leave campus for a few days, and they each entrusted Sprague to teach the class in their absence. When they returned, the students would be tested on material he had taught. "It's all on you," he remembers the teachers telling him. "That really made me realize I could do some things."

THE TOY SHED

Unlike Smith, Sprague never intended to become a serious collector. His wife, Cathy, got there first. When they met, she already owned several aging Corvettes and knew the Northeast collector community well. Sprague admired old cars, but mostly from the sidelines.

That soon changed. When Cathy began looking for another classic, Sprague had one request: a mint-condition 1962 Corvette. Cathy already knew where to look, and that Corvette became the foundation of a collection built not around prestige, but around relationships.

Today the couple owns a dozen automobiles. Each has its own story. The most meaningful may be the 1962 Oldsmobile that Sprague's father used to teach him to drive. The Oldsmobile is unusual for its era, but more importantly, it carries family history. Cathy insisted they save it. Today, it remains a continuing restoration project.

Eventually, Sprague's collection outgrew the garage. Cathy found eight and a half wooded acres in upstate New York, where they built a space for the collection that Sprague affectionately calls the Toy Shed. The cars put their time in on country roads and at local car shows.

Please visit
thejbscollection.com
to view and learn more about
The JBS Collection.

"You've got to drive cars," Sprague says. "If you let them sit, they just deteriorate."

MORE THAN MACHINES

That may be where these two collectors are most alike.

Jack Boyd Smith Jr. searches for automobiles whose histories intersect with remarkable lives. Steve Sprague treasures the stories from his own family. One preserves public history. The other preserves private history.

Both understand that an automobile's greatest value has very little to do with horsepower. For Smith, the appeal rests in preserving extraordinary stories while allowing the machines to continue making new ones. For Sprague, the cars have become inseparable from his life with Cathy. They are reminders of weekends spent together, conversations with mechanics, and the satisfaction of together restoring something old to life.

Each man has spent decades preserving something he believes deserves to endure. Both understand that the value of an old automobile is rarely found under the hood. It's found in the people who drove it, the people who cared for it, and the people who chose to preserve it.

Ask Jack Boyd Smith Jr. about Amelia Earhart's Cord, and he'll tell you about an aviator.

Ask Steve Sprague about his 1962 Oldsmobile, and he'll tell you about his wife and his father.

The cars, it turns out, are not what's being collected. ✦



Steve Sprague ’68


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[2]


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[1a]


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2017

KAT MITCHELL

In May of 2026, I graduated from the Harvard Graduate School of Education with a master's degree in education technology. My focus is on how pedagogy and learning science can shape the development of AI for education. I'm now working on a civic education initiative in Boston.

2016

STERLING BENKHART

I just got married to **Mengze Han '18**! And, in April, I opened a golf training facility in Newton, Massachusetts! Wanted to put that out there in case there could be any connections made with alumni or current Tabor golfers.

2015

KYLEE SULLIVAN PROSSER [1]

My husband and I welcomed our first child, Lucy, in December 2025.

2011

EMMA GOODMAN [1a]

Keyan Golestaneh '12 and I reconnected at our Tabor Reunion 15 years ago. Last fall, we eloped on the Tabor waterfront in an intimate civil ceremony and celebrated with a formal celebration in January of this year in one of our favorite cities, Oaxaca, Mexico. We had a total of 15 alumni in attendance. Photo: **Cam Spiro '11, Mo Thomas '11, Connor Gordon '12, Sam Barrett '11, Peter Michaelis '11, Taylor Craig Megna '11, Nora Benner '12, Allie Knowles '11, Allie Cunningham '11, Aleks Karosas Bacon '10 & Sam Bacon '10, Tresor Rusesabagina '11** and **Sebastian Head '11.**

2009

CARSON DRAKE [2]

My wife and I welcomed twins in the fall of 2025! Sebastian and Grace are happy and healthy, and we're loving our adventure as new parents.

2008

SEAN ROSS [3]

D.J. Driscoll '02 and I have been sailing our local series double-handed for the past few years, but this year my daughter Maia, age 4, has started to race with us.

2006

ANDREW ROQUE [4]

We're busy! Eliza (9) performed at The VETS in Providence with her dance group. Maryna graduated high school and started at Framingham State in the fall. My wife, Mollie, is volunteering at the World Cup matches at Gillette "Boston" Stadium. Hunter (12) recently completed his first 10K race and is eyeing cross-country when he gets to high school. And me? I went back to Japan in September and then, in March 2027, I'm running the Lisbon Half Marathon in Portugal.

2005

THOMAS PIERCE [5]

Was promoted to Lt. Col in the United States Army at a ceremony held at the Army & Navy Club in Washington, D.C. Pictured here with his father E. Warren Pierce and brother Ernest W. Pierce IV.

1996

MARLON McRAE

I am pleased to announce that my first children's book, "Jabberin James," has been published. It is made primarily for grades 5-7, but older audiences have enjoyed it, as well. Please spread the word, especially to any educators you may know. https://lightswitchlearning.com/product/jabberin-james/

1994

SAMANTHA PRESS AMATO

My daughter graduated from Tabor in May 2026 and is attending Notre Dame where she'll also play lacrosse. My son, Jake, is currently deployed to the Middle East and is doing very well. My twins, David and Madelyn, started high school. My husband, Mike, and I are very busy but enjoying life!

1987

LAURA LORUSSO PETERSON [6]

I finally know what I want to be when I grow up! A school age counselor. In May 2026 I graduated from Howard University with my MSW. I've converted a shuttle bus into a mobile office space! Mindfulness and mental health practices brought to my middle school age clients.

1985

MATT SCHIFF [7]

Had a great time at last year's 40th Reunion of the Class of '85. So much fun reconnecting with everyone and must informally do so again.

1983

ALFONSO VELASCO [8]

These four Velasco cousins, Jose, Salvador, Sergio and Alfonso, from Toluca, Mexico, went to Tabor Summer Program in June 1976 for the first time. The following years, kids from the same town spent more



[6]





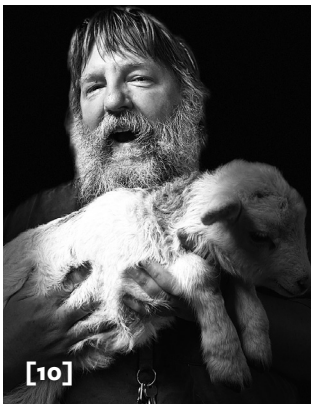



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summers at Tabor adding up to about 30 kids over the summers. **Sal Velasco '82, Al Velasco '83, Sergio Velasco '84,** and **Sergio Velasco Jr. '14** went on to graduate from Tabor. We got together last weekend at home, in Mexico, to remember this and to share great stories as we celebrated 50 years since the very first time we were at Tabor.

1982

CHARLES RUSSELL [9]

Just had a wonderful lunch reunion after 44 years with Sam Cuddeback. He's still the coolest teacher/head of house, etc. He was visiting his daughter who is working in NYC. Seems like yesterday I was a freshman in his dorm, Lillard South, as well as a proctor my senior year. Great catching up with him.

1979

BILL SAGER

I had a busy summer. My son Andrew graduated with a degree in business administration with a concentration in outdoor recreation from the University of Maine, Farmington. My daughter got married in August in Maine.

1977

JOHN BRIGGS [10]

I was very proud to receive the 2025 G. Bruce Blair annual award from the Western Amateur Astronomers, commemorating my lifetime interest in astronomy. The organization published my brief astronomical biography including some fun pictures. A special activity now, is my role as secretary of the Alliance of Historic Observatories, a growing international organization with some 30 member institutions. I cherish my memories using the Tabor Observatory when it was a very new facility.

1976

RICHARD HOLLANDER [11]

Well, we made it, our 50th Class Reunion, unbelievable. We left the cushy confines of our beloved Tabor Academy in 1976, little did we know how little we knew, only to return FIFTY years later with a lifetime of tides washed upon ourselves. It was amazing. Such a great time getting reacquainted with old classmates and getting to know some that we had not known way back then. Tabor was, and I am sure still is, a very special place. It gave me the opportunity to travel far and wide and still today have some great friends that I met at TA. What I would give for one more varsity lacrosse game, or one more vesper service in Chapel. And for those opportunities, all the opportunities are there, it is just what you do with them. As I still live here on the south shore of Boston, (here comes the shameless realtor plug) still selling residential real estate, I am able to stay in touch with a number of my old classmates and I look forward to getting back to Tabor, the School by the Sea, on a regular basis. And from now on, its ADMIRAL Goose to you! All-a-taut-o!

1975

MIKE O'BRIEN

Notes from Mike's son, **Patrick O'Brien '10.** Mike was recently inducted into the Hall of Honors at Bishop Stang High School after more than 40 years of service as a teacher, coach, and administrator. He won numerous state titles over the years in both track and field and football as a coach and served as the chair of the Honor Society for many years while he was dean of students. As a graduate of Tabor Academy and son to Jeanne O'Brien, Secretary to the Headmaster of Tabor for almost 20 years, and a graduate of Norwich University, the first private military school in the country, he dedicated his life to teaching, education, and his faith. A man of humility, loyalty, and compassion, he emphasized responsibility and accountability for all the students and faculty he led. I am very proud of him as a son and wanted to share when I saw the link today.

WIN SARGENT

Just can't imagine retiring. Last spring I finished up on a role with a Hypersonic Missile project and maybe becoming involved in another Department of Defense initiative. On the side, still building and selling homes within the Bay Club, a gated lifestyle community (golf, etc.) in Mattapoisett. **Will Saltonstall '82** is our architect, and boy are they beautiful with views of the 13 and 14th holes.

1974

RICHARD PORTEUS

One of many opportunities Tabor provided me was learning to row my sophomore spring, which led to Henley and ultimately an undefeated season in a Division I college program. In the 54 years since I first launched from the Hoyt dock, I have been the volunteer founder and coach of multiple youth programs, chairman of the NEIRA, a US Rowing-

licensed referee, regatta director for five venues, and founder/president/chair of four nonprofit rowing organizations. Nonetheless, I was thrilled to collaborate in August with my alma mater and US Rowing to conduct a first-of-its kind U19 development camp for "Beach Sprints," a coastal rowing event that will debut in the 2026 Youth Olympics in Dakkar this November and the 2028 Summer Olympics in L.A. Twenty-four juniors from across the country boarded for a week at Tabor while training under top coaches in close proximity to members of the United States National Team. By week's end they had the opportunity to compete in the US Rowing National Beach Sprints Championship held at New Bedford's East Beach, August 7-9. Check out World Rowing's "How to Beach Sprint" at https://worldrowing.com/video/world-rowing-how-to-beach-sprint/.

