



**1939 YEARBOOK  
OF THE BUFFALO YACHT CLUB**

Containing Constitution & By-Laws,  
Rules, Racing Results  
and History

Scanned to Commemorate the 150th Anniversary  
of the Buffalo Yacht Club





BUFFALO YACHT CLUB—FOOT OF PORTER AVE., BUFFALO, N. Y.

Photo by Hare

# CONSTITUTION *and* BY-LAWS

AS ADOPTED NOVEMBER 13, 1939

*House Rules, Rules of Etiquette, Uniforms and  
Designation of Rank, Roster of Membership,  
Race Results 1939, and a Digest of the  
History of the Buffalo Yacht Club.*



1939

*Club House and Anchorage*  
Foot of Porter Avenue, Buffalo, N. Y.

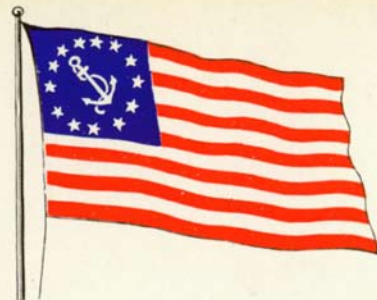
*Point Abino Station and Anchorage*  
East Side of Point Abino, Welland County, Ontario

EDITED BY

HOWARD F. STIMM

MARTIN H. BUECKING

LIONEL V. O. SMITH



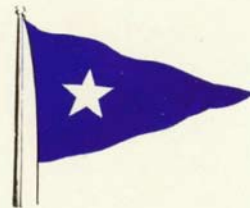
U. S. YACHT ENSIGN



COMMODORE



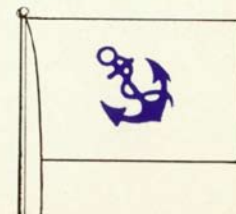
VICE COMMODORE



CLUB BURGEE



REAR COMMODORE



FLEET CAPTAIN

# OFFICERS AND STANDING COMMITTEES

1939

## *Commodore*

KARR PARKER

*Vice-Commodore* . . . . CHARLES L. OBERSHEIMER

*Rear-Commodore* . . . . ED. E. TUNMORE

*Fleet Captain* . . . . A. C. SMITH

*Secretary* . . . . FRANK J. DORAN

*Treasurer* . . . . HOWARD F. STIMM

## *Directors*

MARTIN H. BUECKING      JOSEPH D. CAULEY

W. P. WERHEIM

*and the Officers*

## *Measurer*

J. W. LENZ, JR.

## *Snipe Captain*

FRED C. OBERSHEIMER

## COMMITTEES

### *House Committee*

CHARLES L. OBERSHEIMER, *Chairman*

ED. C. BOEHM

LUKE U. MILWARD

CHARLES W. GUERNSEY

FRED J. RAPS

### *Regatta Committee*

ED. E. TUNMORE, *Chairman*

JOHN E. COPELAND

E. EARLE ROOT

H. S. NIELSEN

W. C. SPRUANCE



*Entertainment Committee*

J. D. CAULEY, *Chairman*

M. E. BELINSON

GEORGE GESEGNET

E. G. KINKEL

HENRY MADAY

*Membership Committee*

E. EARLE ROOT, *Chairman*

E. G. KINKEL

MARSHALL S. KENNEDY, JR.

CHARLES W. GUERNSEY

*Special Committee for Revision of the Constitution*

MARTIN H. BUECKING, *Chairman*

W. P. WERHEIM

ALBERT STOVER, JR.

*Publicity and Binnacle*

HOWARD F. STIMM, *Chairman*

MARSHALL S. KENNEDY, SR.

C. ROBERT DEVERALL

LIONEL V. O. SMITH

CLUB HOUSE

FOOT OF PORTER AVENUE

BUFFALO, N. Y.

Steward: Harold Beck

Ass't Steward: Thomas Shuttle

# OFFICERS AND DIRECTORS 1939



KARR PARKER  
*Commodore*



CHARLES OBERSHEIMER  
*Vice Commodore*



A. C. SMITH  
*Fleet Captain*



ED. E. TUNMORE  
*Rear Commodore*



MARTIN H. BUECKING  
*Past Vice Commodore*



WALTER P. WERHEIM  
*Past Commodore*



JOSEPH D. CAULEY



FRANK DORAN  
*Secretary*



HOWARD F. STIMM  
*Treasurer*

## MEMBERS

<i>Name</i>		<i>Boat</i>
Ed. G. Airey	Snipe	Jane B—2390
Fred C. Arner	Cruiser	Irene
Capt. Frank J. Bailey	Naval Reserve	
M. Belinson	Cruiser	Ya-Wan-Na
Lawrence J. Bennett	Cruiser	Amoeba
Ed. C. Boehm	Cruiser	Tillyanna
E. H. Brayer		
C. J. Brothers	Snipe	North Wind—2147
Major P. G. Bruton		
D. M. Buck	Sail Boat	
Oliver H. Buck	Sloop	Serica
Martin H. Buecking		
E. W. Case	Cruiser	Onaway II
Whitney G. Case	Cruiser	Onaway II
Joseph D. Cauley	Cruiser	Suzanne
Richard Cauley	Snipe	Suzanna Jr.
Russell L. Clark		
A. H. Kellogg Clarke	Cruiser	Facetious
Ted A. Clarké	Cruiser	Onrway
John E. Copeland	Snipe	El Perrito—2921
Adam E. Cornelius	Cruiser	Albatross
Charles A. Criqui	Cruiser	Silverheels
C. D. Cummings	Cruiser	Idono
Goodyear Daniels	Cruiser	Safari
Louis R. Davidson		

<i>Name</i>		<i>Boat</i>
C. Robert Deverall	Snipe	Jiggs—2430
F. J. Doran		
R. W. Downes	Sea Gull	
A. H. Drummond		
Bernard Duffy		
Robert H. Dufort	Snipe	
Anthony M. Fairbanks	Snipe	Imp
Leroy T. Fenne	Cruiser	Ripwave
Joseph B. Ford		
J. Allan Fusca	Cruiser	
John F. Geibel	Cruiser	Bess
George Gesegnet	Cruiser	Smilinthru
John R. Golt	Cruiser	Go-Go
Allan H. Gowans	Yawl	Whiteheather
Frank J. Grimm	Grineau Runabout	
Charles W. Guernsey	Cruiser	Mercedes
William J. Gunnell		
Theo. C. Hanes		
Commissioner Louis A. Harding		
Robert A. Heussler		
Charles F. Hill	Snipe	Jiggs—2430
Honorable Thos. L. Holling		
George E. Hudson	Cruiser	Lively Lady
Walter W. Huntley	Cruiser	Genevieve III
Dr. Benjamin Jacobson	Cruiser	Mary J. II
H. Morton Jones	Schooner	Down Easter
Marshall S. Kennedy, Sr.	Sloop	
Marshall S. Kennedy, Jr.	Sloop	

<i>Name</i>		<i>Boat</i>
Cecil T. Kingsley	Comet	
E. G. Kinkel	Cruiser	Anchorite
Harry H. Larkin		
John D. Larkin, Jr.		
John D. Larkin, III	Runabout	Spindrift
Russell W. Lent	Snipe	Elizabeth—2146
J. W. Lenz, Jr.	Snipe	Balboa—2145
William E. Mabie, DDS.	Cruiser	Gypsy
Henry Maday	Gull	Corinne
Arthur G. Maddigan	Cruiser	Dixie
Carson H. Maltby	Cruiser	Uch Umi II
George P. Manning	Cruiser	Ava II
Henry May, Jr.	Cruiser	Donna Lou
Edward Michael		
Luke U. Milward	Cruiser	Lu-Dell
Welles V. Moot	Schooner	Ariel
Frank S. Mott		
John A. Murchison	Sloop	
Henry J. McDade	Phantom Sailer	
Clarence McRae	Snipe	Lynn—2364
Carl E. Nagel	Snipe	Royalflush—2150
John R. H. Neal	Cruiser	Skipton
Samuel R. Neal		
H. S. Nielsen	Cruiser	Triton
Edwin G. Norman	Snipe	
Charles L. Obersheimer	Yawl	Badger
Fred C. Obersheimer	Sloop	Golliwog
Ed Oldman		



<i>Name</i>		<i>Boat</i>
Karr Parker	Cruiser	Victoria II
Karr Parker, Jr.		
Wm. M. Platt		
Meredith Potter		
James V. Power		
Robert G. Prochnow		
Jack H. Raimy	Sailboat	Seanga
Fred J. Raps	Snipe	Spar—2361
Lieut. Comm. Martin W.	Rasmussen	
Allan F. Reif	Cruiser	Alglo
Howard C. Reimann	Schooner	
Nelson S. Riley, Jr.		
E. Earle Root	Cruiser	Etoor
Charles E. Schober	Snipe	Lola
Henry S. Schrader	Snipe	Valiant—2149
Howard M. Sharp	Snipe	
Ransom P. Skinner	Snipe	
A. C. Smith	Cruiser	Minerva
Ed. N. Smith		
Harry G. Smith		
Lionel V. O. Smith	Snipe	Pelican—2148
Siegmund W. Smith	Snipe	
R. C. Snowden		
W. C. Spruance	Snipe	P-Py—2363
Howard F. Stimm	Snipe	Joy—2151
Albert Stover, Jr.		
Frank L. Tabrah	Sail Boat	
Charles Taylor	Snipe	

<i>Name</i>		<i>Boat</i>
Charles E. Taylor		
Chas. P. Trudell	Sail Boat	
Ed. E. Tunmore	Cruiser	Lu-Sea
Ray Alan Van Clief		
James G. Van Vleet		
George E. Warren	Speed Boat	
James D. Warren, Jr.	Cruiser	Eleanor III
W. W. Weigel		
David T. Wende	Cruiser	Restless II
W. P. Werheim	Cruiser	Wakawa
Frank J. Wilson		
Kirke R. Wilson	Cruiser	Lady Luck
Geo. W. Wilkinson	Sloop	Corona
Commissioner Edward G. Zeller		



# CONSTITUTION

## ARTICLE I.

### Name.

The name of this organization shall be BUFFALO YACHT CLUB.

## ARTICLE II.

### Objects.

The objects of the Club shall be to encourage and develop yachting and other aquatic sports, and general social and recreative purposes.

## ARTICLE III.

### Membership.

SECTION 1. The membership shall consist of eight classes, viz: Honorary, Honorary-Reserve, Army and Navy, Life, Active Class I, Active Class II, Junior and Non-Resident and shall consist of males only.

SECTION 2. The Active membership shall be limited to one hundred and fifty members, and the Junior membership to one hundred members.

SECTION 3. Honorary members shall be such persons whom the Board of Directors may elect to such membership by reason of the fact that they have rendered important services or benefits to the Club or for any reason they may see fit to thus honor. The Board of Directors may, at any

time, by a majority of votes of all the members, and without charges preferred, drop any Honorary member from the roll of membership.

SECTION 4. Honorary-Reserve members shall be such persons whom the Board of Directors, in its discretion, shall elect. Honorary-Reserve members must at the time of their election, have been active members of the Club for a period of at least twenty-five years and must be otherwise in good standing.

SECTION 5. Army and Navy members shall be such commissioned officers of the Army or Navy of the United States who make personal application for such membership by letter to the Board of Directors at any meeting and who may thereafter be duly elected by such Directors.

SECTION 6. Life members shall be those who are elected to that type of membership as hereinafter more fully provided. They shall be over the age of twenty-one (21) years.

SECTION 7. Active Class I members, shall be over the age of twenty-one (21) years, the owners of Sail or Power Boats over sixteen feet in length, which boats are regularly kept or maintained at the Club, meeting the requirements hereinafter specified, and who are duly elected to membership as hereinafter more fully provided. Any other member in good standing, making application for this classification may become such a member by paying the dues provided for such classification hereinafter stated.

SECTION 8. Active Class II members, shall be over the age of twenty-one (21) years, non-boat owners or owners

of boats having an over-all length of sixteen feet or less, or the owners of any boats or vessels not regularly kept or maintained at the Club, meeting the requirements hereinafter specified, and who are duly elected to membership as hereinafter more fully provided.

SECTION 9. Junior members shall be between the ages of fourteen (14) and twenty-one (21) years and who are duly elected to membership as hereinafter more fully provided. Applications for Junior memberships shall state the date of birth of the applicants. Upon reaching the age of twenty-one years, the Junior members shall become Active members of Class I or II, as the case may be, or may become Life members by complying with the requirements of that classification.

SECTION 10. Non-Resident members shall be over the age of twenty-one (21) years and shall be limited to those who do not reside or have their principal place of business within the County of Erie. A Non-Resident member who shall become a resident of, or acquire a principal place of business within the County of Erie shall thereupon cease to be a Non-Resident member but may become an Active member of either classification or a Life member, by complying with the requirements thereof and by vote of the Board of Directors. Nothing herein contained shall prevent a Non-Resident, as hereinabove specified, from making application for any other type or classification of membership by complying with the requirements therefor.

SECTION 11. Application for Life, Active Class I, Active Class II, Junior and Non-Resident membership must be made in writing to the Secretary and must be signed by the applicant and bear the recommendation of two members in good standing as sponsors. The election of members shall be by ballot of the Board of Directors at any meeting of said Board, at which a quorum of five members shall be present and voting. The adverse vote of two Directors shall reject a candidate. Such balloting of the Board of Directors shall be secret and confidential among the members thereof.

The name of the applicant shall be posted in the Club house at least ten (10) days prior to the meeting of the Board of Directors at which his name shall be passed upon. Any application may be withdrawn by either sponsor at any time previous to the final action of the Board of Directors. No applicant who has been rejected shall again be proposed within six months thereafter.

SECTION 12. Resignation must be made in writing to the Secretary. No resignation shall be accepted until the current dues or other indebtedness to the Club are paid.

SECTION 13. Any member of the Club may present to the Board of Directors written charges against any other member for conduct unbecoming a gentleman, or likely to endanger the good order and welfare of the Club, or for insubordination or disobedience of orders of the officers when in squadron, or for violation of any provision of the Constitution, By-Laws, or Rules of the Club; and after he shall have been notified and given an opportunity to be heard in



answer to such charges, they may suspend such accused member from all rights and privileges of membership for a limited time, or they may expel him from membership in the Club.

SECTION 14. Any member thus suspended or expelled shall have the right within one month thereafter to appeal to the Club from the decision of the Board of Directors by filing with the Secretary a written notice of such appeal. The Secretary shall thereupon bring the matter before a meeting of the Club, and, unless a regular meeting of the Club shall be held within one month after such appeal is taken the Secretary shall call a special meeting. The members present, by a two-thirds vote, may reverse the action of the Board of Directors and restore the appellant to membership, but until such reversal, he shall not be entitled to any rights or privileges of membership.

SECTION 15. Whenever any member shall be indebted to the Club for a period of thirty days for dues or any other form of indebtedness, the Secretary shall post the name of such member with the amount of such indebtedness and, if not paid within thirty days thereafter, the Board of Directors, in its discretion, may thereupon drop such member from the Club.

SECTION 16. Any person whose membership shall have been terminated under any of the foregoing sections may be restored to membership by a majority vote of all the members of the Board of Directors upon such terms as they may require.

## ARTICLE IV.

### Officers and Directors.

SECTION 1. The officers of this Club shall be and rank as follows: Commodore, Vice-Commodore, Rear-Commodore, Fleet Captain, Secretary and Treasurer. The Commodore, Vice-Commodore, Rear-Commodore, Secretary and Treasurer shall be members of the Board of Directors. The Commodore, Vice-Commodore and Rear-Commodore must be sole or part owner of a Sail or Power Yacht of not less than twenty-five feet in length, over-all.

SECTION 2. The Commodore shall command the squadron, preside at all meetings and enforce all laws and regulations. He shall be a member of all committees ex-officio.

SECTION 3. The Vice-Commodore shall assist the Commodore in the discharge of his duties and, in his absence, shall officiate in his stead.

SECTION 4. The Rear-Commodore shall assist the Commodore and Vice-Commodore in the discharge of their duties and, in the absence of both of them, shall officiate in their stead.

SECTION 5. The Fleet Captain shall be appointed by the Commodore and shall be his executive officer. He shall perform such duties as may be assigned to him by the Commodore. In case of the absence or inability to act of the Commodore, Vice- and Rear-Commodore, he shall command the squadron. In the case of the absence or inability to act of the Commodore, Vice-Commodore, Rear-Commodore



and Fleet Captain, the senior yacht owner present shall command the squadron.

SECTION 6. The Secretary shall attend all meetings of the Club and of the Board of Directors, and shall keep a record of all proceedings at such meetings in books belonging to the Club and make such returns as required by the State of New York and Federal Government. He shall keep a correct roll of membership, also a list of the names, rig and ownership of all yachts belonging to members of the Club sent to him for registry. He shall advise new members of the Club of their election and notify each member of every meeting. He shall collect all moneys due and belonging to the Club, keep a complete and accurate account thereof and pay same to the Treasurer of the Club, taking his receipt therefor. He shall give a Bond for the faithful performance of his duties in such a manner and for such sum as the Board of Directors shall determine and approve.

SECTION 7. The Treasurer shall have the custody of all the funds of the Club and shall disburse the same as ordered by the Board of Directors. All payments shall be made by checks signed by him, which must be countersigned by the Secretary. He shall keep in the books belonging to the Club, a correct account of his receipts and disbursements, and present a report thereof and of the financial condition of the Club at the annual meeting and at such other times as may be demanded by the Commodore or by resolution of the Board of Directors. He shall give a Bond for the faithful

performance of his duties in such a manner and for such sum as the Board of Directors shall determine and approve.

SECTION 8. In case of the absence or inability to act of the Secretary or Treasurer checks shall be countersigned by the Commodore.

SECTION 9. There shall be four additional directors who, with the Commodore, Vice-Commodore, Rear-Commodore, Secretary and Treasurer, shall constitute the Board of Directors. The Board of Directors shall have full charge of the General business management of the Club. They shall make and authorize all necessary contracts. They shall audit the accounts of the Secretary and Treasurer. They shall also pass upon and accept all resignations of members or of officers and directors. They shall have power to make such regulations and rules for the government of the Club as they may deem expedient and generally to do all things which may be necessary for the proper management of its affairs. Any rule or regulation established by them may be rescinded by a two-thirds vote of the members present and personally voting at a meeting of the members of the Club, duly called by written notice sent ten (10) days in advance and otherwise in accordance with the Constitution and By-Laws of the Club, such notice to specifically state such above purpose.

SECTION 10. Five members of the Board of Directors shall constitute a quorum at any meeting.

SECTION 11. The Commodore, Vice-Commodore, Rear-Commodore, Secretary, Treasurer and Two Directors shall

be elected annually by the members of the Club at its annual meeting. The Directors shall be elected for a term of two years, and at each annual meeting two such directors shall be elected to succeed the two whose term shall expire. If at the time of an annual meeting, a vacancy exists for any reason, a director shall be elected to fill the unexpired term. The Board shall have the power to fill any vacancy in the Board which may occur between annual meetings, until the next annual meeting, or upon committees appointed or approved by them, or in any office. All elective officers shall hold office from the time of their election until the next annual meeting held thereafter, or until their successors are elected. All appointive officers shall hold office from the date of their appointment and shall continue to hold the same at the pleasure of the Board of Directors but in no event beyond the next annual meeting of the Club.

SECTION 12. Only Life members and Active Class I members, shall be eligible to hold any elective office.

#### ARTICLE V.

##### Club Property.

The control and management of all property, effects and assets of the Club shall be in the Board of Directors for the time being, for the benefit and enjoyment of the members; except that the Board of Directors shall not purchase, lease or otherwise acquire, nor sell, convey, let, mortgage or otherwise dispose of any real property, or any interest in real property, or make any contract involving an obligation

on the part of the Club in excess of the sum of One thousand dollars, (\$1,000.00) except by a two-thirds vote cast at a meeting of the members of the Club present and personally voting, duly called by written notice sent ten (10) days in advance and otherwise in accordance with the Constitution and By-Laws of the Club, such notice to specifically state such above purpose.

The Board of Directors shall maintain a Sinking Fund and segregate and deposit annually in said Sinking Fund all moneys in excess of an operating net cash balance of Three thousand Dollars (\$3,000.00) in excess of current accounts payable, such segregation and deposit to be made within 30 days after the Club's Annual Report is presented and approved and to be based on the Club's Annual Audit. No part of such money so segregated and from time to time deposited as aforesaid may be withdrawn from said Sinking Fund and returned to the operating Net cash balance, except by a two-thirds vote cast at a meeting of the members of the Club present and personally voting, duly called by written notice sent ten (10) days in advance and otherwise in accordance with the Constitution and By-Laws of the Club, such notice to specifically state such above purpose.

Honorary, Honorary-Reserve, Non-Resident, Junior and Army and Navy Members shall have no right, title or interest in the Club property and effects other than the right to use and enjoy the same incident to their membership privileges. The interest, however, of each individual Active Class II Member shall be only one-half of that of each individual Life and Active Class I Member. Any member's



resignation, death or termination of membership for any cause shall operate as an extinguishment of such member's right, title and interest in the Club's property and effects and the proceeds thereof.

## ARTICLE VI.

### Meeting and Election.

SECTION 1. The annual meeting of the Club shall be held on the first Saturday after the first Monday of January of each year at such place in the City of Buffalo, and at such hours as the Commodore shall appoint. At the annual meeting the reports of the Secretary and Treasurer shall be read and elective officers and Directors for the ensuing year shall be elected by ballot. Only Life and Active members of either classification shall be eligible to vote at any Club meeting, Life and Active Class I members being entitled to a full vote, and Active Class II members to one-half vote, in elections and all other matters. At the annual meeting, the Club may transact any business in addition to that mentioned above.

Not less than sixty days prior to the date of the annual meeting of the Club, the Commodore shall appoint a Nominating Committee consisting of six members who shall nominate the elective officers and Directors for the ensuing year. The Nominating Committee shall make a blanket ballot containing the names of all candidates and shall post such nominations upon the bulletin board and file the same with the Secretary at least thirty days prior to the date of

such annual meeting. Any qualified person may be nominated for any such office by any ten Life or Active members of either classification in good standing, nominating such person in writing and by posting such nomination on said bulletin board at least fifteen days before such annual meeting, and no member shall be eligible for any office unless duly nominated by either the Nominating Committee or by ten members of the Club as aforesaid. The Secretary shall cause to be printed proper ballots containing the names of all candidates nominated as aforesaid, and shall mail a copy of such ballot, with notice of the time and place of such meeting, to each member at least one week before said annual meeting, and shall also post a copy thereof on the bulletin board of the Club. Such nominating committee and one person of each ten who may have made a nomination as aforesaid, shall also act as tellers at such election, and at least one of them shall be in attendance at the polls at all times while they are open.

SECTION 2. Meetings of the Club, except the annual meeting, shall be held upon the call of the Commodore, or of the Board of Directors, or upon the request of five members of the Club submitted in writing to the Secretary. In the event of such a request, such meeting must be held within thirty days thereafter.

Notice of all such meetings shall be issued by the Secretary and shall be mailed by him at least four days before the date of such meeting, addressed to the last known place of residence of each member.

SECTION 3. A quorum at all Club meetings shall be a sufficient number of members, duly qualified, so as to equal and total at least 15 full votes. Members must be personally present at all such meetings, as no votes may be cast by proxy.

SECTION 4. No member, though otherwise qualified, shall be allowed to vote at any meeting who shall be in arrears to the Club for any indebtedness incurred more than sixty days prior to the date of said meeting.

## ARTICLE VII.

### Dues and Assessments.

SECTION 1. The annual dues of the Club shall be as follows:

For Active Class I Members, fifty dollars  
 For Active Class II Members, twenty-five dollars  
 For Junior Members, ten dollars  
 For Non-Resident Members, ten dollars  
 For Army and Navy Members, ten dollars

All members of whatever classification must pay all federal or other membership taxes which may be assessed against them.

All annual dues shall be payable semi-annually on the first day of January and the first day of July of each year.

SECTION 2. Each application for Active, Class I or Class II, Junior or Life membership shall be accompanied by an

entrance fee of the applicant and paid to the Secretary as follows:

For Active Class I Members, fifty dollars  
 For Active Class II Members, twenty-five dollars  
 For Junior Members, ten dollars  
 For Life Members, five hundred dollars

In case of the rejection of the applicant or the withdrawal of his application prior to acceptance, his entrance fee shall be immediately repaid to him.

The Board of Directors, in its discretion, may, from time to time and for such periods as it deems advisable, waive or reduce the entrance fee required in connection with applications for Active, Class I and Active, Class II and Junior memberships.

Honorary, Honorary-Reserve, Non-Resident and Army and Navy members shall pay no entrance fee.

SECTION 3. No assessments shall be levied except by a two-thirds vote cast at a meeting of the members of the Club, present and personally voting, duly called by written notice sent ten (10) days in advance and otherwise in accordance with the Constitution and By-Laws of the Club, such notice to specifically state such above purpose. No member may be assessed in any one year an amount in excess of twenty dollars.

SECTION 4. The Secretary and the Treasurer, Honorary, Honorary-Reserve, Life, Junior, Army and Navy and Non-Resident members shall be exempt from all assessments.



The Secretary, the Treasurer, Life, Honorary and Honorary-Reserve members shall be exempt from all dues.

### ARTICLE VIII.

#### Seal.

The seal of the Club shall be in the form of a circle one inch and three quarters in diameter, with the name "Buffalo Yacht Club" around the outer edge, and in the center the words, "Organized 1860" above, and "Incorporated 1880" below.

### ARTICLE IX.

This Constitution may be amended by a two-thirds vote cast at a meeting of the members of the Club present and personally voting, duly called by written notice sent ten (10) days in advance and otherwise in accordance with the Constitution and By-Laws of the Club, such notice to specifically state such above purpose, and the amendment or amendments shall be posted in full on the bulletin board of the Club for at least ten (10) days before the date of said meeting.



## BY-LAWS

### SECTION I.

#### Order of Business.

The order of business at all meetings of the Club and of the Board of Directors, shall be as follows:

1. Reading of minutes.
2. Reports of officers.
3. Reports of committees.
4. Election of officers.
5. Miscellaneous or special business.

In the case of dispute as to order of debate, Cushings' Manual of Parliamentary Law shall govern. At the annual meeting of the Club all reports of officers and committees shall be in writing and, if accepted, filed with the Secretary and Treasurer.

### SECTION II.

#### Acting Chairman.

In the event of the absence from any meeting of the Commodore, Vice Commodore and Rear Commodore, the members present may elect from their number a Chairman to preside at such meeting.

## SECTION III.

## Meetings of Directors.

At the first meeting of the Board of Directors after the annual meeting of the Club, they shall appoint a day in each month thereafter during the year for the holding of a regular meeting of the Board. No director may be excused from any meeting except by the Commodore.