1972

DAVID EDGAR

Took up summer seasonal residency at Qualicum Beach, British Columbia, on Vancouver Island. Mildest climate in all of Canada. Managing to stay one step ahead of the medical world. Still making art. Check out www.Plastiquarium.com.

1971

RICK BYREM

Visited campus for Reunion in June for the first time in 50 years. A delight to be back. Love what you've done with the place! Happy to host anyone who finds their way out to Idaho.

1970

JEFFREY LANDSMAN [12]

Moved to the Annapolis, Maryland, area. Still in the food industry starting a food import business at the age of 70. Enjoying my three beautiful grandchildren. My youngest son graduating with his master's in May from University of Maryland. Living in a sailboat neighborhood, I reflect on my time at Tabor and being the commissary officer on *Tabor Boy*!

1969

JAY JACKSON [13]

I'm doing well in Santa Fe, New Mexico. Although I'm officially retired, I continue to make art and jewelry, as well as modern dance. Website: jayjacksonartworks.com.

1968

NATHANIEL HUMPHREYS [14]

While the wheels still work, I'm knocking down that bucket list. Britain in '22, Cook Islands in '24, Easter Island in '25, and Kenya is on deck for this year. Photo is Aitutaki in '24. Hello to all!

1967

DAVID HITCHCOCK

I'm still working—it keeps my mind active. I lost my wife several years ago. My girlfriend and I enjoy life with family and friends. We had a great time at Tabor seeing a few classmates and enjoying a sail on *Tabor Boy*.

JOHN LEFFLER

I am still around! Life in Ohio & Florida is still much enjoyed by me these days. To anyone from classes 1965–1969, I trust you are also doing well.

1964

MIKE FAWCETT

Mike was honored by the Westminster, Vermont, fire and rescue team for his 53 years of devoted service to the organization and neighborhood. Over the course of more than 50 years, Mike contributed to emergency response operations, training, and station support while serving in both fire and EMS capacities. In addition to his service above, he was an art teacher for 30 years at Bellows Falls Union High School, and was a Shriner, on the Board of Governor's for the Maple Sugar Bowl, a Vermont vs. New Hampshire game that raised funds for Shriner's Hospitals.

1963

DOUG BEACH [15]

Lorene and I are enjoying reasonably good health, and spending a lot of time cruising to countries on our bucket lists and traveling to all our favorite places in the U.S. to visit friends and relatives. Gotta spend our money before the kids get it (LOL). We just got back from a two-week cruise to Istanbul and Egypt. Learned some fantastic facts about the rich history of those areas. We also drove from Massachusetts to Montana last summer to visit friends along the way and attend Lorene's biannual family reunion in Missoula. We also flew to San Diego, California, for another of our regular trips to visit old friends on the left coast. In between we continue to seek out places along the right coast we haven't been to yet while taking rests with our grandchildren at our lake house in central New Hampshire.

1962

STEVE BROWN [16]

Have been able to stay in contact with a few of our class and it has been very rewarding. Each of us has so much to share based on our unique life experiences. If we are fortunate enough to have had children, they continually surprise us in wonderful ways. After I permanently injured my right ankle, I thought I would have to give up competing in our local sprint triathlon. But, then our daughters said, no problem, we'll compete as a team. Emily said she would swim, and Carrie said she would run.

1958

JACK SCOTT [17]

Life is good. Age 86, still going strong. Moved to Florida last October from Connecticut. Just bought a new house in The Villages, an area of Florida just north of Orlando. House is being built, to be finished in September. Married wife Bonnie in 1963, about to celebrate anniversary number 63. Have one son, John Scott, also lives here in The Villages. We faced our first summer in Florida. But no snow come January. All my classmates, enjoy life, enjoy good health, keep going.

1957

SCOTT CHASE

Career in marketing, advertising, and public relations, including four years with Honeywell's Aerospace Division in St. Petersburg, FL, 12 years as Marketing Manager of the Midland Mall in Warwick, RI, and as an active duty/active reserves U.S. Navy public affairs officer, retiring at the rank of Commander. Now residing with his wife, Cynthia (a former teacher and naval intelligence officer) at Halcyon, a residence for seniors in Warwick, RI.

IN MEMORIAM

Natalie Stephens Mitchell '56

Richard Marcy Jr. '59

Robert Smith '59

Kenneth Baker, DVM '60

Bradlee Clarke Jr. '61

John Clark '65

John Mack '67

John Carpenter '69

Gerald Peck Jr. '80

Stephen Cluett '82

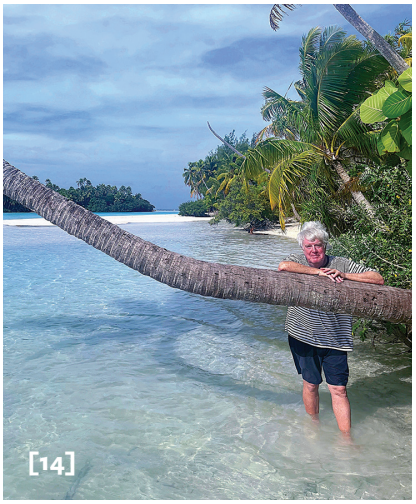
Tomoko Takayama '95


[12]

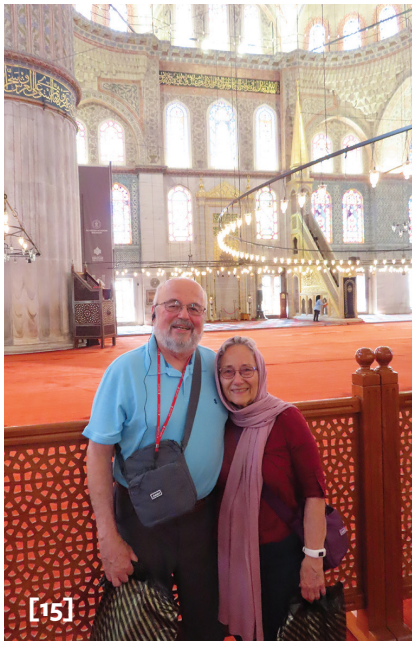


[16]


[13]


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[17]


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all-a-taut-o

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- Receive timely updates and news from Tabor

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PETER WARBURTON ’76

BY JIM HENRY ’75



Peter Warburton ’76 considers himself an unlikely Tabor “Admiral,” but he has come to accept it.

In fact, he has reached his 50th Tabor Reunion—twice, sort of.

Warburton grew up ocean sailing. He served on SSV *Tabor Boy* as a student, got a Coast Guard captain’s license to carry passengers in his early 20s, and worked for years as a paid crew member of *Tabor Boy*.

Like many Tabor alumni, he also found a life-long mentor at the School by the Sea—the late Captain George “Cap” Glaeser, then captain of *Tabor Boy*.

Warburton and Glaeser worked together for years, not only on *Tabor Boy* but also delivering yachts long-distance for owners who preferred to meet their vessels in various ports, rather than sail there themselves.

“Cap Glaeser, from the time I signed on *Tabor Boy*, was my mentor, my friend, my boss. I guess you could even call him a father figure to me in some ways. We sailed on and off together for years. I was one of the last Tabor students to see him before he died,” Warburton said.

Glaeser commanded *Tabor Boy* for more than 30 years, from 1955 to 1987. He died in 2000. Warburton said Glaeser gave him the best career advice he ever got when he was still a student. “He said, ‘Peter, stick to sailing. You’re a natural!’” Warburton recalled.

Due to age and injuries, Warburton isn’t doing any sailing currently. But he’s got plenty of other pursuits. He’s also a singer, a songwriter, an artist, and a poet. He plays guitar and performs at open-mic nights in and around the Newport, Rhode Island, area where he lives.

He also makes and restores beautiful, authentic models of clipper ships, warships, and other vintage sailing ships. For years, he had a gallery in Newport that offered models for sale and for display.

So why does Warburton consider himself an “unlikely Admiral?”

As much as he loved sailing at Tabor, he had trouble getting interested, and staying interested, in classes—especially math. This came to a head only a couple of weeks short of graduation in 1975, when he was told by the dean of studies that he wouldn’t be allowed to graduate because he was short some math credits.

“I looked at him, and said, ‘What’s a credit?’” Warburton said. “He didn’t think it was that funny.”

“I probably shouldn’t have been surprised,” Warburton continued. “OK, I know for a fact I shouldn’t have been surprised—but I was.”

Warburton remembered participating in Tabor graduation exercises twice as a result. He walked as a senior and received a certificate of attendance, and then again the following year once he completed his diploma requirements. Warburton made up the credits by taking Algebra 2 over the summer under the tutelage of Tabor Summer Camp Director and Math Teacher, Paul White. He also taught sailing to Tabor summer campers in the afternoon.

“He was the first math teacher I ever had who made math make sense,” Warburton said. “I got an A- for a year’s grade, which we completed in eight weeks. I never passed math till that year. Now, as a Tabor Academy Admiral, I can ‘walk on’ to any annual reunion weekend, from here forward. All-A-Taut-O!” ✦



JACK BOYD SMITH JR. ’76, P’27, ’27

It was great to be back at Tabor for our 50th class reunion. We have all aged since our time at Tabor, but the voices from the past remain the same.

The ’70s were a different time from the ’50s and ’60s—there was the Vietnam War, the oil embargo, the peace movement, Nixon got re-elected, and Massachusetts was the only state that didn’t vote for him. Watergate hit, and we said we didn’t vote for him. The ’70s at Tabor were also different in that we were known for our “senior pranks”:

• Painting the boathouse “Go Navy” when we had an admiral coming to speak.

• Taking the furniture that was inside of Lillard and putting it out on the grass outside the building.

• Taking all the pews in the Chapel and turning them around so that instead of facing the altar, they faced the entrance.

• Taking a teacher’s Volkswagen Beetle and putting it on a mooring line outside his house so when he had his coffee and looked outside, he saw his car in the middle of the harbor.

These and some other stories were brought up over the weekend, which my kids were there to hear. Overall, the stories were good, and it was good for my kids to hear too. It humanized things, and even though it’s hard to believe we did some of the stuff we did, we were good kids.

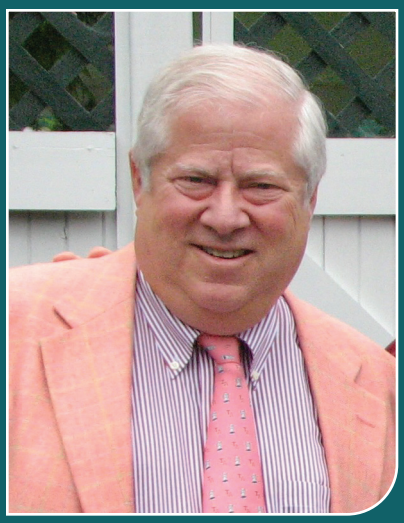
During our 50th class reunion, our class went on a recon: a special intelligence, covert operation. Tony Jaccaci announced on Friday my gift of $1 million to the Jack Boyd Smith Jr. Endowed Scholarship Fund. The “Teacher” (to protect his identity) got a ’76 American flag and started collecting signatures from all the 50th reunion classmates. I was unaware that they were doing this. My classmates were signing the flag on park benches, on people’s backs as they were waiting to go into Wickenden Chapel, and on pews in the Chapel—trying to get everyone’s signature before it was presented to me. When they announced the gift in the Chapel, I was standing in front of the class, and someone behind me poked me in the ribs to stand up. I hadn’t realized that my class had all stood up behind me, and I received a standing ovation when he presented me with the flag. Tony Jaccaci was unaware of what was going on, and sometimes you have to keep things away from the “MO.”