## SECTION IV.

## Standing Committees.

The Standing Committees shall be a Membership Committee, a House Committee, a Race Committee, an Entertainment Committee and a Press Committee. They shall be appointed annually by the Commodore with the approval of the Board of Directors at the first regular meeting of the Board after the annual election and the members thereof shall hold office from the date of their appointment and shall continue to hold the same at the pleasure of the Board of Directors but in no event beyond the next annual meeting of the Club.

The Membership Committee shall consist of 5 members. They shall investigate and pass upon the qualifications of all candidates for membership and report their conclusions to the Board of Directors.

The House Committee shall consist of 5 members. They shall have charge, custody and management of the Club houses, docks, basin, railway and all other Club property.

The Race Committee shall consist of 5 members. They shall receive entries for all races, act as judges thereof or appoint suitable judges therefor and have charge of the same and of all arrangements thereof. All disputes shall be subject to their decision. On or prior to May 1st of each year they shall announce the name of such recognized racing, sailing or power boat league, union, or association by the rules of which, in the absence of special circumstances, they intend to conduct races and settle or decide disputes, which announcement must be in writing, signed by the Chairman and at least two other members and filed with the Secretary of the Club. All races, regattas or other contests shall be conducted and all disputes arising therefrom or in connection therewith shall be decided in accordance with the particular and special rules and regulations covering any individual race, so far as they apply, and, when not, then the rules of such recognized racing, sailing or power boat league, union, or association by which they may have elected to be governed, and the ordinary rules of the sea shall prevail. They shall have full power to disqualify any yacht which shall have violated any such rules. They shall keep a record of their proceedings and of all races with full details in a book provided for that purpose.

The Entertainment Committee shall consist of 5 members. They shall provide and take charge of all entertainments given by the Club.

The Press Committee shall consist of 5 members. They shall have charge of and issue all Club publications, and all

official announcements or accounts of Club events in the public press.

## SECTION V.

### Other Committees.

The Commodore, with the approval of the Board of Directors may also appoint such other committees for such special purposes not in conflict with the Constitution or By-Laws, as he may deem advisable.

## SECTION VI.

### Burgee and Flags.

The Burgee shall be pointed and the length thereof shall be one and one-half of the hoist, with a field of blue with a large white, five-pointed star in the center.

The Commodore's Flag shall be blue, rectangular, with a foul anchor in white, surrounded by thirteen white five-pointed stars.

The Vice-Commodore's Flag shall be red, rectangular, with a foul anchor in white, surrounded by thirteen white five-pointed stars.

The Rear-Commodore's Flag shall be white, rectangular, with a foul anchor in red, surrounded by thirteen red five-pointed stars.

The Fleet Captain's Flag shall be white, rectangular, with a blue foul anchor.

## SECTION VII.

### Cap Ornaments.

For Commodore: Two crossed foul anchors, one inch and three-eighths in length with flukes down, embroidered in gold. At their intersection a raised enameled disk showing club burgee on white ground and a gold star one-half inch in diameter at each end of, and one above the device, with a space of three-sixteenths of an inch between the device and stars. A Past Commodore shall substitute silver stars in place of gold.

For Vice Commodore: Same as Commodore, omitting the star above device. A Past Vice Commodore shall substitute silver stars in place of gold.

For Rear Commodore: Same as Commodore, omitting star at each end of device. A Past Rear Commodore shall substitute silver star in place of gold.

For Fleet Captain: Same as Commodore omitting stars, and with gold letters "F.C." in Old English, one-half inch long, above device.

For Secretary: Same as Fleet Captain, substituting the letter "S."

For Treasurer: Same as Fleet Captain, substituting the letter "T."

For Boat Owner: Same as Commodore, omitting stars.

For Member: Same as for Captain, omitting one anchor.

## SECTION VIII.

Members shall be responsible for the proper berthing, mooring, hauling out, storing and launching of their yachts and neither the Club nor its employees shall be responsible for any damages or personal injuries sustained or caused at any time. Reasonable effort will be made to protect the property of the members.

## SECTION IX.

The By-Laws may be amended at any Club meeting upon motion, provided a notice of the proposed amendment containing the substance thereof shall be posted upon the Club bulletin board not less than one week prior to such meeting, and provided that no amendment shall conflict with any provision of the Constitution.





## HOUSE RULES

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### CLUBHOUSE AND GROUNDS:

1. The Clubhouse is for the use of members and their invited guests only.
2. Arrangements for the use of the premises for any social function other than regular club activities may be made through application to the House Committee. Any such function must be sponsored and be in charge of a member in good standing who must assume the entire responsibility and expense. Adequate notice must be given to the Steward and separate arrangements made with him.
3. Automobiles belonging to members and guests may be parked on either side of the roadway leading to the Clubhouse. In the event of unusual congestion, members may park their cars in the storage yard.
4. Club property broken or destroyed by members or their guests must be paid for promptly by such members as soon as its value can be ascertained.
5. The Club will not be responsible for the personal property of members or guests.
6. Employees of members and employees on visiting yachts shall not be admitted to any part of the Clubhouse except the locker and dinghy rooms.

7. Members should cooperate in keeping house and grounds in clean and sightly condition. Receptacles for waste are provided.

#### DOCKS AND BASINS

1. A speed limit of not more than 2 mi. per hour must be observed within the basin by all craft regardless of size.
2. Sailing within the basin by boats in excess of 16 feet is strictly prohibited.
3. No boats may be secured in such a manner as to interfere with ingress or egress from or to any berth or any part of the basin or dock.
4. Basin space permitting, temporary mooring will be allowed within the basin for boats belonging to members, particularly in the beginning and the end of the season when their own mooring facilities outside of the basin may not yet be available or convenient. However, this is not to be construed that boats for which no berth fees are paid, will be permitted to remain in the water within the basin longer than one week at one time.
5. Rowing and sailing dinghies and other small craft for which no berth fee is being paid, must be promptly hauled out upon the dinghy dock after use. The float and approach to dinghy dock must be kept clear.
6. Dumping of oil, waste and other material in the basin is strictly prohibited.

7. All structures such as ladders, stairs, fenders, etc., placed on docks or catwalks by members and extending below the level of such walk and dock must be removed by members at the end of season or they will be moved by the club at member's expense.
8. The outer wall is for temporary use of members and visitors only.
9. Gasoline and oil will not be dispensed between sundown and 8:30 A. M. the following morning.
10. The following signal will be observed by members and their boats; two short blasts immediately prior to leaving berth, one long blast prior to leaving basin and one long blast prior to entering basin. One long and one short blast when at the gasoline dock and gasoline or oil is desired.

#### MARINE RAILWAY

1. The steward and his assistants only are permitted to operate the electric winch for these railway facilities. Members are not permitted within the winch house.
2. If possible, adequate notice should be given to the steward if it is desired to haul out for temporary repairs.
3. No member may occupy the flat car or shuttle car for a period exceeding 24 hours. If these cars or either of them are required for other use, in such an event the member will be required to move his boat onto the track.

4. The use of these facilities is in all events at user's risk and without responsibility on the part of the club. Members must sign the usual release in this connection.

### CLUB EMPLOYEES

1. Any discourtesy on the part of club employees to members or their guests must be promptly reported to the house committee.
2. The steward and his assistants are charged with enforcing these and all other rules which may from time to time be made.
3. Club employees will furnish whatever general assistance which may be required by individual members particularly in connection with the handling of boats, gear, dock lines, luggage, etc. They are not permitted to render special services nor may they clean, paint or otherwise service boats.

### DUES, CHARGES AND SERVICE FEES

1. All charges on the books must be paid before the launching of members boats and the occupancy of any berths assigned.
2. Berth Fees: \$1.75 per running foot of boat length over-all, plus \$6.00 water charge, for use of city water. All boats 16 ft. or under; berthed in the basin, 75c per foot over-all length.

3. Hauling out and Winter Storage: \$1.25 per running foot of boat length over-all. This charge includes services of winch operator, use of marine railway, winch for hauling out, as well as launching in the spring but does not include any labor.
4. Temporary hauling out for inspection and repairs: Members, twenty-five cents per foot of over-all length for first twenty-four hours, an additional charge of twenty-five per cent of base charge for each additional day. Minimum charge for raising boat \$5.00. Charge for non-members fifty per cent additional.
5. Hauling out and winter storage for non-members providing same service as for members, \$1.87½ per running foot of boat's length over-all.
6. Winter storage for members' small boats 16 ft. or under, other than dinghies actually used as such \$5.00 each.
7. Locker Charges: Small lockers \$10.00 per annum; medium lockers \$15.00 per annum; large lockers \$20.00 per annum; Special Room Locker, east side of house \$50.00 per annum.





# RULES AND ETIQUETTE

## UNIFORMS AND DESIGNATION OF RANK.

Inasmuch as the cap ornaments prescribed by the By-Laws are sufficient to identify the Club members and their respective rank, it is optional whether members wish to acquire and wear a uniform. If, however, officers and members desire to do so, the following regulations should be complied with:

**Commodore:** Double breasted sack coat of blue or white cloth, serge or flannel, with black Club buttons bearing as a device a fowl anchor with a star on each side surrounded by the inscription, "Buffalo Yacht Club", and on each sleeve four stripes of heavy black silk braid, three-eighths of an inch wide, the first one below and joining the cuff seam, and the others above, and one-quarter of an inch apart, the upper stripe ending in a described trefoil on the outer side of the sleeve; blue or white vest with black Club buttons: Trousers of same material as coat, or of white serge, drill or flannel.

**Vice-Commodore:** Same as for Commodore with three stripes and trefoil.

**Rear Commodore:** Same as for Commodore with two stripes and trefoil.

**Secretary and Treasurer, Fleet Captain and Boat-Owners:** Same as for Commodore, with one stripe and trefoil.

## FLAGS AND WHERE TO FLY THEM ON SHORE

Flag	When Flown	Staff With Yard Arm	Staff With Gaff	Staff With Gaff and Yard Arm
American Flag*	8 A.M. to sundown	Masthead	Gaff	Gaff
Club Pennant	8 A.M. to sundown	Starboard Yard Arm	Masthead	Masthead
Officer's Flag	8 A.M. to sundown during presence of flag officer on grounds or at anchorage	Port yard arm		Starboard yard arm
Jack	8 A.M. to sundown Sundays and Holidays only			Port yard arm

\*Note—The American National flag and not the yacht ensign should be flown.

## FLAGS AND WHERE TO FLY THEM ON BOATS

MOTOR BOATS					SAIL AND AUXILIARY			
Flag	When Flown	Boat With Bow & Stern Staffs Only	Boat With Bow & Stern Staffs and Signal Mast	Boat With Two Masts	Motor or Rowing Tenders	Sloops and Cutters	Yawls and Ketches	Schooners of Two or More Masts
Yacht Ensign	8 A.M. to Sundown	Aft	Aft①	Aft①	Aft	AT ANCHOR: stern staff UNDER POWER: stern staff UNDER SAIL: stern staff main peak	Stern staff Stern staff Mizzen peak	Stern staff Stern staff After peak
Club Pennant	8 A.M. to Sundown	Bow	Bow	Foremast	Bow when club member is on board	AT ANCHOR masthead	Main masthead	Fore masthead
Private Signal	8 A.M. to Sundown	Not flown	Mast head	Mainmast	Bow in place of club flag when owner is on board	UNDERWAY masthead	Mizzen mast head	Main masthead
Flag Officer's Flag	Day and Night	Not flown	In place of private signal	In place of private signal	Bow in place of club flag when flag officer is on board	Masthead in place of club flag or private signal	Mizzen masthead in place of private signal	Mainmast in place of private signal
Jack	At anchor on Sundays and Holidays 8 A.M. to sundown	Not flown	Not flown	Bow or Jack staff	*Flag on flagstaff should not be flown from derrick in the stern or at boat boom.	Bow or Jack staff		
Absent flag	During daylight during absence of owner from boat	Not flown	Starboard yardarm	Starboard main yardarm		Starboard spreader	Starboard main spreader	Starboard main spreader
Owner's Meal Flag	During daylight during meal hours of owner when at anchor	Not flown	Starboard yardarm	Starboard main yardarm		Starboard spreader	Starboard main spreader	Starboard main spreader
Guest Flag	During daylight when owner is absent but guests are on board	Not flown	Starboard yardarm	Starboard main yardarm		Starboard spreader	Starboard main spreader	Starboard main spreader
Crew's Meal Flag	During daylight during meal hours of crew when at anchor	Not flown	Port yardarm	Port forward yardarm		Port spreader	Port main spreader	Port forward spreader

<sup>Q</sup> Note: Motor craft with gaff may fly the Ensign from gaff when under way instead of from stern staff.

Members: Same as for Commodore, with one stripe, but without trefoil.

### FLAGS AND THEIR USE

The correct use of flags is an integral part of yachting and yachting routine. It is therefore expected that all yachtsmen will take pride in the appearance of their yachts and the correct display of their insignia.

While at anchor in PORTS OF A FOREIGN NATION, and as far as practical, while proceeding through foreign harbors and waterways, the flag of that nation should be displayed at the jack or bow staff from 8 A. M. to Sundown. Thus, a power boat with bow and stern staffs only, will display the foreign flag at the bow and the U. S. Yacht Ensign at the stern; if the boat has a signal mast, the display will be the same, the Club burgee being at the masthead; if with two masts, then the Club burgee at the fore and the flag officer's flag or private signal at the main. Sail boats having no bow or jack staff, will, while at anchor in a foreign port, comply with the requirements of the above tables and also display the foreign flag on an improvised bow staff, on a vertical line stretched from the forestay to the deck, the foreign flag to fly free and well clear of the deck.

THE SIZE OF THE FLAGS used should be in harmony with the size of the boat. Flags come in standard sizes. The Jack, Yachting Ensign and Foreign Flag should be of the same size. A good rule to follow is that the above flags should be in length about one inch for each foot of deck

length of the boat; the Club burgee, officer's flag or private signal about two-thirds of the above length. The Jack is never displayed while underway except as a pilot signal hoisted at the fore or if the ship, in "full dress", is participating in a parade.

IN DRESSING SHIP the International Code may be used to advantage, care being taken to have burgees, pennants and rectangular flags bent on alternately. Hoist at the peak or staff aft the Yacht ensign, and on the Jack staff hoist the Jack. Also arrange a rainbow of flags, reaching from the water line forward to the water line aft, by way of the jib-boom end to the foretop masthead, then across to main topmast, and down to main boom end, allowing several flags to touch the water line from both the jib-boom end and the main boom end. To keep flags in position a weight should be attached to the end of each line. Additional strings of flags may be used for display from each top masthead to the deck.

There are many good publications and tables showing the YACHT ROUTINE adopted and followed by other leading Yacht Clubs of the United States and it is suggested that all members familiarize themselves with these rules.



## RACE RESULTS

*for 1939*

As in previous years, the summer's series of races provided thrills galore with close finishes in well-sailed races, exciting moments when it was touch and go with shifting "blows" out of the North and even a laugh or two when some of the lads capsized. Continuing the policy of the last four years, the Snipe Class Fleet occupied the center of the stage with its regularly scheduled races on alternate Tuesdays, Thursdays and week-ends. The races were arranged to make a series of three monthly races with trophies awarded to the winner and second place skipper and a pennant to the third place boat on the basis of total points for each month.

Henry Shrader with his Valiant took first place in the June series with second place going to William Spruance and his Pi-Py. In the July series, competition grew more intense as the old-timers sharpened their wits and the newcomers improved their technique. James Lenz carried off the first place trophy with his Balboa while Carl Nagel sailed Royal Flush in for a close second. By the time August blew in out of the sou'west the Snipe skippers were sailing for all they were worth with a weather eye toward the Commodore's Cup which is awarded on the basis of total points for the summer's racing.



A CLOSE FINISH IN A CLUB RACE



First place for the month went to Robert Deverall and Charles Hill co-skippers of the Jiggs, with John Copeland and his Perrito taking second. When the points for the season were totalled, the Commodore's Cup was awarded to Henry Shrader.

The Harold Beck Trophy is raced for on a handicap basis with the various boats rated according to the summer's performance. John Copeland was the first Skipper to have his name inscribed on the Beck Trophy in 1938, its first year of competition, and in 1939 he was followed by Lionel V. O. Smith and his Pipsqueak II.

The Trophy most mellowed by tradition at the Yacht Club is the Gardner Cup which was first placed in competition in 1905. According to the deed of gift this coveted trophy is raced for by "sea worthy cabin yachts". To the long and honorable list of winners whose names are on this Cup, Charles Obersheimer added his by sailing the gaff-rigged yawl Badger to first place in a race which offered every type of weather both good and bad.

The All-Class Trophy was first put up for competition in 1939 and is open to all sailboats, excepting Snipes, under 18 feet in length. To Henry Maday with his gull class Corinne went the honor of winning this trophy.

The Howard Stimm Crew Trophy, which has become a sought after prize, gives the crew a chance to try his hand at skippering. To insure that the crew has to take no "back talk" from the skipper who has been "bossing" him all sum-

mer, the deed of gift stipulates that the owner may not sail in his own boat. This year the prize, a barometer, was won by Mel Gorman who sailed the Valiant to victory.

The Lower Lakes Cruiser Cup was returned to the Buffalo Yacht Club in 1939 by Mike Belinson with his cruiser Ya-Wan-Na. In this race with the Buffalo Launch Club, previous holder of the trophy, Mike charted his time with almost incredible precision. This cup has been in competition since 1914.

An outstanding race of interest, during the season was for Commodore Parker's special Cup. This race was run to Port Maitland and won by Luke Milward—with the Lu-Dell over A. C. Smith with the Minerva.



## GARDENER CUP RACES

This historic trophy was presented by Commodore George W. Gardener of the Cleveland Yacht Club as a perpetual cup to be raced for annually by seaworthy cabin yachts of the Buffalo Yacht Club.

### *Record of Winners*

Sloop	Lorna II	Captain H. L. Chamberlin	July 4, 1906
Sloop	Penguin	Captain E. P. Hussey	July 4, 1907
Sloop	Swastika	Captain H. G. Smith	July 4, 1908
Sloop	More Trouble	Captain L. G. Northrup	July 4, 1910
Sloop	Swastika	Captain H. G. Smith	July 4, 1911
Sloop	Invader	Captain E. L. Hewson	July 4, 1912
Sloop	More Trouble	Captain H. L. Chamberlin	July 4, 1913
Sloop	Gray Jacket	Captain H. G. Smith	July 4, 1914
Sloop	Spider	Captain L. G. Northrup	July 4, 1916
Sloop	Chaperon	Captain F. E. Prochnow	July 4, 1917
Sloop	Princess	Captain H. L. Chamberlin	July 4, 1918
Sloop	Virginia	Captain L. G. Northrup	July 4, 1919
Sloop	Princess	Captain H. L. Chamberlin	July 4, 1920
Sloop	Beppo	Captain D. C. Shamp	July 4, 1921
Sloop	Lorna II	Captain Peter Soderguist	July 4, 1923
Yawl	Althea	Captain James B. Ford	July 4, 1924
Sloop	Lorna II	Captain Howard F. Stimm	July 4, 1925
Sloop	Latonka	Captain E. J. Bud Doyle	Aug. 20, 1927
Yawl	Truant	Captain Howard E. Wilkinsen	July 4, 1928
Sloop	Penquin	Captain Bradley Weber	July 4, 1929
Sloop	Wonoma	Captain E. P. Hussey	July 26, 1930
Sloop	Saracen	Captain C. L. Obersheimer	Aug. 4, 1931
Yawl	Badger	Captain M. H. Buecking	July 7, 1932
Sloop	Beppo	Captain Charles R. Royce	Sept. 9, 1934
Yawl	Badger	Captain Emil A. P. Raab	July 26, 1936
Sloop	Soubrette	Captain Welles V. Moot	Oct. 1, 1938
Yawl	Badger	Captain Chas. Obersheimer	Sept. 23, 1939



## A History of the Buffalo Yacht Club

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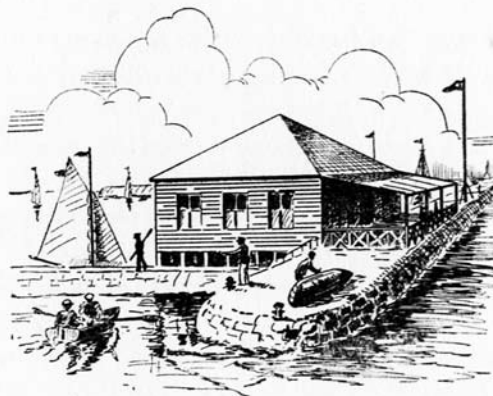
### ◇ F O R E W O R D ◇

*This history has been made up from information collected from old minute books, newspaper clippings, previous publications, and from many interviews with older members and others interested in the Club. Without doubt there are many omissions and probably a few errors in dates although great care was taken to verify the important facts. Many of the earlier records were lost when the Club House was destroyed by fire, and many later were lost due to the many storms that periodically swept through the Club House. Not only were these early records lost because of fire and storms, but also through lack of interest in preserving them properly. The object of this work is to preserve what still remains of the scattered records as well as to push back the curtain of time and look at our predecessors as human beings from the many interesting anecdotes that have come down to us.*

HOWARD F. STIMM  
*Editor*







AN ARTIST'S SKETCH OF THE  
FIRST CLUB HOUSE

## HISTORY OF BUFFALO YACHT CLUB

### THE IDEA IS CONCEIVED

Early in the month of August, 1859, a small body of yachtsmen assembled one evening for the purpose of organizing a yacht club. Among those present at this first meeting were James W. Booth, who acted as Chairman, Henry C. Tucker, who acted as Secretary, and Messrs. W. H. Forbush, H. C. Tucker, Seymour Bennett, and Jas. W. Booth, who were appointed a Committee to draft a Constitution and By-Laws, and report as to the expediency of forming a permanent yacht club at a subsequent meeting. The meeting then adjourned.

The next official meeting was held on Friday evening, August 10, 1860, in the office of Henry C. Tucker, the names of those present being as follows:

Walter H. Forbush  
Seymour Bennett  
Isaac Preston

Charles F. Nagle  
William S. Sizer  
Jas. W. Booth  
Henry C. Tucker

John S. Newkirk  
Charles C. Beck  
Alfred Johns

### A CONSTITUTION IS ADOPTED

The meeting was called to order by Mr. Booth, as Chairman, Mr. Tucker acting as Secretary, and the Committee appointed submitted a Constitution and By-Laws, the first article of which read as follows:

"THIS CLUB SHALL BE KNOWN AND DESIGNATED AS THE  
BUFFALO YACHT CLUB."

Article two provided that the officers should consist of a Commodore, Vice-Commodore, Secretary and Treasurer. The remainder of the Constitution was short and to the point, the whole being contained in fifteen articles.

Article ten provided that the initiation fee should be \$3 and the dues \$2 per annum.

The first Monday in April of each year was designated as the date for the annual meeting, at which meeting the officers were to be elected and a Regatta Committee of three members appointed by the Commodore.

This Constitution was adopted by the unanimous vote of those present and the meeting then proceeded to elect officers for the ensuing year.

## THE FIRST OFFICERS

The following were the first officers elected:

John S. Newkirk .....	<i>Commodore</i>
Walter H. Forbush .....	<i>Vice-Commodore</i>
James W. Booth .....	<i>Secretary</i>
Henry C. Tucker .....	<i>Treasurer</i>

Their terms of office to expire on the first Monday in April, 1861. The Commodore appointed Messrs. Beck, Forbush and Johns as Regatta Committee.

On motion of Mr. Bennett it was decided to hold the first Annual Regatta of the club on the 22nd of August following, and a committee of five in addition to the Commodore was appointed to obtain subscriptions to make up prizes. The meeting then adjourned.

AND SO THE BUFFALO YACHT CLUB WAS BORN.

## THE FIRST REGATTA

The first Regatta came off on schedule August 22, 1860, and the results were as follows:

FIRST CLASS—First Prize, Sloop Uncle Sam, owner J. S. Newkirk.  
Second Prize—Sloop Young Republic, owner J. W. Booth.

SECOND CLASS—First Prize, Banner, owner C. C. Beck.  
Second Prize—Young America, owner Alfred Johns.

The judges of the regatta were R. P. Garder, Samuel Beals and J. P. Wolfe.

No mention is made of the number or sizes of the yachts owned by the members, but that some of the members owned more than one yacht is evident from the fact that on motion of Mr. Beck it was decided that no member could enter more than one yacht in the regatta.

There is no doubt but what the majority of the boats owned in the club at this time, and for some years after, were mostly open boats, although some of them were of rather large size.

At the next annual meeting held April 1, 1861, the same officers were elected with the exception of the Treasurer, that office being consolidated with the Secretary, and Mr. J. W. Booth being elected as Secretary-Treasurer.

A regatta Committee meeting was held June 25, 1861, to arrange races on the 17th of July. But no records have come down to us about this regatta—in fact there is a peculiar absence of all data until the latter part of the sixties—and indeed we do not have to go far for the reasons because at this time,

if we remember our history, the great Civil War occupied the most prominent place in the members' minds. The Buffalo Yacht Club must have functioned rather figuratively and at the best periodically.

Somehow a nucleus of members was held together by a common interest and toward the end of the sixties we again hear of races being sailed, meetings being held and plans being made for a real Club House.

## THE FIRST CLUB HOUSE

The first Club House was built on the breakwall at the Erie Basin off the foot of Genesee Street. The building was built on piles with a wide porch setting on the breakwall itself.

Located at the entrance to the Buffalo Harbor it, no doubt, was the breeziest location on the waterfront. Boats could safely moor behind the wall flanked on either side by piers, (since removed) running at right angles to the present wall. Races could be sailed in the lake and river in full view of the arm-chair sailors who could sit on the big front porch fully protected from sun and rain.

Evidently at this time the Club prospered and interest ran high for we begin to hear of ambitious plans to build a big sloop.

## "THE PHANTOM"

A number of members were inspired with the thought of building a sloop on a scale of magnificence hitherto unknown in the annals of Buffalo Yachting—a sloop seventy feet in length.

Figurehead, trail-board and transom were all elaborately carved and gilded and the fittings throughout were the finest then obtainable in the market.

Everything was finished outside in the highest style of the ship-builder's art, but, luckily for the owners, there was no finishing done in the cabin!

This magnificent sloop was modeled according to the ideas then prevailing on the lakes in regard to fast sailing grain carriers. She was long, narrow and deep, with plenty of good flat bottom "for to stand upon," and, of course, had a centerboard. Being very narrow in proportion to her length, not carrying any ballast, and having a large and heavily sparred rig, she promptly capsized on her trial trip, and came near drowning her owners and a large number of their friends who were on board at the time. She was rescued, righted, and towed into the Erie Basin, but she had so thoroughly frightened her owners that they would have nothing to do with her, so she was dismantled and lay there for several years.