I told the “Teacher” afterward that I was glad he didn’t ask me to say a few words because I was really choked up and it would have been hard to clearly share my feelings at that moment. I was very honored and touched that they banded together and did that for me.

The flag will be framed and hung in my car museum. It has more meaning to me than the money that I’m donating to the school.

It was great reminiscing with my classmates, hearing stories again that I would have never remembered if we hadn’t gotten together. It was a great time remembering that part of our lives—a time that each of us will never forget—when great friendships and great memories were made. Cheers to 50 years! ✦





LEE POKOIK ’63

BY JIM HENRY ’75

Distinguished Tabor alumnus and trustee emeritus **Lee Pokoik ’63** is known outside the Tabor community as a leading owner and breeder of top-notch racehorses.

Pokoik is semi-retired from most of his other businesses, but his horses are still racing. Pokoik-bred Commandment finished second in the 2026 Belmont Stakes in June and ran the 2026 Kentucky Derby in May.

“It was an exciting race. I thought for a while, there, he might do it,”—that is, catch up with the leader and win—Pokoik recalled in a phone interview following the Belmont Stakes.

Incidentally, Commandment’s mother’s name is Sippican Harbor, one of several Pokoik horses with Tabor- or Marion-related names.

Among others, he named horses Class of ’63 and Tabor Hall. He named a horse after the late Tabor crew coach Harry Hoyle. “Hoyle was a good horse,” Pokoik said.

There was also Duff1, after the vanity plate on the car owned by the late Coach **Dick Duffy ’56, P’87**, who died in 2024. “Duff liked to bet on my horses,” Pokoik said, with a laugh.

Tabor Alumni & Family Engagement Coordinator Becky Love Macomber has had three Pokoik horses named in her honor.

“The first was Dovey Lovey, the second was Mrs. Macomber, and the third was Becky’s Joker. Quite an honor, for sure!” she said in an email. Joker is an old nickname for her husband, Stevie Macomber.

Pokoik’s past business pursuits also include a long stretch, from 1989 to 2006, as majority owner and operator of a Ford-Lincoln-Mercury dealership in South Carolina.



Over the decades, the 81-year-old Pokoik has worn a lot of hats, in horse racing, auto retail, and New York real estate management and development. He also had a seat on the New York Stock Exchange.

He joined the Tabor Board of Trustees in 1980 and served through 2014. That included a long period in which Pokoik worked closely on behalf of the board with the late Don Wing. Wing managed campus development and maintenance from the early 1970s until shortly before his death in November 2015.

Since 2014, Pokoik has been a trustee emeritus, a separate group of former trustees who advise the Board of Trustees.

“In Latin, emeritus was used to describe soldiers who had completed their duty,” according to the Merriam-Webster dictionary, Today, it’s mostly used in academia, for “someone who is retired from professional life but permitted to keep as an honorary title the rank of the last office they held.”

It’s an apt description.

At Tabor, Pokoik’s name is prominently displayed on Pokoik House, the dormitory he donated, for which ground was broken in 1988. He has donated numerous other additions and improvements singlehanded, from a deeply beloved soft-serve ice cream machine to rowing shells for the Tabor crew.

He was also a major contributor to many other improvements, including the crew program’s indoor rowing tanks, financial support for Tabor participating in the Henley Royal Regatta in England, and for Tabor’s capital campaign throughout the 1990s.

“Everyone on the board of trustees stands on the shoulders of those who came before us,” said **Paul Murphy ’75**, another former trustee and trustee emeritus. “Lee Pokoik has very broad shoulders.” ✦


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IT'S A COLT



ANNUAL REPORT ON PHILANTHROPY

July 1, 2025 - June 30, 2026

Dear Friends,

What a remarkable year it has been for Tabor. Throughout our Sesquicentennial year, our community came together to celebrate 150 years of learning, growth, and shared purpose—a milestone that honored our rich history while inspiring our future.

From the golf tournament at the Kittansett Golf Club to the Sesquicentennial Gala celebration at Boston's SoWa Power Station, alumni, parents, faculty, staff, students, and friends gathered to commemorate this historic anniversary. The year culminated with Spring Fest 150, a celebration that brought together the Tabor community in the spirit of joyful connection.

As we celebrated our past, we were equally inspired by the generosity that continues to shape Tabor's future. During the 2025–2026 fiscal year, donors contributed over $13 million in philanthropic support across every area of school life—including unrestricted funding, financial aid, academics, athletics, the arts, the oceanfront, facility improvements, endowment, and more.

One of the year's most inspiring moments was TaborTime, our annual Day of Giving. In just 24 hours, 1,082 donors came together to raise more than $431,716, surpassing our goal in honor of Tabor's 150th anniversary.

The support of more than 2,048 members of the Tabor community strengthens every aspect of the School. Your generosity enables us to advance Tabor's mission, enrich the student experience, invest in our exceptional faculty and programs, and ensures our long-term stability.

One hundred and fifty years ago, Elizabeth Taber's vision and generosity established a school dedicated to preparing young people to navigate and lead in an ever-changing world. Today, her legacy lives on in every classroom, on every field and stage, aboard every boat, and in every opportunity that challenges and inspires our students to grow.

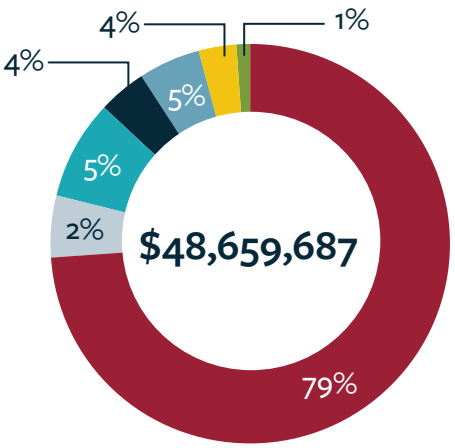
We are deeply grateful for your belief in Tabor and your investment in its future. Together, we honor our past while charting a course for the next 150 years of excellence, opportunity, and impact.

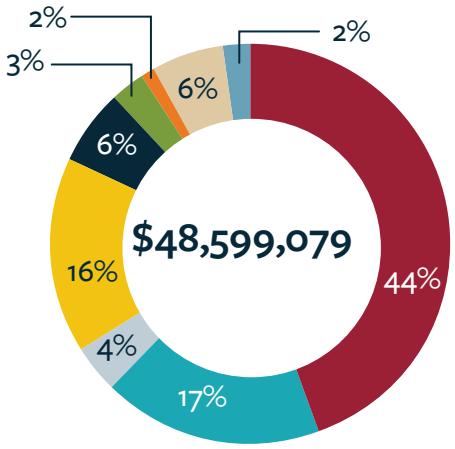
With gratitude,
Stephen Ginter
Director of Advancement



STEPHEN GINTER

Director of Advancement





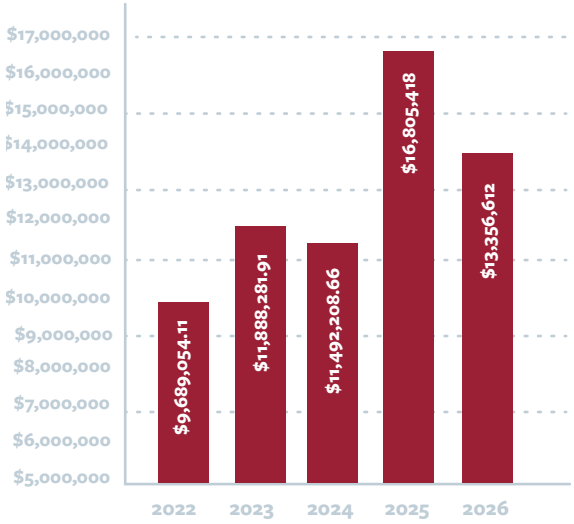
SOURCES OF FUNDS

Tuition and Fees	$37,939,714
Fund for Tabor	$2,642,539
Other Operational Contributions	$1,160,011
Restricted Gifts Released	$2,082,430
Endowment Draw	$2,300,000
Student and Summer Programs	$1,905,829
Auxiliary Enterprises	$629,163
Total Receipts	**$48,659,687**

USES OF FUNDS

Salaries & Benefits	$21,161,917
Financial Aid	$8,072,893
Utilities	$ 1,823,568
Instructional Support	$7,630,686
Administration Expense	$3,004,263
Student Service Expense	$1,626,239
Fundraising Expense	$1,110,746
Athletics	$2,954,563
Other Programs	$1,214,204
Total Disbursements	**$48,599,079**

TOTAL DOLLARS RAISED



Unaudited numbers

Chapel Convocation, September 9, 2026

TABOR

Anchored in Community



EVERY STUDENT ARRIVES AT TABOR WITH POTENTIAL. EVERY STUDENT LEAVES WITH POSSIBILITY. THAT TRANSFORMATION DOESN'T HAPPEN BY CHANCE. IT HAPPENS BECAUSE GENERATIONS OF ALUMNI, PARENTS, FACULTY, AND FRIENDS HAVE INVESTED IN A COMMUNITY THAT SEES MORE IN YOUNG PEOPLE THAN THOSE YOUNG PEOPLE OFTEN SEE IN THEMSELVES. YEARS LATER, MANY OF THOSE SAME STUDENTS BECOME THE DONORS WHO MAKE THAT TRANSFORMATION POSSIBLE FOR SOMEONE ELSE.



Potential Unlocked

Devon Barley '09 | Anchor Society

I give to Tabor because it is my firm belief that the trajectory of my life changed when Tabor taught me not only the importance of what I should do, but more of what I could do and the doors that could be opened as a result. There was this entire trove of unlocked potential that I didn't know existed. Capacity to give more, do more, love more and serve people to my full potential, creating a life lived more enthusiastically.

Tabor nurtured my interests in music and singing. I was able to experience being a top 12 finalist on NBC'S The Voice. I now own a successful small business that was built from nothing and on my own. My self-confidence and desire to improve myself and give to others is a pervasive theme in my life that was instilled in me at Tabor Academy.