In 1872 some adventurous individuals purchased and re-fitted her. This time she did a little better, she didn't capsize until her second trip. After this performance she was voted to be no good as a pleasure yacht and was subsequently sold and fitted out as a small wrecking schooner.



For several years the club carried on but not with the enthusiasm and attention to detail that had marked its beginning. Regattas were sailed, functions were attended but the committees had a free and easy way of making reports verbally instead of reducing them to writing and filing them for posterity.

### DISASTER

In September, 1878, fire broke out in the Club house and destroyed it completely. With the fire went all records, gear and some spirit. Nevertheless a meeting was held immediately in the office of Mr. B. F. Ball who acted as chairman. The desultory manner in which the club had been zig-zagging its course was severely criticized and condemned. A committee was appointed to draft a new constitution and a set of By-Laws.

With a new constitution and By-Laws the interest ran high although there is no doubt that the election of John Provoost as Commodore had a great deal to do with the enthusiasm of the club. The membership grew from about twenty-four to seventy-five. Regattas were sailed among the members and the Cleveland and Toledo Yacht Clubs were invited to participate in a Grand Union Regatta. The constitution and By-Laws were again redrafted and printed together with a long list of sailing rules and regulations in the form of Club Book. (It is to be noted here that there never was any stagnation of the B. Y. C. so far as a constitution was concerned for it became a regular practice in almost every succeeding administration to appoint a committee to have the constitution redrafted and amended). This last change included a President and Vice-President to the regular list of officers which therefore made a good percentage of the entire membership holding some office!

Among the boats in the fleet at this time were, Fleetwing, Annie Argo, Mystic, Arrow, Corsair, Telephone, and Adele, ranging in size from twenty feet to about thirty feet in length. There is no question but that the club was passing through a cycle of good times even though it was housed in temporary quarters.

### INCORPORATION

At a meeting held April 4, 1880 it was decided to incorporate the Club. The officers and trustees included in the certificate of incorporation were C. L. Bryant, J. S. Provoost, Philo G. Cook, H. N. Vedder, J. J. Williams, C. M. Cordell, and E. P. Fields.

At this meeting C. P. Kuhnhardt, former editor of *Forest and Stream*, was appointed a permanent delegate to the National Yachting Association in New York which was organized that year and in which he participated as a member of the B. Y. C.

### A NEW CLUB HOUSE

At the April meeting in 1880 it was decided to issue stock for the purpose of building a new Club House. The stock was readily taken up by the members and in short order plans and specifications were made with contractors on the job.

The new Club house was finally completed and opened some time between the first and sixteenth of August accompanied by a rousing good party. With a brand new Club house, a fleet of sixteen yachts and a membership of seventy-five, the Club seemed to be bowling along on the high tide of prosperity.

### DEPRESSION

The first check came to the Club at the annual meeting held February 3, 1881. The secretary reported thirty members in arrears for dues which cast a shadow of deep gloom over the entire Club. The election which was to be held at this time was postponed until the ensuing May—probably for the lack of eligible paid-up members.

In May, however, a few spirited members roused up sufficient enthusiasm to get the election held, with the following results: Commodore Laban B. Fortier, Vice-Commodore Clarence Bryant, John Provoost, Treasurer, and E. P. Fields, Secretary. The officers immediately went to work on the Club and after the usual amending of the constitution, abolished the directors and then dropped fifteen members for non-payment of dues, the Club was underway again. This is all that can be said of the Club for the records show little activity, few races held and much financial difficulty.

### THE HOUSE DIVIDED

In May, 1882, the annual election was held and apparently was hotly contested. During the ensuing season, considerable ill feeling was engendered in the Club. This feeling increased in bitterness until the Club became divided into two factions, the one representing all that was progressive and sportsmanlike in the pastime of yachting, while the other element clung to old traditions and seemed to consider that the highest aim of a yachtsman consisted of getting afloat on something and taking frequent observations through a glass, darkly or otherwise.

A regular meeting held August 3, 1882, marks an epoch in the history of the Club, as at this meeting arrangements for a regatta were perfected, to be held on August 5th. At this regatta the sloop ARROW reached the turning buoy first, and it was claimed by the other boats sailing in the race, that her crew picked up the buoy and sailed off with it.

While the remainder of the fleet were vainly hunting for the buoy, ARROW was making good time for the second mark, and after gaining a long lead on the fleet, threw the first buoy overboard. ARROW, of course,



won the race, but the Regatta Committee refused to hand over the prizes and the affair culminated in the withdrawal from the club of a number of the members and the formation of a second club called the BUFFALO CITY YACHT CLUB, with Geo. W. Smith of the sloop ARROW as Commodore.

This club enjoyed a short and merry existence. It was composed almost entirely of the owners of ARROW and their adherents, and the Commodore being a saloon keeper, the Club's demise may be attributed to excessive stimulation.

The resignation of so many members and the expulsion of a good many more for non-payment of dues, reduced those remaining to a state of apathy. No meetings were held and no regattas were sailed. The members sailed on their individual Saturday afternoon and Sunday cruises as usual; they lounged around the Club house on Summer evenings and talked yacht, but no effort was made to extricate the club from the financial fog which enveloped it.

#### A CLUB CRUISE

The old officers were allowed to hold over from one year to another and so matters went on till one evening the members were astonished to see the Club house starting off on a cruise of its own on a mud scow with the sheriff at the helm.

It would naturally be supposed that the loss of the house would prove a fatal blow to the club, but the effect was entirely the reverse. The fact that the seceding faction had contributed toward the erection of the house and had been careful to keep the few members remaining well informed to the circumstances may have had something to do with it. It may have been with a feeling of relief that the boys saw the domicile which had created and fostered so much dissension, disappear around a bend in the Buffalo River.

Instead of giving up the ship, the boys nailed their colors to the mast-head, shook hands all around and then went to work.

The period of stagnation had lasted from August, 1882, to November, 1884.

#### THE TIFFT HOUSE

Without the old Tift House, the history of the Club may have been entirely different. Here, by accident, presumably, members often met and kept alive the spark of yachting enthusiasm at its darkest moments.

So it happened that after the loss of the club house in 1884, that a meeting was held at the Tift House to re-engage enthusiasm in the Club. Commodore H. N. Vedder rallied the members and appointed all who attended to special committees. These were critical times for yachtsmen and dues were reduced to one dollar a year with an initiation fee of one dollar.

Many members were enrolled and several new yachts were added to the fleet. Thus the progress of the club continued onward and upward.

In 1886, Harry D. Williams was made Commodore, now general counsel for the Dogerty Oil Company in New York City. Commodore Williams' regime is marked by a period of the greatest activity of the Club up to this time. He was assisted by a very able and qualified staff of officers, many of whom will still be remembered by some of the present members: Vice Commodore, L. G. Northrup; Secretary, M. C. Provoost; Treasurer, D. C. Roberts; with additional trustees of C. B. Hill, J. H. Swanson, H. N. Vedder.

The year 1886 marks a real epoch in the destiny of the Club.

The good old Constitution, which had passed through so many revisions, was again revised and a new club book was printed.

In this year, the first deep draft cutter in the fleet was enrolled by R. W. Chisholm and H. E. Parrish.

The annual Cruise was re-inaugurated and was sailed to Port Dover in August. The Cruise was a great success and members continued to discuss it for many months after. The residents of Port Dover greeted the Buffalo Yachtsmen with whole-hearted hospitality. A large regatta was held and supplemented with a Grand Ball in the evening. In September, the Club entertained the Port Dover Yachtsmen, holding a regatta in the afternoon and big banquet in the evening. These two events form a high spot in the Club's activity for the year.

#### THE CLUB GETS A FLEET SURGEON, A CHAPLAIN, AND A NEW CLUB HOUSE

The following year, 1887, Commodore Williams was re-elected and two new offices created; that of Fleet Surgeon filled by Dr. H. Mickle and that of Chaplain filled by Reverend C. F. J. Wrigley.

A building committee was appointed, plans for a new club house were approved and, much to everyone's delight, a site was obtained from the state of New York, at the foot of Porter Avenue. The state grant consisted of the lands under water from the north line of Porter Avenue to the south line of Connecticut Street extended.

The foundation for the club was built during the summer and consisted of wooden piles driven some distance from, what was then, the shore line, because a yacht club should be on the water. Work progressed steadily during the summer and fall and was constantly under the closest scrutiny and inspection of the members.

Many races were held during the summer, the most successful of which was on the Fourth of July in which yachtsmen from various clubs on Lake

Erie participated. In the evening, a large banquet was held at the Tift House and the event celebrated in the proper spirit.

H. D. Williams was again elected Commodore in 1888 and the season began with unusual activity and progress.

In early Spring, the new Club House was opened and the event was celebrated with more enthusiasm and spirit than had ever prevailed.

Even though the club dues had reached five dollars per year and an initiation fee of \$5.00 imposed, the club boasted about 127 members.

The Club had a good fleet of two cabin sloops, three open sloops, three cabin cutters, one cabin schooner, one open schooner, one open yawl, two naphtha launches, one steam launch together with some unclassified types which made a total of twenty boats in all.

#### THE REGATTA OF JULY 4th

The Fourth of July Regatta was a brilliant success. Three hundred dollars was offered in prizes, divided in three places for two classes of boats. Twenty boats competed in this regatta, among which were two from the Port of Hamilton and two from the Port of Dover. The largest boat, White Wing, was forty-three feet long measured at the water line; the average of the first class was about thirty-two feet.

The regatta started at 2:00 P. M., with a fresh southwest breeze. The course was triangular, laid out in the lake with a finishing leg down to the Club House. The wind increased during the race to the proportions of a gale. "Cyprus" lost a topmast gybing around the first buoy, but cleared away the wreckage and continued on. "Ganet" pulled off the iron work on her mast-head, and "Alarm" pulled out all her iron work.

The wind and sea became worse and several of the boats turned and ran for the harbor. Several capsized and the crews were picked up by other boats.

In the First Class, "White Wing" won, followed by "Cyprus" in one minute, five seconds; followed by "Emma" in two minutes and one second; the fourth, the "Sylvia" was close on her heels following by forty seconds.

In the Second Class, "Caprice" was first; "Koween," second; and "Retha" was third.

The "Retha" had stopped to pick up the crew of a capsized sail boat and thus really lost second place to "Koween." Instead of protest, resailing the race, or any ill feeling, the skippers decided to divide the prizes equally between them, which was readily approved by the Regatta Committee.

The visiting yachtsmen were royally entertained in the new club house and, although the Canadian yachtsmen had won most of the prizes, everyone voted the regatta a huge success.

The Annual Cruise was again sailed to Port Dover and the good people there overflowed with hospitality as usual.

The Club closed its 1888 season in a very prosperous condition and at the height of enthusiasm.

#### THE GALE

The winter was very mild. No ice formed on the lake and on the night of January the ninth, the inhabitants of Buffalo experienced one of the worst gales which ever swept over Lake Erie.

The water rose ten feet above the normal level and the waves were mountainous. The sea swept through the lower story of the club house carrying everything before it.

The morning of the tenth presented a varied picture to those who struggled down to the beach against the still howling gale.

The first floor and the entire four sides of the front story were entirely swept away leaving nothing but a skeleton standing on the pile foundation.

All the furniture belonging to the Club, the contents of the lockers, many spars, sails and gear stored for the winter were swept away. Nothing was saved from the wreck; most of the equipment went over the Falls.

The Annual Meeting had been scheduled for this same day and so the boys found themselves that evening again in the old Tift House, but with little cause for rejoicing and certainly nothing to celebrate.

But there is something in the character of those who follow the sea that never gives up, never says die, and that will fight it out as long as there is a plank under them. So it was with our hardy group of yachtsmen back in 1889. They went right ahead and elected their new officers, appointed committees and went to work to decide what to do about a new club house.

After vainly endeavoring to obtain a site on shore, the club finally decided to rehabilitate the house on its old foundations, having also received positive assurance from the oldest inhabitant that the sea of January 9th had been the highest water since 1884 and that such a storm could not possibly happen again.

The annual meeting held in January, 1890, elected Commodore D. P. Dobbins, Vice Commodore C. P. Forbush, Secretary F. D. Wood, Treasurer W. C. Cowles and as Fleet Surgeons Dr. H. Mickle and Dr. E. P. Hussey. This is the first official capacity of Dr. Hussey, who was to play such an important part in the later history of the Club and to be remembered so intimately by many of our present members.

In spite of the severe losses of the previous year the Club was reported out of debt and in very satisfactory financial condition. Everything pointed to a most successful year and most of the members enthusiastically planned on making this a banner year.

#### ANOTHER GALE

On January 13th a gale exceeding in severity, if possible, that of the preceding year swept over Lake Erie and tore out the entire lower structure of the Club House for a second time,



The directors having lost confidence in the judgment of the "oldest inhabitants" who had previously assured the Club that so severe a storm could only occur at very rare intervals, the Club spent the entire spring and summer of 1890 in trying to obtain permission from the Park Commissioners in Buffalo to place the Club House on shore beyond the reach of any possible future storm.

Failing in this, the Club was undecided what course to pursue. It seemed to be a useless and rather expensive piece of business to be rebuilding a new Club House every year for the seas to batter down, so the rebuilding of the Club House was laid over until another year. The season of 1890 was very dull indeed.

The members, having no Club House, had no place to congregate and talk Yacht except when two or three would meet by chance on the street corner or by pre-arrangement in the ever hospitable Tift House. The Commodore was absent from the city most of the time. The Vice Commodore resigned his office early in the season and the Regatta Committee proved to be entirely indifferent to their duties, and the one or two Regattas that were sailed were dead failures in want of interest.

Our old friend, C. P. Kuhnhardt, who had represented us as the permanent delegate to the National Yachting Association in New York City at its inception, designed the yacht "Alcyon," which was a cutter and which proved so fast that the racing was spoiled for most of the yachtsmen in this territory by being unable to compete with her. This was one of the last designs by Mr. Kuhnhardt before his departure on the ill-fated "Conserva."

#### FRANK B. HOWER

In 1891 Frank B. Hower was elected Commodore. Although Commodore Hower was young in years, he was an old and enthusiastic yachtsman, having been one of the organizers of the Cleveland Yachting Association. On assuming the duties of his office he took energetic measures to place the Club on a sound and prosperous footing. The constitution was again revised and the entire management of the Club's affairs was again vested in a Board of Directors who were compelled to hold meetings once a week. All those members who had become indifferent and had allowed their dues to pile up in arrears were summarily dropped from the rolls. A fresh and enthusiastic group of new members were promptly elected in their places.

The famous Burgess yacht "Merle" was purchased by the Commodore and added to the fleet.

#### THE OLD CHUM

The Club, in order to stimulate interest in yachting, purchased a large sloop, about fifty feet long, for the use of those members who were not



PAST COMMODORE FRANK B. HOWER



yacht owners and also to provide a training boat for novices. A competent sailing master was placed in charge.

The elements treated the B. Y. C. in kindly fashion in 1891 and inflicted no damage whatever on the Club House during the winter. Optimistically the members repaired the previous damage and a janitor was installed in charge of the house, which was a luxury heretofore not indulged in.

The Club House was re-opened and made a festive affair. The jollifications were continued throughout the season and held once a month and proved very enjoyable to the members and their friends.

The Regatta Committee was instructed to hustle and they obeyed their orders faithfully. Many regattas were sailed during the season. Among the boats in the fleet at this time were the "Cypress," "Merle," "May Bell," "Old Chum," "West Wind," "Alcyon," "Tigress," "Louise," "Fannie F," "Erechless," "Marion" and "Iris."

During the season Madame deZielinski, the wife of one of our members, who was one of the foremost pianists of the times, presented a large trophy to the Club, which was sailed for annually by the second class yachts and became the property of the winner of two successive races.

During the season boats from Erie, from Dover and from all neighboring Yacht Clubs came to this port to compete with our own local yachtsmen.

The annual cruise to Port Dover was re-inaugurated, and nearly all the yachts in the Club participated in this cruise. The good people of Port Dover again hospitably entertained our yachtsmen and everyone voted the affair a huge success. The Regatta was held followed by a Grand Ball in the evening, which was attended by guests from all of the large towns and cities in western Canada. The Yacht Club members enjoyed themselves so thoroughly at this occasion that they remained there for a whole week.

The season of 1891 had ended very successfully, so that in the following year Commodore Hower was re-elected.

In 1892 the swing of prosperity was definitely marked. The Club prospered and held many regattas, the principal one of which was held at Cleveland. A new tendency, however, tended to develop which had a tremendous effect on the later history of the Club. This tendency was for members to participate in regattas to a lesser extent and to spend more of their afternoons and holidays on short sails and spins around the lake with ladies aboard. Many of these small cruises were down the river around the island and to the old Bedell House. The social swing was quite marked.

Social relations between the club members were developed to a greater extent than at any previous time and "Ladies' Day" became a more regular feature than merely an occasional special one.

Early in the season the project of a new Club House had been brought up many times and was agitated almost continuously. The old Club House began to prove inadequate for the gala social events that were beginning to

take place. The old Club House had been battered by storms and sea, had been patched up and repaired, so that the advent of the ladies into a participation in the Club's activities made the necessity of a new Club House almost imperative.

#### THE NEW CLUB HOUSE

Before the annual meeting of 1893 the project had become one of prime importance to all of the members so that after the re-election of Commodore Hower a special committee was appointed to formulate plans. This building committee consisted of Commodore Hower, H. L. Campbell and J. S. Thompson. Mr. Campbell, being an architect, drew up a set of plans for the Club House, estimating the cost at about \$10,000. Little did Architect Campbell dream that this building was to survive to the present day and occupy three other sites before settling down to its present snug harbor.

The original site was chosen at the end of Porter Avenue, which ended at approximately the point where the present driveway enters into the Club. This was much nearer the shore line than the previous old Club House site.

The Club House was set on piles in the same manner as the other Club Houses and was outfitted in a luxurious manner which would have been the envy of the old pioneers. There were shower baths, ladies' rooms, lounges, and billiard room, a manager's office, cafe, a large dance floor and to show that the interest in sailing was still supreme, there was a large sail loft in the attic and a large, commodious locker room.

There were 24 yachts in the fleet, together with two naphtha launches and two steam launches. This era was certainly one of prosperity and typical of "The Gay Nineties."

#### THE GAY NINETIES

For a moment let us review what has been happening throughout the country in yachting circles. In 1844 the New York Yacht Club, which was the first organized in the United States, had about nine members and nine yachts. Since this time, clubs had sprung up all over the country. Records show that over 6,000 yachts in 1893 were enrolled in over 250 clubs throughout the United States and Canada. Yachts were being built to cost from \$50,000 to \$150,000 with maintenance costs of upwards to \$75,000 per year. The America's Cup, which has become such an emblem of competitive seamanship between the English and American sailors, had been contested for twenty times and been successfully defended. The success of Americans over their English friends, had led many wealthy American yacht owners to deliberately cruise to Europe to pick up competitive races with the Englishmen, which most generally they won.

The "Gay Nineties" were indeed gay. Interest in yachting had developed to an extent hitherto unknown in the world. Thousands of books on the subject were written and the pages of the newspapers were filled with the

most minute details of regattas, cruises, and descriptions of the palatial boats which were owned throughout the country. Naval architects had developed boats with speeds that were astonishing to our European friends, and many of the foreign yacht owners refused to compete with the Americans.

The new Club House made a considerable addition to the water frontage at Buffalo. The Council and Park Commissioners were delighted with such a magnificent structure and it was promised that a great deal of assistance would be given the Yacht Club. Assurances were also made that no other buildings would be erected near the Club so as to spoil its location. The City agreed to build a new pier at the foot of Porter Avenue to which the Club would have access and thus save the expense of building one for the club.

The Club did receive a scare, however, when the City considered the question of using this pier as an excursion dock and loudly protested to the City Fathers. This blew over and no serious intervention of Club property occurred for many years to come.

In those days Yachting Etiquette was of prime importance and this little story is told of how important the small essentials were to Commodore Hower. Our old friend, Dr. Hussey, attempted to visit the Commodore on his yacht while at anchor in the Grand River. Dr. Hussey attempted to board the Commodore's boat on the port side and was interrupted sternly by the Commodore declaring, "If you have groceries to deliver you may deliver them on this side. If, however, you are visiting the Commodore, please board this yacht on the starboard side as any good yachtsman should know."

#### PIGEONS

Pigeon Racing came into popularity in the early nineties and Yacht Club members entered into the sport. The Club was presented with a gift of five birds which with additions soon grew to a good sized loft. The pigeons were trained by a special committee under Mr. Campbell to carry messages back and forth between boats and the shore. The boys were able to take the birds with them on the long races and keep the "Rocking Chair Fleet" informed of their progress.

The Club enjoyed a busy social season with dances almost every week, Ladies' Day once a week and smokers once a month. The ladies became such an important part of the Club's activity that in 1896 Commodore Hower secured the launch "Alert" for their exclusive use.

The Yacht Club became one of the most important clubs of the city and most of the prominent men of the time were members. Special provisions were made to entertain various conventions held in Buffalo at the Club House. Visiting yachts came from all over the lakes and lay at anchor at its moorings. Special excursions were held to Crystal Beach and Grand Island which many of the members attended. The Club prospered in every way.



Many of the members who held bonds for the erection of the new Club House turned in their certificates for life membership which reduced the indebtedness. Among these were Colonel Francis G. Ward, Commodore Hower, and many others.

In 1898 Commodore Hower resigned and M. Birge became Commodore. In June of the same year Commodore Birge also resigned and Commodore Thompson was made the new Commodore.

The Club had been so pleased with Commodore Hower's regime that a special office was created as Honorary Commodore to which he was elected. He was thus permitted to add one stripe to his uniform above that usually worn by a Commodore and also was allowed to carry the letter H in the center of the star of the Commodore's flag.

#### PAN AMERICAN YEAR

In 1901 the Pan American Exposition was held at Buffalo and plans were made by the Club to do its portion in properly representing the city. Moorings were placed throughout the water area in front of the Club for visiting yachtsmen who came from all parts of the country.

The Club House was given a fresh coat of paint and the interior was completely decorated from stem to stern. Commodore Thompson appointed special committees to entertain visiting dignitaries in typical Yacht Club style. Thousands of dollars in prizes were set up as trophies for the many regattas that were held week in and week out during that summer.

Prizes were so valuable that there was real competition in these races and sometimes a little ill feeling when one or two boats won regularly. In one particular race a sterling silver tea set worth over five hundred dollars was the first prize, three hundred dollars cash the second, and one hundred dollars the third.

To show that the Yacht Club members were not only capable of entertaining and participating in yachting events a time came when the high diver of the Exposition was killed and a substitute was vainly sought to continue the performance. The dive was taken from a one hundred and four foot tower into a tank of water four feet deep. At this time an energetic member of unusual ability, Bill Chadeane, took over this performance repeatedly until a professional was obtained to continue the season. Later Mr. Chadeane gave a demonstration of high diving to the good people at Dunneville by masquerading as a young lady from their port and diving from the mast of a schooner anchored in the harbor. It is said that many of the people there still remember this particular lady by her wonderful ability at diving although she has never dived since.

#### B. Y. C. GETS A POINT ABINO STATION

In 1902 Mr. Allan Holloway offered the Yacht Club a beautiful piece of property at Point Abino. The lot was about 200 feet by 350 feet located on the side of a hill overlooking the bay. This property was offered to the Club subject to an incumbrance of \$400 payable to the Canadian Life Insurance Company. Buffalo yachtsmen were enthusiastic over this gift and voted Mr. Holloway a life membership.

Plans were immediately made to construct a house. The building was about 50 feet by 40 feet and built of wood. The first floor consisted of a lounge, dining room and kitchen, together with a caretaker's quarters. The second floor was laid out for a dormitory furnished with double deck bunks. A veranda ran completely across one side. The building cost about \$2000 without plumbing. The difficulty of water was solved by the erection of a typical windmill placed at one side of the house.

To finance this construction a special meeting was held to obtain authority to borrow \$2200 which was authorized and a special committee proceeded to obtain the money. To their surprise they found that the property could not be mortgaged due to the fact that the Yacht Club did not have any license or permit to operate in Canada and was therefore not qualified to own any property there. In accordance with the law the property reverted to the Crown but not the encumbrance.

Yacht Club members, however, are not easily put down and they went to work immediately to obtain a special grant to regain title to the property. Through the good offices of Willard German, a member of the Yacht Club, as well as a member of Parliament, His Majesty King Edward VII not only issued a special grant permitting the B. Y. C. to hold this property but gave the club riparian rights as well, to a depth of six feet.

The club having now a clear title, constructed its station and secured money to build a pier 1500 feet out into the lake so that the yachts might discharge their passengers without the long dinghy ride to shore. The pier was built on wood cribs filled with stone at intervals of ten feet. This must have been a tremendous job but the members succeeded in performing the Herculean task.

Several years later Lake Erie kicked up in its customary fashion and practically destroyed the entire pier, but the members went right to work again and rebuilt it undaunted by possible future perils. Later an old ship was obtained with the idea of sinking it at the end of this pier and forming a sort of break wall for ships to lie at anchor. The boat was secured and towed to position during a rather heavy wind storm. The boat sank but not in the pre-arranged fashion. It went down several hundred feet away and it was impossible to move it any further. The old wreck still may be seen in the vicinity of Point Abino Station.



## ALLAN MONROE

Late in 1902 the Club mourned the death of Mr. Allan Monroe, one of its most honored and valued members. He had belonged to the Club for many years and was active in all its departments. He had made the Club distinctive among the yacht clubs on the lake and had occupied the position of Fleet Captain. He is credited with entertaining many of the young college men of Buffalo and interesting them in the sport of yachting, many of whom became members after graduation. The Club entered a resolution in the minutes, mourning his death and carried the pennant at half mast for the entire week.

## THE 1902 YEAR BOOK

Early in 1902 the members having completed a very satisfactory year, desired to issue a Year Book. This book was cloth bound with colored photographs showing the Club's flags, insignia, constitution and membership. Membership showed a record of an all time high with 292 names and a fleet consisting of 87 yachts, the largest of which was the "Sagamore", a steam yacht 186 feet long. A single copy of this book remains in the archives of the files today.