I always say: We never know how far-reaching the small thing we think, say, or do today will affect the lives of millions tomorrow. If my continued support can affect just one student in the way that Tabor has affected me, it will be worth it.



The Architecture of Belonging

Alyssa Rueb Bracy '14 | Anchor Society

It was within Tabor's intentional ecosystem that I discovered an immediate sense of home. On the courts and fields, coaches like Will Becker met me with steady guidance that set me up for success. In the classroom, mentors like Dick Muther fundamentally recontextualized how I viewed achievement.

Tabor's ultimate gift was that it never forced me to fit into a single, rigid box. When a severe knee injury sidelined me in my junior year, I stepped onto the sidelines with a camera and poured my energy into the arts, performing with the Chamber Choir and at open mic nights. Photography and music allowed me to cultivate new passions and recognize my value beyond the scoreboard. I learned that I was multi-faceted—a lesson in identity that only a community of this caliber could foster.

This foundational adaptability guided me through the inevitable pivots of young adulthood. Every milestone has reinforced that same principle I first glimpsed in Marion: Life is anchored by relationships, and our collaborations carry us further than we could ever travel alone.

My philanthropic commitment to Tabor is rooted in the power of consistency. I believe that sustained, loyal support from alumni is what builds a reliable foundation for future generations. I am inspired to give back because I want to play a steady part in fostering the diverse programs that define the School by the Sea. My goal is to ensure that students from all backgrounds have the access and opportunity to explore, create, and learn from the very best Tabor has to offer—allowing them to embrace their multi-faceted talents and discover exactly who they are meant to be.



Friends Became Family

Molly Koch Bechtel '03 | 1876 Founder's Society

Tabor gave me many things, in no particular order: an education, dance moves, pranks, and a deep appreciation for community.

It wasn't just the classes, the waterfront, or the traditions that made Tabor special. It was the people. Teachers became mentors. Friends became family. And for the first time, I felt a profound sense of belonging that is difficult to describe unless you've experienced it yourself.

Tabor showed me that some of life's greatest lessons happen outside the classroom, on playing fields, in Chapel, and during late-night conversations from the top bunk. It also raised the standard for the kind of people I wanted to surround myself with, a barometer I still use to this day.

There's a phrase that says, "water seeks its own level." Literally, water naturally finds balance. Figuratively, people tend to find the places and the people that match who they are and who they aspire to become. Tabor did that for me.

Tabor taught me that asking for help is a strength, that leaning on people who love you is part of living fully, and that the best communities celebrate your successes while helping you weather life's storms. Perhaps it's no coincidence that the School by the Sea gave me exactly that.

I give because Tabor changed my life. Every student deserves the opportunity to find their people, their footing, and seek their own level.



Always and Forever a Seawolf

Catherine Barry '20 | Young Alumni Leadership Society

Tabor had an incredible impact on my life. Getting to be a member of such a special community provided me with lifelong relationships and remarkable memories and experiences. Being able to have the unique and diverse experience afforded by Tabor allowed me to broaden my horizons, challenge myself across academic and athletic disciplines, and learn so much about myself and what I value.

Continuing to support Tabor every year is so important to me because my experience and education at Tabor would not have been possible without generous financial aid from alumni and donors who afforded me my opportunity to attend such a special place. My scholarship made it possible for me to be a Seawolf, and I hope I can continue to be even a small piece of opening a door for young people like me to have the opportunities I was given.

Tabor made me the person I am today, and I often find myself in disbelief looking back that I was able to attend such a one-of-a-kind school and achieve so many of the things I did. I am proud to be a Tabor alum, and I continue to closely follow the success of students, teams, and groups I was a part of during my four years. I hope to continue to support these outstanding students and this community in whatever small way I can for years to come as a show of gratitude of those who paved the way for me. Always and forever a Seawolf.



The Craft of Teaching

Will Becker, David Kendall Pierce Chair in Math & Science | Anchor Society

I came to Tabor in the fall of 1992, with no real idea how to teach, coach, or run a dorm. What I found was a school that took faculty development seriously in a way I've come to appreciate more with every passing year.

I was lucky enough to share the math office with Joan Roller, a master teacher who let me sit in on her classes almost daily and sat with me over my lesson plans, tests, and quizzes. She taught me more about the craft of teaching than I could have learned any other way. I was asked to be the head coach of the girls basketball team, having never coached before. Joan's husband, Rich, a legendary coach in New England at the time, brought me into his practices and spent hours with me in his office and at their dining room table, teaching me how to shape and develop young people, on the court and off. I learned to run a dorm alongside Dick and Cindy Muther, who ran the best dorm on campus and poured themselves into every boy who lived there, building a culture that was genuinely inclusive and welcoming.

I'm encouraged by my Tabor colleagues, including **Nate Meleo '95**, who as C.E.E.O. brings his own Tabor experience and a real appreciation for faculty to the administration. I've seen the same spirit in Matt Voci, Assistant Dean of Academics, who has worked hard to ease the workload and improve efficiency for faculty. I believe we can continue to build our supportive community, and that's a large part of why I keep giving back to this school.



A Family Legacy

Ben Smith '06 & Kelsey Durocher Smith '07 | Endowed Scholarship Donor

Not everyone is fortunate enough to meet their spouse in high school, but we were so lucky that Tabor brought us together. Following Ben's recent 20th reunion, we were reminded how fortunate we were to attend Tabor and were reinvigorated to continue to give back to the school that laid the foundation for so much of our lives.

Ben arrived at Tabor with a passion for sports and was a 12-season varsity letter-winner during our time there. Following Tabor, Ben went on to play lacrosse at Harvard, Johns Hopkins, and for Team Israel in three World Tournaments. Ben has been able to give back to current Tabor athletes through lacrosse, returning to coach pre-season practices. He was elated to watch Tabor win the ISL tournament, cheering on his former advisor, coach, and longtime friend, Coach Patrick.

Ben now has two orthodontic practices and credits his initial inspiration to be a doctor after a project he did in Dr. Crosby's freshman biology course. His experiences with math and science at Tabor galvanized his dedication to chase medicine, and he is very appreciative for the challenges and guidance he received in those areas.

My passion at Tabor was always focused on community. I enjoyed serving as a proctor, a tour guide, and member of the student-alumni council. Even then, I wanted to shout from the rooftops about the friendships I made, the beautiful campus, and, of course, the Beebe Riser.

We are excited to endow the Jonathan A. Smith scholarship, in memory of Ben's older brother, **Jonathan "Bubba" Smith '04**, who was the consummate Seawolf. He showed us what it meant to be a good and contributing member of the community. He took advantage of everything Tabor had to offer, including athletics, student-government, leadership positions, and even being Sammy the Seawolf.

Ben and I continue to give back to Tabor in the hope that students continue to enjoy Tabor and contribute to the community in their own authentic ways, as Ben, Bubba, and I all had the opportunity to. It's a great day to be a Seawolf.



An Extended Family

Geoff Worrell P'01, '03, '10 |
28 Years of Consecutive Giving

We were excited for Lindsay to join the Tabor class of 2001 as a sophomore. Right behind her was Geoffrey, who joined two years later, in the Class of 2003. Ashley followed a few years later, joining in the Class of 2010. All three children were day students.

As parents, we wanted to support the Tabor community as much as possible—going to athletic competitions across New England, being deeply involved with the Parents' Committee, and offering support wherever we could. Tabor became an extended family, and we had the opportunity to meet and befriend several parents—many of whom are friends decades later. I joined the Board of Trustees, first as an ex-officio member representing the Parents' Committee, then as a full Board member, serving for 22 years.

Many times, it is difficult to measure the impact of an affiliation with an institution like Tabor. Not only was it our children's school, but Tabor has been a source of great support, caring, nurturing, and mentorship for thousands of students and their families.

We often look back and gauge the impact on our children—the information processing skills, the oral and written communication skills, the knowledge that Tabor was able to assess, develop, and maximize their educational performance—while inspiring a love of learning. This approach to adolescence keeps us both engaged and pleased to support this great institution.

Class Giving Milestones

Class of 2001: 25th Reunion

The Class of 2001 launched the Class of 2001 Memorial Scholarship this fall in honor of their 25th Reunion. This foundational year, the scholarship memorializes classmates **Kathryn (Egan) Colbert '01, Katherine (Reeve) Graham '01,** and **Katherine Paez '01**. The class goal is to fully endow this scholarship at $100,000 before their 30th reunion to provide financial aid support to incoming students.



"A consistent theme that came up throughout our 25th Reunion weekend was how Tabor gave us a shared experience that became a lasting bond among our class. We felt that Tabor prepared us so well for college and for life, preparation we doubt we would have had without that experience. We were drawn to support the endowment fund because we hope it gives future students the same opportunity, to have a Tabor experience that shapes their lives in a positive way during these formative years."

Aaron and Courtney Polhemus '01

Class of 2026 Senior Gift

Each year, the families of the graduating class come together to make a special gift in honor of their time at Tabor. This meaningful tradition allows each class to leave a lasting legacy for future generations of Seawolves. The class of 2026 has chosen to establish the Class of 2026 Scholarship Fund, creating an enduring source of support that will open doors for future students and strengthen the Tabor community for years to come.



"Looking back on our family's time at Tabor Academy, we are incredibly grateful for the transformative journey our daughter has had. We want to ensure that future Seawolves have access to the same unrivaled coaching, faculty mentorship, and unique opportunities that defined our daughter's experience. By investing in this scholarship fund, we celebrate the incredible Class of 2026 and help pass the Tabor legacy on to the next generation."