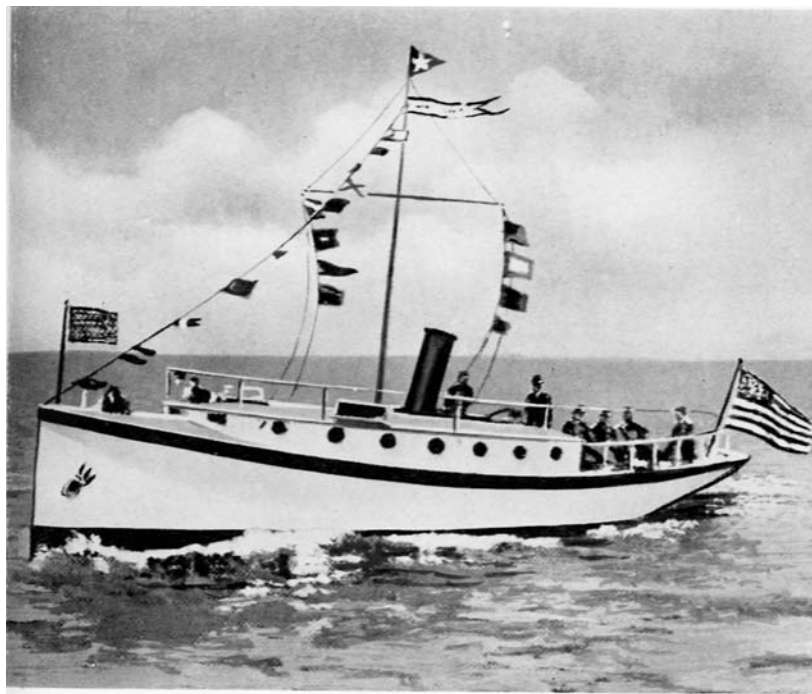
## BUFFALO YACHT CLUB HAS ITS FIRST ANNUAL BALL

Early in 1903 Commodore Vedder resigned and G. W. Maytham took the helm. In 1903 the boys desired to go in for a big social event. Arrangements were made for a big ball to be held at the Hotel Iroquois. The members supported the ball in great style and so many guests were present that it was not only a social success but a financial one as well. The Club desired that the ball should be an annual affair and it continued for many years thereafter as one of Buffalo's most brilliant affairs. From then on until 1927 the annual ball was continued with great success.

## THE VEYU

In the fall of 1904 the Club decided to obtain a large yacht for the use of its members to transport them during the summer from the Porter Avenue station to Point Abino. Plans were made for this boat and a contract was let to the Truscott Boat Manufacturing Company at St. Joseph, Michigan. The boat was to be 54 feet long with 11 foot beam. She was to be what is generally known as a sea-going type with a low cabin top entirely enclosed with adjustable dead lights on each side. Aft of the cabin was an open cockpit to seat thirty people and was covered with a sun awning suspended on a pipe frame work. She was powered with a sixty horse power engine capable of driving her twelve miles per hour.

The interior was done in weathered oak with leather upholstery, in accordance with the latest artistic design of the times. On May 27th she set sail from the boat yard for Buffalo manned entirely by a Buffalo Yacht Club



THE VEYU  
(The Club Launch 1905)

crew of which Captain Bodamer was in charge. She proceeded on her course without mishap until she reached Detroit when the skipper finally found the boat unable to proceed as if some enormous weight were attached to its stern. After anchoring all night it was disclosed in the morning that the "Veyu's" propeller had picked up the entire electrical equipment of a floating pool room and gambling place which had subterranean electrical connections to the mainland, including 1000 yards of telegraph wire, insulators and all. After clearing the appendages and making minor repairs the "Veyu" arrived in Buffalo on June 2nd after a thousand mile run.

The Buffalo yachtsmen were highly enthusiastic with their new yacht and planned to put her in service immediately between Buffalo and Point Abino. Thus began the popularization of the Point Abino station and made it possible for the non-boat owners to participate as watchers in the many events that were scheduled for that year.

#### THE SEASON OF 1905

The season of 1905 was a brilliant one. A four day Regatta was held at the Point in which the Buffalo Canoe Club, Buffalo Launch Club, Duquesne Canoe Club, Rochester Canoe Club and the Erie Yacht Club participated. Events were scheduled for every minute of the day from July 1st through to the 4th.

During this season several new classes of boats were added to the fleet. Parties were held at Point Abino almost every week end. The Club boasted a swimming team, a bowling team, and went in for rowing regattas as well as the regular sail boat races. During the summer the famous Ryan Trophy was hung to stimulate sailing competition between the Canoe Club and the Yacht Club. The Gardener cup races were inaugurated and have been continued almost without interruption to the present day. The Gardener cup has been one of the most hard fought for trophies ever set up in the Club. The deed of gift specified that it should be for seaworthy cabin yachts over a triangular course in Lake Erie and almost without exception the race has been sailed in strong winds.

The social season was vigorous and gay. During the summer, dances were held every week either at the Porter Avenue Club House or the Point Abino station. These dances were so successful that it was generally considered an honor to be a guest at one of these functions.

Near the end of the season the Yacht Club received one of its usual setbacks by Mother Nature. On October 20th a sixty mile gale carried everything that was loose before it. Many of the boats broke their moorings and were washed ashore. The "Norena," the "Beppo," the "West Wind," "Lucinda," "Corieone," "Maude," the "Breeze" and many dinghies were washed ashore and battered by the huge waves that completely wrecked the smaller boats. The morning of the 21st presented a sorry sight.



Beautiful yachts crushed into kindling were lying like driftwood on the beach. Many of the members took leave of absence from their offices, salvaged their boats and re-commissioned them. The newspapers of the day were full of pictures and articles showing the damage wrought by the storm.

#### THE WINTER SOCIAL SEASON

In spite of the storm the spirits of the Club were not dampened. A brilliant social season was planned. Theatre parties were organized in which the club members took over all the theatre boxes for the night. The annual dance was held at the Iroquois Hotel and was an even greater success than its predecessor. The newspapers rated this ball one of the most attractive of the season. During the winter Captain Griesser, an enthusiastic member, constructed a fine ice boat hoping to interest the members in this lively sport. The members stood by waiting for the ice to form on the lake so as to determine the prospects for this type of sport. December came and passed; the lake was a clear expanse of open water. Likewise January and February came and still there was not enough ice to trust the boat. Captain Griesser in despair finally put up the boat for the season hoping that another year would bring out an opportunity to gain an enthusiastic following. Doubtless, it is due to this sort of eccentricity of Lake Erie that ice-boating has never become popular in Buffalo.

#### FIRES

Early in May, while the season was being organized, a fire broke out at the Porter Avenue station and threatened its existence. Fortunately a group of the members were near by and a regular bucket brigade was organized which kept the fire under control until they were relieved by the fire department which finally subdued the blaze without great damage.

The members were not nearly so fortunate in the case of Point Abino, however, for here a fire started and destroyed the entire structure. An ordinary group of men might have been completely disheartened by the destruction of this most popular place, but not so the Buffalo Yacht Club boys. Instead subscriptions were made up by a small group to construct temporary quarters, and a special committee was formed to see if additional property could be purchased from the Holloway Sand Company to fully exploit the possibilities of the point. The enthusiastic committee found they could purchase a total plot of 12 acres and the Club readily acquiesced to this purchase at a cost of about \$5000.00.

Instead of immediately constructing a new club house at Point Abino an existing house was leased adjacent to the property. The committee went in for extensive repairs and built a complete cellar under the entire house. This they used for a kitchen and dining room. In addition they rebuilt the entire upstairs as a dormitory for the ladies and in the rear they constructed an addition to be used as a dormitory for the men. Plans were drawn up for

the new Club House in its final location and a permanent wing was constructed. Unfortunately at the end of several years when the lease expired the Club was unable to renew it due to some unforeseen contingency that had arisen and they were reduced to the use of the newly constructed wing.

The summer of 1906 was one of great activity. Many races were sailed among which was the famous 100 mile race promoted by the then Vice Commodore Edward Michael. The first leg of this race was to Dunkirk, thence across the lake to Port Maitland and thence to Buffalo. This race was won by the Merle commanded by Captain Frank Maythan. Eight boats competed, the total time required was from 23 to 26 hours.

There was a regatta at Put-In Bay in which the club participated. There were many races at Point Abino and great rivalry existed between the Canoe Club and the Yacht Club in these events. In addition there were canoe paddling races, baseball matches and other sporting events between the two clubs. In July of that year the Squadron Run was again inaugurated to Point Abino. It was the aim of the directors and entertainment committee to make this a social yachting entertainment to which the ladies were invited. At Point Abino a special dinner was served and a veranda party given in the evening. Thirty yachts participated in this event led by Commodore Frank E. Wood with the "Ahalya."

In this year we run across a news clipping which proves beyond the shadow of a doubt that our yachtsmen did not neglect their religious devotions by being interested in yachting. It appears that two of our most prominent members were becalmed at Point Abino late one Saturday night and felt their responsibility so greatly that they rowed their sailboat all the way home to Buffalo reaching the harbor by 8 o'clock Sunday morning in ample time to change their clothes and assume their position in their pews.

All during the season the "Veyu" made its regular trips to Point Abino and return. The unloading of passengers at Point Abino continued to be quite a problem. The mode of getting from her mooring point to the harbor before the station was both uncomfortable and funny. The old wreck had attached a pulley which in turn had a rope connected to the head of the pier. A flat bottom scow lay beside the "Veyu" mooring spot and when the "Veyu" entered port, the passengers were taken off and put aboard this scow.

Once the passengers were aboard all the men took a hand in pulling the rope through the pulleys and towing the scow toward the shore. The real fun began when the scow got near the pier. Here the water was so low that the scow became grounded. The distance was too long to jump so that a long ladder was laid from the scow to the pier and some of the men and the bravest of the women walked the rungs of the ladder to safety.

Taking the passengers back to the "Veyu" was even a more difficult problem. Usually the scow got stuck in the mud and many of the "Sir Raleighs" wore bathing suits and pushed the scow off the marshy bottom.



## GALES AGAIN

On October 29th just a little over a year since the last storm lashed the Buffalo harbor, another severe storm created havoc. The gale was estimated to blow about 80 miles per hour and the damage reported to the Yacht Club's fleet was estimated at \$10,000.00. The big sloop "Merle" was cast ashore as well as nearly every one of the boats of the Club. The "Peter Pan," which was a powerful motor boat, broke from her moorings and leaped completely over the Bird Island pier, scurrying down the river until finally stopped on the rocks off of Grand Island.

The dock at the Club was badly damaged and that portion of the fill at the foot of Porter avenue which was made for a pleasure dock was washed away. The old Club House of the West End Rowing Club near by was toppled off its foundations. The water rose so high that it reached the level of the various docks in the harbor. Even the Crystal Beach dock was unable to withstand this terrible beating of the waves and a large portion was washed away.

The dock at Point Abino which was so laboriously built, was completely demolished. In the city, fences were blown away, telephone and telegraph wires were blown down in all sections, the roof of school No. 3 was blown off and damage was done throughout the city, yet no lives were lost or serious physical injuries reported. In spite of the storm and wreckage the Club went right on with its social season and prepared for another of its successful annual balls.

## COMMODORE MICHAEL

Since Commodore Hower's time few men had taken a greater active interest in the B. Y. C. than Edward Michael. In 1907 he was raised to Commodore and was continued in office for the following four years. After that he occupied a position on the board of directors and served on many committees and as advisor on many of the club problems right down to the present day. It was fortunate indeed that the Club was under this resourceful leadership during the rough journey it still had to encounter.

Commodore Michael was an enthusiastic yachtsman and personally hung many of the most valuable prizes and trophies the boys were ever privileged to race for. There are few of the present older members who cannot boast of some trophy presented by Commodore Michael. He encouraged long distance racing and was the one who first planned the "All Night Race" which has since been sailed practically every year up to 1932.

In 1915 Commodore Michael purchased the "Kaleda" and brought her to the Club. She was a steam yacht, 115 feet long and fitted out in the latest magnificence and luxury of the times.



THE DAY AFTER A GALE

The Club enjoyed a perpetual grant from the State of New York for riparian rights from the north line of Porter Avenue to the south line of Connecticut street extended. A perpetual grant is for a long time and to the members this meant that as long as they could withstand the storms of Lake Erie they would apparently always have a satisfactory location for their club house.

There came a time when the typhoid epidemic broke loose in Buffalo with destructive force. It was finally decided by the City that it should move its intake nearer the source of the Niagara River and they determined to build a pumping station at the foot of Porter Avenue which was then a low sandy beach given over to bathing facilities. In order to build this pumping station it was decided to extend Porter Avenue, build a wall to the channel line and fill behind it to obtain a site for the station which was to be called the Colonel Ward Pumping Station.

In the course of construction the location of the Buffalo Yacht Club was decidedly to the disadvantage of the City and they were requested to move. The Club, standing on its rights, refused to move since it had undergone considerable expense in constructing its foundations and had had assurances from the city that it would not be molested. In attempting to force the issue the City itself suddenly found that it was occupying lands of the State to which it had no right and that the Naval Militia also had a riparian grant to Jersey Street.

The State of New York upheld the Yacht Club in its stand. At a meeting in Albany attended by the Lieutenant Governor, the Mayor of Buffalo, the Attorney General and the State Comptroller it was decided that the State would not give a clear title to the City unless the City itself would move the Yacht Club to another site and provide foundations and facilities equal to that which it had. The Yacht Club in a generous and co-operative spirit agreed to these conditions and in addition agreed to give the greater portion of its riparian rights on the north end toward Connecticut Street to the Naval Militia. The City agreed to lease a portion of the land which it owned on shore to the Yacht Club at a nominal tax to provide access and grounds for the Club House.

Everybody came home from Albany satisfied with the agreement and a resolution was drawn up to appropriate funds for the City to perform its end of the bargain. The resolution was promptly passed by the lower house of the Common Council but the upper house repudiated the verbal agreement declaring it illegal and refused to appropriate the necessary money to perform the work.