Allison and Michael Segalini P'26, '30

ENDOWMENT FUNDS - JUNE 30, 2026

ENDOWMENT FOR SCHOLARSHIP

William C. Alden Scholarship Fund
Alumni Scholarship Fund
Arms Family Scholarship Fund
Barker Family Scholarship Fund
Theodore H. Barth Foundation Scholarship Fund
Thomas Bishop Scholarship Fund
Gwendolyn S. Bleakley Family Scholarship Fund
Braitmayer Scholarship Fund
James, Margaret, and Chris '72 Brennan Scholarship Fund
Theodore H. Brodie '47 Scholarship Fund
Tyler Ahern Brown '02 Memorial Fund
Browning Family Scholarship Fund
Kathryn Mary Bullard Scholarship Fund
Ernest C. Clark, III '63 Scholarship Fund
Class of '37 Scholarship Fund
Class of '38 Scholarship Fund
Class of '45 & '46 Scholarship Fund
Class of '52 Scholarship Fund
Classes of 1926, 1927 & 1928 Scholarship Fund
Rosemary Dalzell Coler Scholarship Fund
Roger and Parker Converse Scholarship Fund
Charles Coolidge Scholarship Fund
Warner B. Cornwall '39 Scholarship Fund
George M. Crawford '57 Memorial Scholarship Fund
Current Parents' Scholarship Fund
James and Katrina Saltonstall Currier '87 Scholarship Fund
Fred Harris Daniels Foundation Scholarship Fund
Harry J. Decas '82 Memorial Scholarship Fund
Edward G. Detmer Scholarship Fund
DiVosta Scholarship Fund
Doubleday Scholarship Fund
Dows Scholarship Fund
G. Richard Duffy '56 Memorial Scholarship Fund
Peter G. DuPuy '66 Scholarship Fund
Robert W. Fawcett Memorial Scholarship Fund
Edward E. Ford Foundation Scholarship Fund
Lincoln E. Ford '56 Scholarship Fund
Fowler Family Scholarship
Tucker A. Francis '16 Scholarship Fund
Albert Fried Scholarship Fund
George E. Glaeser Endowed Memorial Scholarship Fund
Goll Family Scholarship Fund
Alan S. Golub '53 Scholarship Fund
James D. Gowing Scholarship Fund
H. Theodore Gregory Scholarship Fund
Barbara W. and George H. Hart Jr. '38 Scholarship Fund
Charles Hayden Foundation Scholarship Fund
Andrew David Heitman Scholarship Fund
Hiller/Clark Scholarship Fund
Horan Memorial Scholarship Fund
Henry Hornblower Scholarship Fund
Matthew W. Houlihan '99 Scholarship Fund
John H. Hughes Scholarship Fund
Lt. Col. William A. Illingworth III, MD '65 Scholarship Fund
Turner Taber Jenkins Memorial Scholarship Fund
Keith Family Scholarship Fund
Robert D. Kiernan Scholarship Fund
William W. Knight III '52 Scholarship Fund
Lucien Lavoie Memorial Scholarship Fund
John D. Lawrence Scholarship Fund
Bruce H. Lee '83 Memorial Scholarship Fund
Lyndon Paul Lorusso '73 Scholarship Fund
Jules Luchini Scholarship Fund
John Noel Macy '75 Memorial Scholarship Fund
John C. Makepeace Memorial Scholarship Fund
Paul L. "Buzz" Masaschi '55 Scholarship Fund
Kari McCarthy Memorial Scholarship Fund
Memorial Scholarship Fund
Miller Family Scholarship Fund
Mitton Scholarship Fund
Paul J. Murphy '75 and Gia M. Partain Family Scholarship Fund
Ronald E. Oliveira '55 Scholarship Fund
Charles A. Pappas Endowed Scholarship Fund
Wayne N. Peterson '55 Scholarship Fund
Carl & Lily Pforzheimer Foundation Scholarship Fund
Helen A. and Robert D. Reinhardt '28 Scholarship
Rich and Joan Roller Scholarship Fund
Julie Salit Scholarship Fund
Nicholas Sarris '49 and Shirley Sarris Scholarship Fund
Schaefer Scholarship Fund
Lt. Col. William Sean Schumaker '80 Scholarship Fund
Hugh W. Schwarz '36 Scholarship Fund
Robert and Frank Scully '44 Endowed Scholarship Fund
Sedgeman Family Scholarship Fund
Skillman Family Scholarship Fund
Jack Boyd Smith Jr. '76 Endowed Scholarship Fund
Jonathan A. Smith '04 Memorial Scholarship Fund
The L. Middlebrook Smith '34 Scholarship Fund
Stephen P. '68 & Gary K. '76 Sprague Scholarship Fund
Stevens Foundation Scholarship Fund
Robert Gregg Stone Scholarship Fund
Robert V. Sweeney Scholarship Fund
Elizabeth Taber Scholarship Fund
James B. Tedesco '79 Memorial Scholarship Fund
Atlabachew Tedla Scholarship Fund
Tiedemann Family Scholarship Fund
Tarik Toukan '98 Memorial Scholarship Fund
Mary & Edmund Tripp Scholarship Fund
Wallace Foundation Scholarship Fund
F. Timothy Walsh Scholarship Fund
Watts-Meinkoth Family Scholarship
Webster Scholarship Fund
James W. Wickenden Scholarship Fund
Williams Scholarship Fund
Louis S. Wolfe '68 Family Scholarship Fund

ENDOWMENT FOR FACULTY AND INSTRUCTION

Anonymous (1)
Lawrence O. Bidstrup Faculty Summer Sabbatical Fund
Birdsall Faculty Fund
Braitmayer Faculty Enrichment Fund
Rudolph Weyerhaeuser Driscoll Chair in History
Winifred P. & Robert E. Eichler Jr. '32 Fund
Faculty Summer Sabbatical Fund
Edward E. Ford Foundation Faculty Benefit Fund
Dr. Lincoln E. Ford '56 Fund for Biological Sciences
Edward E. Ford Foundation for Faculty Study and Development
Marguerite Peet Foster Fund for Marine Science
Frank Faculty Fund for Excellence in Science
James David Gowing Chair in English
Jim Gowing/Ben Phipps Fund
Clayton Edward Keith Fund
William R. Kenan Jr. Faculty Fund
Lyndon Paul Lorusso '73 Faculty Fund
Charles E. Merrill Fund
Mitton Faculty Fund
W. Ralph Muth Fund for Marine Sciences
John F. and Betty A. Parks Chair in Math
David K. Pierce Chair in Math & Science
Lee Pokoik '63 Faculty Fund
Gilbert E. & Dorothy Stokes Endowment Fund for Science
Gilbert E. Stokes Endowment Fund for Science Technology
Marjorie and Stanley Stroud Faculty Summer Sabbatical Fund
Tabor Faculty Fund
Torch Award for Commitment to Professional Growth and Development
Barbara Wickenden Memorial Fund for Faculty Enrichment
Richard S. & Katharine E. Wickenden Fund

GROWING ENDOWMENT

Anonymous (1)
Class of 2026 Scholarship Fund
Class of 1976 Memorial Scholarship Fund
Class of 1986 Memorial Scholarship Fund
Class of 2001 Memorial Scholarship Fund
Louise Kelly Scholarship Fund
Wolfe Student Access Fund

ENDOWMENT FOR THE LIBRARY & THE ARTS

Archives Endowment Fund
Buccaneer Library Fund
Cushner Art Fund
William C. Maxwell Recital Series Fund
Page Music Fund
Parents' Library Fund
Carl and Lily Pforzheimer Foundation Library Fund
Stone Library Fund
Swope Family Library Fund
Joseph Tomlinson Jr. Fellowship in the Arts and Letters
Tomlinson Performing Arts Fund
Nancy Wickenden Library Collection

ENDOWMENT FOR ATHLETICS AND THE WATERFRONT

Aron Family Girls' Crew Fund
F. Turner Blake Jr. '34 Memorial Fund
Brown Crew Fund
Comfort Competitive Sailing Fund
Fleet Replacement Fund
Girl's Crew Fund
Girls' Athletics Fund
George E. Glaeser Tabor Boy Fund
Griffith Fund for the Waterfront
Hobart Ford Memorial Fund
Sturtevant Hobbs '42 Life Sports Scholarship
Integlia Family Lacrosse Fund
Jack's Wheel Fund
Jeffrey H. Lane '83 Memorial Scholarship for Sailing Education
Robert H. Leighton '60 Memorial Tabor Boy Fund
Schaefer Wet Lab Fund
James B. & Elizabeth P. Sprague Competitive Sailing Fund
Squash Team Fund
Sumner J. Waring III '87 Fund For Athletics
Elinor & Thomas C. Weaver Endowed Tabor Boy Fund
Sarah & Louis S. Wolfe '68 Henley Crew Fund

OTHER ENDOWMENT FUNDS

Braitmayer Faculty Enrichment Fund
Laurence F. Brookes '33 Fund
Class of '48 Endowment Fund
Cum Laude Society Fund
William F. G. Dawson '45 Award
Pamela Trussell Duggan Memorial Fund
External Studies Fund
George M. French Summer Sailing Scholarship Fund
Harple Technology Fund
Headmaster's Fund
Jacobsson Family Fund
Lee Pokoik '63 Faculty Fund
David W. Roche '74 Endowed Fund
Travis Roy '95 Fellowship Fund
Shattuck Student Language and Cultural Studies Endowment Fund
Pauline M. and Bradley E. Steele '50 Fund
Catherine C. Weathers Fund
Stanley G. Welsh 1929 Fund
Welsh Family Fund
Wickenden Chapel Fund

ELIZABETH TABER SOCIETY

The Elizabeth Taber Society recognizes the foresight and generosity of alumni, families, and friends who have chosen to provide a legacy for Tabor through their estate plans. Following the inspiring example of our founder, Elizabeth Taber, members are invested in Tabor's future by providing gifts that will support our students and faculty for generations to come.



Anonymous (10)
Isa Abdur-Rahman '05 &
Allison Seedorf
T. Mark Aimone '86 & Megan Aimone
Robert Aisenberg & Kathryn Aisenberg
Ross Anderson '57 & Gail Anderson
Peter Aronson '84
Lisa Arredondo '92
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Penny Booth
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Elizabeth Brainard
Nancy F. Braitmayer '48
Jerald Brown '71 & Sheila Brown
Keith Browning '79 &
Pamela Browning P '06, '10, '11
Mark Burns '75 and Paul Olsen
Jon '87 & Christie Callaghan & Family
David Campbell '71
Tess Cederholm
Charles Clapp III '76
Alicia Clark
Charles Clark '72
Daniel & Deborah Clark
John & Leslie Conway
Jonathan Cottrell '76 &
Rebecca Cottrell
Robert Cowan '65
Robert Cunningham '65 &
Victoria Cunningham
Richard Cushner '49 & Estelle Cushner
Stephen Daniel
William Davison '72 & Jane Davison
John Decas '53
David DeFilippo '84 & Lisa Shapiro
Linda Myers Dennison'88 &
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Martha Donovan
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*Deceased donor

BEACON SOCIETY

The Beacon Society honors alumni, families, and friends whose lifetime giving to Tabor has reached one million dollars or more. Through their extraordinary generosity and leadership, these visionary supporters strengthen Tabor today while shaping the future of our School by the Sea. Their investment in our mission ensures that generations of Seawolves will continue to connect, serve, and lead.

Anonymous (3)
Charles* & Elizabeth Arms*
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Jack Boyd Smith Jr. '76 & Laura Smith P'27, '27
Stephen Sprague '68 & Catherine Capasso
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David Wallace '85 & Patricia Wallace
Stanley Welsh 1929* & Betty Welsh P'67*
Louis Wolfe '68 & Sarah Wolfe

*Deceased donor



1876 Founder's Society

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Dylan Brown & Alexandra Brown
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Katherine Mooney '14
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Mundy Wilson Piper '81 & Winthrop Piper
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Deborah Sargent
Lawrence Schumaker '52
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Katherine Sherbrooke
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Robynn Yip '04 & Jonathan Tam
Haihui Zhao & Xiaojie He

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Rachael Beare
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Christopher Boucher
William Bristol '63 & Terri Bristol
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Russell Browning '81 & Susan Browning
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Donald Hurter '71 & Patty Williams
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The Annual Report on Philanthropy reflects gifts received between July 1, 2025 and June 30, 2026. Every effort has been made to ensure the accuracy of this report. If your name has been inadvertently omitted or listed incorrectly, please accept our sincere apologies and contact the Advancement Office at 508.291.8500.

⚓ Anchor Society
The Anchor Society celebrates Tabor's most loyal donors. Through consistent annual support for two or more consecutive years, members' gifts continue to enrich the student experience year after year.

◊ Platinum Anchor Society
This society recognizes alumni who have given every year since graduation or have been a Tabor supporter for 30 or more consecutive years. Their enduring generosity reflects an extraordinary commitment to advancing the school's mission.

*** Deceased donor**

Alumni

1944
Paul Lipsitt, PhD ⚓

1948
James Marshall ⚓

1949
Richard Cushner, DDS ⚓

1950
Peter Blau ⚓
Robert Cushman ◊
Alexander Davidson Jr.

1951
George Morson
Wainwright Roebling ⚓

1952
Lawrence Schumaker ◊
J. Lincoln Spaulding*

1953
William Edgerton ◊
Alan Golub ◊
August Miller Jr. ⚓
Jon Shakour

1954
Carey Rhoten ⚓
Anthony Tully ⚓

1955
Albert Pierce III ⚓

1956
Dennis Hager ◊
Bradford Howe ⚓
Estate of John Swope* ◊
James Wickenden ⚓
Denys Wortman ◊

1957
Ross Anderson
Harvey Felton ◊
Arthur McLean ⚓
Roy Wedeles ⚓
David Ziskind

1958
Robert Crocker ◊
Rufus Freeman, USNR
Ralph Greene ◊
Frederic Hill ⚓
Bradford Lowe*

1959
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Gordon Carpenter, Esq. ⚓
John Detweiler ⚓
Gray Henry ⚓
Peter Meenan ◊

1960
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Robin Dripps ⚓
David Ferris
Thayer Fuller
Karl Jackson, PhD ◊
Edward Kakas II ⚓
Richard Lawton ⚓
Robert Myers ⚓
William Notman ⚓

1961
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Robert Bruce ⚓
Howard Cantor ⚓
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Robert Gugler ⚓
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Edmund Piehler Jr. ◊
William Savage ◊
Richard Sears Jr. ◊
Howard Shrut ◊
Russell Sullivan ◊
D. Warren Vose Jr. ◊
Harold Weintraub, MD ⚓

1962
Fordyce Blake III ◊
Andrew Bram ⚓
Stephen Brown ⚓
Paul Fireman ⚓
J. Bruce Hamilton ⚓
John Hills ⚓
David Kelley II
Wayne Long ◊
David Mason ⚓
Theodore Prescott ⚓
Donna Sawyer ⚓
Edward Terrill*
Robert White Jr. ⚓
William Young ⚓

1963
Douglas Beach ⚓
E. Russell Boardman
William Bristol ⚓
Thomas Burke ⚓
William Burnham
Gordon Goodwin

James Katz ⚓
John Lovell ◊
Donald Merry ◊
Daniel Moore
Thomas Morgan ⚓
Lee Pokoik ◊
David Tura

1964
John Correa ⚓
Richard Fowler Jr. ◊
Christopher Hayes ⚓
John Horton ⚓
Robert Kidder ⚓
Kim MacConnel ⚓
Jonathan Markley, PhD ⚓
David McNeilly ⚓
Peter Nourjian ⚓
William Sanders
William Schuler
Jay Ziskind, Esq. ⚓

1965
John Beveridge, CISA CISM CFE CGF ⚓
Jonathan Blake ◊
Robert Cowan ⚓
Robert Cunningham ⚓
Winder Heller ◊
Richard Jarbeau ◊
Terry Ladd ⚓
Paul Medeiros
John Read ⚓
Rodney Reames
John Robinson ◊
Phillips Smith ⚓
John Taber ◊
Harry Trautmann III
Ronald Wilbur ◊
Jay Winburn, DMD ⚓
Peter Zacchilli ⚓

1966
David Clayman ⚓
Steven Crowley ⚓
Peter Fauver ⚓
Gar Ferguson ⚓
Mark Glovsky ⚓
Richard Gumpert ⚓
Wayne Harrington ◊
Christopher Makepeace ◊
Brian Mullen ⚓
Ronald Mycock ⚓
James Parker ⚓
Joseph Pyne ⚓
Bert Rappaport ⚓
Frederick Skeels
Kristian Stoltenberg ⚓
Jeffrey Sturgess ◊

1967
Benjamin Barker⚓
Timothy Dyer, RIA
David Hitchcock ⚓
Paul Johnson ⚓
Ronald Katz ⚓
Richard Mazzuto ⚓
Taylor Mills ⚓
Robert Ripley ⚓
Estate of Peter Tenney

1968
Dwight Blake ◊
Robert Burwell ⚓
Edward Choate ⚓
Royal Davis ⚓
Thomas Eberman ⚓
William Fisher Jr. ⚓
Richard Gascoigne ◊
Peter Lacy ⚓
Ryck Lent ⚓
William Lowell III
William Pettit III ⚓
Stephen Sprague ⚓
Robert Surdam Jr. ◊
Wade Treadway ⚓
E. Clinton Wadsworth
G. Wiley Wakeman ⚓
Louis Wolfe ◊

1969
Robert Babson ⚓
Courtland Booth ⚓
LeBaron Briggs IV ⚓
Jeffrey Buckley ⚓
Christopher Cunningham ⚓
Edmund Frank ⚓
John Hamilton ⚓
William Lane Jr. ⚓
Jeffrey Lee ⚓
John Levine ◊
Peter Long Sr. ⚓
Jay Morehouse
Samuel Palestine ⚓
Henry Roberts ⚓
William Simonds ⚓
Peter Sloan Jr. ⚓
Christopher Snow, Esq. ⚓
Geoffrey Stewart ◊
Stanley White ⚓

1970
David Barrett ◊
J. Scott Bermingham
James Brennan Jr. ◊
John Carrick ⚓
Freddy Cicerchia ⚓
Richard Cowen ⚓
Steven Fleming
J. Hunt Herrigel Jr. ◊
Henry Keene Jr. ◊
Robert Malm ⚓
Stephen McIntosh ⚓
Christopher Mead, Esq. ◊
John Rice ⚓
John Smithers Jr.

1971
Howard Bozenhard
Jerald Brown, PhD ◊
Christopher Bryant ⚓
Richard Byrem
Donald Cameron III ⚓
David Campbell ⚓
Richard Dauchy
John Flower ⚓
Alain Gowing ⚓
Donald Hurter ⚓
Joseph Husted ⚓
William Keene ⚓
Archer Macy Jr. ⚓
Carmine Martignetti ◊
Gary Pandolfi
Raphael Paola, Ltcp
William Phyfe ⚓
Douglas Rich ⚓
Edward Schaefer III ⚓
Dwight Smith ⚓
H. William Sowles
Frank Stewart III
Brett Thacher ⚓
John Thomas II ⚓
Edward White, MD ⚓
Thomas Wilbor III
Charles Woodcock III

1972
David Barker Jr. ⚓
Charles Clark ◊
Steven Cowen ⚓
William Davison ⚓
Paul Durgin ⚓
John Evans
Frederick Floyd ⚓
Robert Glaser Jr.
Stan Godwin Jr. ◊
James Holmes ⚓
Thomas Hunter IV ⚓
Colin MacKenzie ⚓
Gordon Milne ⚓
R. Channing Reis ⚓
David Richardson ◊
Matthew Spicer ⚓
Philip Steiger III
Bradford Tenney ◊
Stephen Washburne ◊
Peter Watts ⚓
Roger Woodman Jr. ◊

1973
Robert Boon ⚓
Richard Edlin ◊
Jeffrey Gadboys ⚓
John Halsted ⚓
John McLaughlin ⚓
Christopher Rogers ◊
John Sprague ⚓
Hilmar Stefansson
David Williams ⚓

1974
Michael Adams, DDS ◊
Jon Barrett ⚓
Scott Bearse ◊
Thomas Crowley ⚓
Louis Edmonds
Henri Gignoux
Robert Heditsian ◊
Geoffrey Lenk ⚓
Joseph Marino ⚓
David Markley
William Phelps
Richard Porteus Jr. ⚓
Estate of David Roche
Phillip Sarris ⚓
Alexander Thomson ⚓
Gregory Thurman ⚓
Mark Tuller ⚓

1975
David Booth ⚓
Mark Burns ⚓
James Conroy ◊
James Henry ⚓
Willard Hunter
William Koehler ⚓
Keiron Lynch II ⚓
Don Mehan Jr.
Paul Murphy, Esq. ⚓
Jonathan Rich ⚓
George Rockwood III ⚓
Thomas Rogerson
Winthrop Sargent ⚓
William Weeks ◊

1976
Eric Bacon ⚓
John Chapman Jr. ⚓
Charles Clapp III ⚓
Jonathan Cottrell ⚓
Stewart Dary ⚓
Brooks Harrington
Richard Hollander ⚓
Eric Kemp
Walter Landergan ⚓
Douglas McCaig ⚓
Thomas Musante Jr.
Robert Pinkston ⚓
Jack Boyd Smith Jr. ⚓
James Stebbins ⚓
Frank Stefansson Jr. ⚓
Edward Stroh
Crey Weston ◊

1977
Christopher Beach ⚓
Philip Cabot ⚓
Timothy Chapin ⚓
Charles Davis ⚓
David Dion ⚓
Barry Federman ◊
Mark Heartfield
Mark Higbie
Thomas Horan, PhD

Hector Jones ⚓
Peter Mello ⚓
Wright Montgomery ⚓
Daniel Pierce Jr. ⚓
Christopher Ripley ⚓
William Rose ⚓
Richard Welch ⚓

1978
George Dee III
Matthew Fee ⚓
John Fish ⚓
Charles Freni Jr. ⚓
Roy Harms Jr. ⚓
David Johns II ⚓
Brian Liistro
James Myers ⚓
Thomas Sarris ⚓
Peter See ⚓

1979
David Allen ⚓
George Anastos ⚓
Adam Briggs ⚓
Keith Browning ◊
Robert Ficca Candler ⚓
William Congdon ⚓
Michael Dunn ⚓
Samuel Fleet ⚓
Mark Griswold* ⚓
John Healy ⚓
Shawn Horan ⚓
Samuel Howell
James Hutton ◊
Charles Ingersoll Jr. ⚓
Jeffrey Jackson ⚓
Grafton Kennedy III ⚓
George Kirk Jr. ⚓
Richard McDermott
Nazrul Miah
Charles Moynagh
Michael O'Neill
Brian Patch ⚓
Dean Purcell ⚓
Michael Ryan ⚓
William Sager ⚓
William Schrader Jr. ⚓
Mark Soderstrom ⚓
Andrew Tappe ⚓
Michael Torruella ⚓
Matthew Twomey ⚓
Augustus Wagner III ⚓
Jonathan West ⚓

1980
Eric Almeida ⚓
Albert Basse III ⚓
Michael Bucar
Stanley Kleger
Greg Ludes
Christopher MacLean ⚓
Michael Peszke Jr. ⚓
Benjamin Taub ⚓
Robert Wilkinson Jr. ⚓

1981
David Barr ⚓
Russell Browning ⚓
David Coogan ⚓
James Dowling ⚓
Kirk Franklin ⚓
David Mooney
Mundy Wilson Piper
Jonathan Pirkey ⚓
Mark Soutter
Randall Souza, Esq. ⚓
Robert Stickles ⚓
Jonathan Stonis ⚓
Timothy White ⚓

1982
Stephen Cluett*
Andrew Coler ⚓
William Creed ◊
Andrew Ivory ⚓
David Melville
Matthew Reynolds ⚓
Eric Romm ⚓
Charles Russell Jr.
William Saltonstall ◊
Joseph Schumaker ⚓
Christopher Scott
Charles West III ⚓
Peter Winters, Esq. ⚓

1983
Stuart Bolton ⚓
Edward Bresnahan Jr. ⚓
Peter Browning ⚓
James Chadwick Jr. ⚓
Daniel Cooney ◊
Rudolph Deetjen III ◊
Russell Fearing ⚓
Timothy Foulk ⚓
Frank Gring Jr.
Byron Gierhart Jr. ⚓
David Kennedy ⚓
James Kineon Jr. ⚓
Frederic Mock ◊
Richard Needham II ⚓
Eric Northern ⚓
Lincoln Purdy ◊
Francis St. Germaine III ⚓
Robert Wallace Jr. ⚓

1984
Jeffrey Akeson ⚓
Peter Aronson ⚓
Ann Baker ⚓
John Barnett ⚓
James Bartlett ⚓
Keith Boegler ⚓
Serge Brosselin ⚓
George Chakmakis Jr. ◊
Stephen Cochran ⚓
Gordon Connor II ⚓
Harold Crain III ⚓
James Crick ⚓
Austin Curwen ⚓
Daniel D'Hedouville, Esq. ⚓
David DeFilippo, EdD ⚓
Susan King Dowd ⚓
Ann Astrachan Eggleston ⚓
Jay Fernald ⚓
Bret Hekking
Matthew Hiles
Lisa Pozzo Iannella ⚓
Karyn Walega Janssen ⚓
Scott Johnson ⚓
David Kellar ⚓
Jonathan Klaren ⚓
Alex Loer ⚓
Michael Lorusso ⚓
Stephanie Cockrell Lyon ⚓
Angus Macaulay ⚓
Andrew McCain ⚓
Andrew McIntire ⚓
Jennifer Noering McIntire ⚓
Erica Paquin Meyers ⚓
Heike Milhench ⚓
Thomas Mottur ◊
Catherine Schaefer Nellis ⚓
R. Gregg Nourjian ⚓
Elisha Nyman ⚓
John Ohrn Jr. ⚓
Anthony Pace ⚓
Adam Packard ⚓
Ian Patrick ⚓
Eleanor Pierce
Alexander Raslavicus
J. Derek Reid ⚓
Jane Sumner Richardson ⚓
Nathaniel Saltonstall ⚓
Patrick Sherbrooke ◊
Jacqueline Shire ⚓
Eric Strand ◊
Douglas Swartz ⚓
Sergio Velasco
Bruce Williams ⚓

1985
Samuel Adams ⚓
James Ball ⚓
George Benway III
Spencer Blasdale ◊
Joseph Bozoyan, CFA
Owen Croughwell
Richard DellaRusso ⚓
William Dickey ⚓
Gregory Drake Jr. ⚓
Edward Fiorentino ⚓
Brian Freyermuth ⚓
Steven Galavotti ⚓
Kimberly Garey ⚓
Thomas Kirk ⚓
Lawrence Klaff
Joanne Lydon
Michael Porrazzo ⚓
Matthew Schiff ⚓
Kevin St. Germaine ⚓
Paul Stahl ⚓
Mark Torrisi ⚓
Peter Tortorella
David Wallace ⚓

1986
T. Mark Aimone ⚓
Sean Backus ◊
Kenneth Berlack ⚓
Jason Burrell ⚓
Julie Perkins Cordonnier ⚓
Henry Evans
Patrice Bauer Fallon ⚓
Christopher Hall
Laura Wilson Pino Kimball
Douglas Leighton ⚓
John Ludes Jr.
Susan Thomas Macleod ⚓
M. Ansley Martin Jr. ⚓
Cindy Carr Mock ◊
Christopher Morse ⚓
Kristen Ryan Mozayeni ◊
Bruce Myers ⚓
Deirdre Nickerson ⚓
Brendan O'Neil ⚓
Jennifer Sherbrooke Palmer ◊
Mark Parsons
Elizabeth Loer Perkins ⚓
Elizabeth Rogers Rathborne ⚓
Christopher Reardon
Jamie Rotman ⚓
Kristin Smith, MD ⚓
Tim Sperry ⚓
Shawn Stilphen ⚓
Roy Strand ⚓
Andrew Thompson ⚓
Stuart Titus ⚓
Ronald Willett
Ralph Williams II ⚓
Daniel Zinsmeyer ⚓

1987
Camille Fairbanks Babanikas, RN ⚓
Bridget Dugan Baratta ⚓
Gregory Barnes ⚓
Jonathan Callaghan ⚓
Jessica Nixon Cashman ⚓
Katrina Saltonstall Currier ◊
Joshua Darwin ⚓
Steven Davidow
Elizabeth Welsh Eyler ◊
Jefferson Guthrie ⚓
Lee Jones II ◊
Sarah McLean Loomis
Lora Lowe, CRM CIC CISR CPIW ⚓
Love Froes Macione ⚓
Katherine Howard Marvel ◊
David Mears ⚓
Todd Needham ⚓
Michael Norek ⚓
Erin Osborne O'Connell
Harry Ostrander ⚓
David Pepin ⚓
Laura Lorusso Peterson ⚓
Kerrin Talty Pratt ⚓
Jonathan Robie ⚓
Julie Asselta Savage ◊
Heather Rosbe Vrattos ◊

1988
Ian Anderson
Craig Appleman ⚓
James Boswell ⚓
John Buckley, USCG ⚓
Kerry Galligan Caldwell ⚓
Jennifer Heimlich Conaty ⚓
Douglass Coupe ⚓
Linda Myers Dennison, CPA ◊
Weems Estelle Jr.
James Feeney ⚓
Kevin Foster ◊
Elise Schickel Goddard ⚓
Nannette Orr Gustafson ⚓
Matthew Hicks ⚓
Diana Cochran Knightly
Gregory Lubar ⚓
Joshua Macomber, MD ⚓
Dalton Menhall II ⚓
Russell Montgomerie ⚓
Cyril O'Neil III ⚓
Nathaniel Paige ⚓
Nicholas Penfield ⚓
Elke Milhench Pierre
Amelia Richards ◊
Christine Kenney Silvia
John Swope ⚓
Diana Walcott ◊
Lilly Windle ⚓

1989
Douglas Barnes MD ⚓
Sarah Voss Cappelli ⚓
Colleen Coyne ⚓
Richard DaSilva Jr. ⚓
G. Eric Davis ⚓
Alison MacGregor Durant ⚓
Susan Karp
Shannon Reddy Kerr ⚓
Jonathan Leaf ⚓
Elizabeth McDermott ⚓
Christopher McGuire ⚓
Kelly Niehoff ⚓
John Riggs ⚓
Denise Shanahan ⚓
Andrew Strawbridge ⚓
Jennifer Schneider Ziskin ⚓

1990
Jill Haas Brandt ⚓
William Clarke Jr. ⚓
Kristin Emory ⚓
Alison Mace Falk ⚓
Scott Falk ⚓
Daniel Fireman ⚓
John Goll Jr. ⚓
David Howard ⚓
Jeffrey Laliberte
Sarah Lambert ◊
Laurelle Christian O'Neil ⚓
Lee Mumford Peterson ⚓
Noah Robertson
Timothy Roller ⚓
Daniel Shugrue ⚓
Robert Sumner ⚓
Jennifer Tichon ⚓
Cedar McClure Valentine ⚓
John Villela ⚓

1991
Rebecca Holmes Adler ⚓
Shane Borman ⚓
Sara Mycock Cederholm ⚓
Noel Duarte ⚓
Jennifer Eames
Neil Feeley Jr. ⚓
Erin Burke Gaudreau ⚓
Cain Goettelman ⚓
BJ Hall III
Jonathan Hallam ⚓
Barry Lawton
Kevin Leddy ⚓
Jonathan Loer ◊
Samuel Lorusso
Rebecca Merriam ◊
Saran Mignott ⚓
Craig Lee Robinson ⚓
Christopher Scott ⚓
Augustin Simeon
Aaron Webb ⚓

1992
Anonymous
Bertram Balch ⚓
Anne Camins ⚓
Scott Carson ⚓
Christopher Chandler ⚓
Eleanor Crow
Jared Dermont ⚓
Abigail Smith Derrig ⚓
Timothy Herlihy ⚓
Geoffrey Jarbeau, DVM ⚓
William Lovett
Katherine Boniface Maurizi ⚓
Eric Mino
Gerald Morrissey III ⚓
Lindsay Conway Murphy ◊
Aaron O'Neil ⚓
Frank Sousa III ⚓
Sarah Taylor

1993
Robert Almy
Emily Soden Auerswald ⚓
Ellison Beech Bakelaar ⚓
Christopher Benzak ⚓
Timothy Brady ⚓
John Buckley Jr. ⚓
Michael Callahan ⚓
Katherine Schaefer Cooney ◊
Trey Coscia ⚓
Vincent Davis ⚓
Alexander Gleason, PhD ⚓
Ogden Hammond ⚓
Christel Bivens Kanda ⚓
Inger Strand Kenworthy ⚓
Adrienne Li
Terry Miller Jr.
Kurt Mogilnicki ⚓
Aaron Norton ⚓
Prapol Phornprapha ⚓
William Robertson V ⚓
Colin Sullivan ⚓
Sarah Titus
Heather Fournier Truscinski

1994
Grace Culley Adamson ⚓
Elizabeth Bodkin ⚓
Daina Bray ⚓
Jennifer Jackson Breitling ⚓
Ethan Bungert
Andrew Buttner ◊
David Glynn ⚓
Carl Hall ⚓
Chandler Hall ⚓
Andrew Herlihy ⚓
Emilie Schnitman Liebhoff ◊
William Rice Jr. ◊
Darah Smoot-Harper
Elizabeth Keohane Stott ⚓
James Tosi ⚓

1995
Amy Minella Ambrecht ⚓
Courtney Buttner Bridge ⚓
Katherine Clark
Ian Conway ⚓
Terrence Costello ⚓
Todd DeBlois ⚓
Crystal Carlton Flynn ⚓
Nicole DeBlois Greene ⚓
Michael Hogan ⚓
Douglas (Jeff) Hsu
Alexander Kohn ⚓
Deane Konowicz ◊
Lawrence Kook ⚓
Erik Larsen ⚓
Seychelle Leonard ⚓
Ariane Lombardi-Willey ⚓
Brooke Ollinger Lovett ⚓
Thomas McNeil ⚓
Nathan Meleo ⚓
James Melville III ⚓
Joshua Rodriques Mulvey ⚓
Amanda Lackey Murray ◊
Richard Orne
Jay Peabody, Esq. ⚓
Jensen Remes ⚓
Emily Roller ⚓
Jason Ruel ⚓
Maija Langeland Scarpaci ⚓
Laurel Simonini Schnitman ⚓
Alexandra Holmes Scott ⚓
Stephen Svajian ⚓
Clare Trautvetter ⚓
Ryan Vincenzo ⚓
Michael Wahl ⚓
Christopher Weeks ◊

1996
Thomas Baird ⚓
Kelley Boutin Boucher ⚓
Alison Brewer ⚓
Eric Bryce
Kara Burbank ⚓
Ryan Burrell
Job Cardoza
Nathaniel Cram
Beth Duschatko
Jesse Flynn ⚓
Jennifer Stroud Gillard
James Kroll ⚓
Elizabeth Leary
Marlon McRae
Fabienne Nicaisse
Matthew Perrin ⚓
Matthew Phelan ⚓
Nicoleen Prince-Burrell
Lucien Smith ⚓
Taylor Barrett Valliant
Megan Edwards Yelton ⚓

1997
Anonymous
Emilie Douglas Ball ⚓
John Beaumont ⚓
Alan Bern ⚓
Mary-Alice Barron Betlyon ⚓
Seth Burr ⚓
Anny Candelario ⚓
Emily Oppenheim Dowal ⚓
Andrew Gilmartin ⚓
Lindsey Burke Higgins ◊
Matthew Holmes ⚓
Margot Feeney Kalkanis ⚓
Alex Larsen ⚓
Conan Leary ⚓
Thomas Leatherbee ⚓
Colin Lynch ⚓
Michael Martiniello
Kelly Jensen Meleo ⚓
Brian Montgomery ⚓
Carlen Singmaster ⚓
Elizabeth Tuckel ⚓

1998
Marshall Birkins ⚓
Marci Epstein Brigman ⚓
Stephen Butters ⚓
Andrew Campbell
Amy Clark Canty ⚓
Andrew Dratch
Shannon Tyler Fortin ⚓
Tan Gao ⚓
Cristin Sager Gillespie ⚓
Leon Hayward ⚓
Anna MacIntosh ⚓
Sean Patch
Elizabeth Drake Perkins ⚓
Nicholas Stephens ⚓
Theodore Trafton ⚓
Dave Trovato Wright ⚓
Stacy Turner ⚓
Caroline Watson-Felt ⚓

⚓ Anchor Society ◊ Platinum Anchor Society * Deceased donor

1999
James Conway ⚓
Sean Donahue, USA, Ret. ⚓
Karlene Lovett Dratch
Brian Fortier ⚓
Derrick Frazier ⚓
Mark Hutson ⚓
Matthew Joblon
David Keeffe ⚓
Tracy Nichols ⚓
Joshua Piekarski ⚓
Joseph Sciuto ⚓
Joseph Shaw ⚓
Philip Silvia III ⚓

2000
Clement Benenson ⚓
Colby Chevalier ◊
Anthony Dundas-Lucca ⚓
Thomas Flanagan III
Leah Latham ◊
Elizabeth Grosart Little ⚓
D. Jesse MacDougall ⚓
Wesleigh Langeland McMahon ⚓
Cyrus Moulton ⚓
Emil Peinert ⚓
Mark Ribeiro ⚓
Kyle Schweinshaut ⚓
Stephen Soden ⚓
Blake Zahn ⚓

2001
Meredith Langille Braverman
Cailin Hughes Broere
Kristen Cady-Sawyer Poulin
James Dormon
Amanda Grusz Phelan ⚓
Julia Hale Printz
Raymond Hill
Caroline Leary
Edward Mackel
Kristen Miller Mahoney ⚓
Caitlin McCormick Murray ⚓
Cameron Nugent ⚓
Stephen O'Brien ⚓
John Phelan ⚓
Aaron Polhemus
Courtney Birkins Polhemus
Eric Pontiff ⚓
Devon Kensington Rannazzisi ⚓
Eric Shabshelowitz ⚓
William Shattuck
Jared Silva
Daniel Skoglund ⚓
Heather McRae Tabisola ⚓
Yvonne Underwood
Alan Zwicker ⚓

2002
Tucker Burr ⚓
Jameson DuPont Collingham ⚓
Robert Cowen ⚓
Bryan Crabtree ⚓
Eliza Moulton Crimmings ⚓
Suzanne Elio ⚓
Greer Gehler ⚓
Jonathan Gistis
Andrew Joblon ⚓
Brie Chevalier Kalivas ⚓
Jessica Keeley Keough ⚓
Alexander Kirkland
Matthew McCarthy
Margaret McSweeny ⚓
Colby McVey
Ryan Michney ⚓
Guillermo Moronta ⚓
D. Marvin Pierre ⚓
Edward Poirier
Katherine Sherman Roth ⚓
Daniel Ryan ⚓
Jaquelyn Scharnick ⚓
Jeffrey Vickers Jr.
Augusta Nadler Williams ⚓
Matthew Windhol ⚓

2003
Samuel Assad ◊
Kristina Baugh
Molly Koch Bechtel ⚓
Lulit Anteneh-Tamiru Finnegan ⚓
Charlotte Bryan-Brown Glawe ⚓
Alexandra Gray ⚓
Cory Heselton ⚓
Heather Deblois Huszar ⚓
Tamar Kingan
Pan Chuen Ko ⚓
Alex Lanstein ⚓
Robert Latham
Jeanette Lofsky ⚓
Alice Mattison ⚓
Louise Hill Morrissey ⚓
Sarah Palestine ⚓
Ford Reiche
Ngai Suet ⚓
Melissa Epstein Weller ⚓

2004
Alissa Assad ⚓
Andrea Bildman
John Burns ⚓
Sarah Feldman Burns ⚓
Joseph Buteau ⚓
Kevin Elliot ⚓
Ryan England ⚓
Dean Fougere ⚓
Elizabeth Lucas Higgins ⚓
Philip Kazlauskas ⚓
Caroline Keene ⚓
Brian Kolb ⚓
Sarah Lang ⚓
Christopher Merrick
Sarah Bender Merrick
William O'Toole ⚓
Ainsley Onstott ⚓
Bonnie Duncan Punsky ⚓
Benjamin Sampson ⚓
Emily Schnure ⚓
Emma Smith ⚓
Jacob Soares ⚓
Keenan Thomson ⚓
Nicholas Uva ⚓
Nathaniel Walton ⚓
Sharon Yang ⚓
Robynn Yip ⚓

2005
Isa Abdur-Rahman ⚓
Zachary Alton ⚓
Emily Carson Atwood ◊
Andrew Barker
Meghan Barrett Welch ⚓
James Birkins ⚓
Elizabeth Blank ⚓
Wesley Cain ⚓
Emily Chandler ◊
David Cleveland ⚓
Siobhan Murphy Cleveland ⚓
Ellen Collins ⚓
Matthew Duggan ⚓
Curtis Edenfield ⚓
Stacey Corwin Elliot ⚓
Nicholas Fink ⚓
Christian Garris ⚓
Christopher Latham ⚓
Alexandra Decas Levy ⚓
Kristofer Mansur ⚓
Allen Piekara ⚓
Christopher Potts ⚓
Elizabeth Carroll Smith ⚓
Mary Frances Griffith Szoradi ⚓
Martica Wakeman ⚓

2006
Anonymous (2)
Katherine Verrochi Adams ⚓
Sarah Hallberg Andrias ⚓
Elizabeth Barba ⚓
Carolina Cesar-Levesque ⚓
Taylor Cambal Ciancio
Jenna Barnes Compton ⚓
Theodore Dimond
Perry Dripps
Elizabeth Eaton ⚓
Whitney Greene ⚓
Eliott Grover ⚓
Meghan Shine Grover ⚓
Courtney Kensington
Charles King ⚓
Leigh King ⚓
Jesse Kirkland
Brian Koehler ⚓
Ka Lam Kung
Kathryn Metscher Lally ⚓
Phoebe Cabot Macclaren ⚓
Jonathan McCarthy
Matthew McLaughlin
Wendy Nobrega McSheffrey ⚓
William Moger ⚓
Carly Nelthropp ⚓
Keif Orsini ⚓
Daniel Palmer ⚓
Sarah Madison Pennington ⚓
Jamie Prudden ⚓
Nina Prudden ⚓
Victoria Forman Prudden ⚓
Kevin Regan
Andrew Roque ⚓
Michael Signorella
Benjamin Smith ⚓
Preston Bertles Stamm ⚓
Douglas Surgenor ⚓
Valerie Valant

2007
Ryan Carroll
Elizabeth Confalone ⚓
Bryan Eger ⚓
Sarah Ellins ⚓
Marissa Gentile ⚓
Lauren Grew Murphy ⚓
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Iris Reed ⚓
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Wilder Hastings ⚓
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Colby Morgan ◊
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Winthrop Sargent Jr.
Malcolm See
Andrew Silva ⚓
Madison Noyce Smith
Sara Stone ⚓
Caroline Tocci
Selbie Jason Wilson ◊

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Scott Barnhill ◊
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Eliza Kennedy ⚓
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Abigail McBride Bechard ◊
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Timothy Coffey ⚓
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Shea Doonan ⚓
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Krista Manzanares ◊
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Connor Murphy ⚓
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Riley Calhoun ⚓
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Brenden Geary
Henry Gleason ⚓
Keyan Golestaneh
Anne McBride Halloran ◊
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Sean Lowder ◊
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Dutton Smith-Wellman ⚓
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From outreach to programming to class giving, your active involvement in Reunion Weekend makes the occasion even more memorable. If you'd like to become a reunion class volunteer, sign up by scanning the QR code.

Let the countdown to fun begin!

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