The work on the new Colonel Ward Pumping Station was well under way and dredges were moved in such close proximity to the Club House that each day's work endangered its foundations. The members became so agitated and concerned that several of them took it upon themselves to stand



guard over the Buffalo Yacht Club property and even threaten the captains of the dredges against possible damage to the Club House.

Finally matters got to such an extreme point and the continuance of the work so imperative that the Club allowed the City to move the Club House temporarily until the agreement could be worked out.

#### THE Z COURSE CRUISE OF THE CLUB HOUSE

Members were greatly surprised when the House was moved, because instead of being moved along the shore it was moved due East almost to the railroad tracks far from shore which had a greater depressing effect on the yachtsmen than anything that had ever happened before.

After much negotiation the City finally set up a pile foundation in front of the wall at about the location of the present bridge to the outer wall of the basin. The Club House then set its course Nor'West and moved to this location.

The City Council in going over its own records had found that the City actually owed an obligation to the Buffalo Yacht Club for the relinquishment of its State grant and in accordance with the several verbal agreements made previously.

In 1923, the House and Docks Committee consisting of Edward Smith, Joseph Ford, Edward Michael, Robert Mason together with Commodore Louis R. Davidson secured a thirty year lease from the City for the present grounds. That year the club house set its course due East and moved to the present site. The lease was also an agreement whereby the docks, bridge and marine railway were constructed as part of the fulfillment of the City's obligation.

In 1911 Edward N. Smith was elected Commodore. Like his predecessor he had been active in the Club for many years and was to give many more of interested and priceless service. The members owe much to Edward Smith for the development of the Point Abino station and the preservation of the main club house itself, as well as the construction of the docks, marine railway and bridge. Commodore Smith was an ardent sailor and owned many boats. His last was the "P" class boat "Joyant" which he continued to sail until a few years ago.

In 1912 Clarence Buckpitt became Commodore and he as well as the entire membership were particularly occupied with the moving of the club house. There were meetings with city officials, contractors and various others with whom the routing of business had to be conducted. The Club carried on however with Regattas, swimming events and a social season. It is, of course, to be assumed that many members with their deep interest in the Club property, neglected their nautical inclinations to become critical "Sidewalk Superintendents" of the work in progress.

#### PIRATE GOLD

There is a story told of this period the truth of which can only be surmised from the general reluctance of certain members to discuss it. It seems that the rumor came to the ears of some of the members that pirates had buried a treasure many years before somewhere on Long Point. This must indeed have stirred the imagination of the adventurous into fitting out several hasty expeditions in quest of the booty. It is said that many other parties also joined the search but that after vainly digging most of the summer they all returned, healthier perhaps, but not richer. All information obtained to date indicates the treasure still remains a mystery although there are those who insist there is one.

#### THE COMMODORE PERRY CENTENNIAL

It was indeed fitting that Dr. E. P. Hussey should be elected Commodore in 1913—the year that was scheduled to celebrate the victory of Commodore Perry on Lake Erie. During 1913 the old Niagara, Commodore Perry's flag ship which lay at the bottom of the lake in Erie harbor for over 80 years, was raised, put into commission and refitted throughout. In the summer of this year she was brought to Buffalo and moored at the outer end of the Buffalo Yacht Club's dock.

In its usual style the B. Y. C. rose to the occasion required for the celebration and cooperated fully with the State of New York and the City of Buffalo. The Club House became the center of all activity and a meeting place for the various committees appointed. W. J. Connors, a member of long standing in the Club, was appointed by the Governor of New York as the head of the Centennial Commission. Mrs. Esther Davenport was chairman of the Women's Committee.

The governors of New York, Ohio, Pennsylvania, Michigan, Illinois and of course Rhode Island (Perry's home state) attended the formal functions and were entertained at the club house.

The only gun boat of the Lakes, together with all the government boats available, were brought to our moorings. In addition yachts from all over, numbering more than a hundred, anchored in the vicinity of the Club. At one time there were over seven thousand sailors in and about the grounds and basin.

As high as ten and twenty thousand visitors daily passed through the Club grounds and over its docks to view the Niagara. On the Flag Ship were displayed special relics from Washington consisting of Commodore Perry's sabre, pistols and sailing orders. These were under guard of members of the Navy during the day and at night taken by our own Eugene Roberts to his private vault in Buffalo.

The hospitality and facilities of the Club were taxed to the utmost. One morning at breakfast over 800 people were served in the dining rooms and



the same afternoon a group of dignitaries were received in a formal reception while the Ladies' Committee served tea to the visiting ladies. In the evenings formal functions were scheduled for visitors from far and near. Some nights gorgeous displays of fireworks were set off.

What a year this must have been for the Buffalo Yacht Club. Visiting yachtsmen were invited to participate in special regattas and hundreds of valuable prizes were put up for trophies. On one occasion a prize worth five hundred dollars was competed for in a single race. Many people saw their first aeroplane as Glenn Curtis made exhibition flights over the water front.

The archives of the Club contain many letters of appreciation from people as far west as San Francisco and south as far as New Orleans attesting to the wonderful entertainment that was provided for them by the Buffalo Yacht Club.

Records not found in the Club's archives indicate the members themselves had a wonderful time. One beautiful moonlight night when the last guest had left for his quarters and a gentle but steady breeze was blowing, a group of younger members became overcome by the desire to sail a square rigger and above all the "Niagara." What a thrill they must have had as the sails were set and the moorings cast off, but alas, with only the training acquired on slim "fore and afters" that really go to windward, the cruise ended abruptly on a mud bank, and the crew spent the rest of the night kedging her back to her moorings.

In 1914 the Yacht Club returned to its normal way of life. T. V. Fowler was elected Commodore and appointed active committees. The use of Point Abino as a week-end resort continued to grow in popularity with just cause. The owners of boats made up parties and took long cruises up the lake and several went as far as Alexandria Bay and the St. Lawrence River.

On one of these trips the "West Wind" was moored at Vermilion, Ohio, over a week-end. Now Vermilion, at this time, was a strictly religious city and allowed no activities of any kind on the Sabbath. On Sunday afternoon the good people without else to do, paraded the dock near which the yacht was moored, probably envying the carefree repose of the crew. When the audience became large enough one of the crew members, dressed in yachting best, took off in a canoe toward the dock. When he reached about half way the boat capsized and to the dismay of the spectators he failed to come up.

The remainder of the crew on the yacht continued their reading apparently not seeing anything unusual. Frantically the spectators hailed them, pointing to the overturned canoe. After what seemed a long time to the spectators the crew finally got into their dinghy and rowed out to the canoe. When they righted it a body was apparently floating there, stern uppermost, which they proceeded to haul into the dinghy. After making a careful and slow examination they exclaimed in loud tones "Why, he's dead" and then very deliberately threw him back overboard.



THE NIAGARA AT THE B. Y. C.  
(Perry's Flag Ship during the Perry Centennial held at Buffalo, 1913)

The good citizens of Vermilion on the dock having reached a high state of excitement were completely dumb struck and they poured out their outraged feelings on the crew as they rowed back, their dinghy screening the fun loving member who then swam under water to the "West Wind" and finally crawled up on the opposite side to the cabin, entirely unobserved. The waterfront was in an uproar and finally when the police arrived the crew had to do some tall explaining that the incident was only a prank.

#### THE LOWER LAKES CRUISER CUP

In 1914 the Lower Lake Yachting Association decided on presenting a large silver cup to the member clubs to be raced for annually for seaworthy cabin motor boats.

Although the trophy had been promised no cup had been actually given almost up to the time of the first race. Bob Mason, who had been secretary for many years and was in charge of the race, went to work and the cup was finally secured by subscription—almost wholly by B. Y. C. members.

Harry Smith, who had the responsibility of laying out the course, took his job so seriously that he employed the services of a corps of surveyors and engineers to determine the exact location of the buoys.

This race, while at first entered into enthusiastically, soon became almost a pleasure cruise in which participants sailed half heartedly. Finally in 1939, under the able management of Russell Lent, assisted by members of the Power Squadron, the race was run on lines similar to the Block Island race and became one involving intimate knowledge of the owner's boat, navigating principles and accurate timing. This last race was won by Michael Belinson with his "Ya-Wan-Na" for the B. Y. C. and lifted the cup from the Buffalo Launch Club who had possession of it for several years.

The Club elected Commodore C. L. Abell for the years 1915 and 1916. These years together with the two following, 1917 and 1918, carried on by Wm. J. Gunnell as Commodore were four years of uninterrupted activity and expansion.

#### THE BINNACLE

In 1915 the Club ambitiously undertook to publish a monthly magazine. "The Binnacle" was the name chosen and a staff of editors consisting of Joseph B. Ford, Edward Sherlock, H. T. Koerner, Malcolm R. Clissold, W. A. Cowan, Charles R. Hurley, Felix E. Prochnow, Harry G. Smith, H. L. Chamberlain and Harry V. Bisgood, applied themselves to the task of putting out the magazine.

"The Binnacle" was a huge success. It was printed on heavy gloss paper containing about 25 to 30 pages. Each issue contained dozens of yachting pictures as well as interesting accounts of the activities of the Club and its members. An energetic advertising department secured enough ads to make

the venture practically self-supporting although the staff must have indeed burned the midnight oil to produce it.

The paper continued through 1915 and 1916, finally petering out early in 1917, probably due to America's entrance into the Great War and the slowing down of yachting interests. "The Binnacle" was again revised in "Reader Digest" size during Harry Larkin's regime but suspended publication the next year. Nothing was done toward a publication again until 1935 when "The Binnacle" came out as two sheets of mimeograph copy ably prepared, but soon discontinued again for lack of sufficient appropriation and perhaps appreciation of the membership itself.

In 1939 "The Binnacle" was launched forth again in the form of a modest four-page sheet with five issues to cover the year and its activities.

#### THE WORLD WAR

The fact that the World War was in progress had apparently little effect on the immediate curtailment of the Club's program. The effects were to be felt much later in the Club's history when there was to be found a dearth of younger men on the roster to be properly trained in carrying on the work for which the Club had been organized.

There was a good racing fleet and much interest was centered on the class "Q" boats of which there were seven. The prizes offered were extremely valuable and the competition was naturally intense.

So many improvements were made at Point Abino and at the Porter Avenue Club House, and so much more money was needed than the regular revenue provided, that special methods were employed. These methods were both direct and productive. They consisted of simply asking the officers, directors and members for the amount of cash required to balance the Bills Payable. During the year 1918, the sum of four thousand dollars was raised at one single meeting.

It is difficult to say what the Club would have done without the generous old standbys who never forsook the ship no matter what happened. This history would be grossly incomplete without the names of Edward Smith, Harry Smith, Robert Mason, Wm. Gunnell, Dr. Hewson, Dr. Hussey, Edward Michael, Carl Svensson, Joseph Ford and many others who time and again gave so generously of their money and their even more valuable time. No matter what their personal differences ever were, and it can be assumed there were many among men of such strong characters, they were always ready to bury the hatchet and put their shoulders to the wheel when the Club faced an emergency.

In rapid succession the years 1920, 1921 and 1922 slipped by. These were the Post War Depression years and the Club was navigated through some troublesome times by Commodores Dr. E. L. Hewson, Frank L. Sullivan and Charles H. Walters. Late in 1921 the Club's finances dropped to an



START OF RACE IN 1915



alarming state. Bills piled up to about six thousand dollars for which there was no ready cash. Finally in November a special meeting was called to determine whether a mortgage of this amount should be placed against the Point Abino Property or whether an assessment of \$200 per member should be imposed.

At the meeting the mortgage was heatedly voted down and a compromise was made to assess the members a hundred dollars each. With every member now having a real equity in the Club, they put their efforts into the Annual Ball and cleared another twelve hundred. Catastrophe had been narrowly averted.

In 1923 the Club began to emerge from its most pressing difficulties and with Commodore Louis R. Davidson at the wheel hoisted sail for a new cruise of almost unlimited activity and expansion.

The black clouds that had been over the Club for so many years in the controversy with the City concerning the location of the Club House cleared away when the final lease was signed. True, the lease was not all that had been expected by the members who were in on the original verbal agreement but then it was something definite at least—something from which a course could be sailed.

Things began to happen in rapid order. The Club House was moved to its new foundation, contracts were let for the new docks and bridge, and finally the Marine Railway was built. The Club deservedly went in for a real celebration.

#### A WATER CARNIVAL

On July 21, 1923 a Water Carnival was held under the auspices of the Buffalo Chamber of Commerce in conjunction with the Buffalo Yacht Club, Buffalo Canoe Club, West Side Rowing Club and the Mutual Rowing Club at the foot of Porter Avenue. The Carnival was attended by the general public as well as the combined membership of the various clubs. A variety of sports made up the program, including sailing races, speed boat races, rowing races and swimming. There were canoe tilting contests as well as exhibition diving.

The event was so successful that a similar private program was worked out between the Yacht Club and the Canoe Club at Point Abino during August. This probably was the largest Aquatic Day ever held in the bay. In the evening the play "Pinafore" was produced followed by an exemplification of the ceremony used on old sailing ships for the initiation of neophytes on their first trip across the equator.

The Royal Canadian Yacht Club had been challenged to a series of four races by our two "P" boats, the "Joyant" and the "Wasaka." These races were sailed during their Regatta Week and during the week of the Canadian National Exhibition. It was a great regatta even though the B. Y. C. lost the trophy.

Commodore William H. Sanford took over the helm in 1924. Although the Club was bowling along at a good pace, the crew decided to put on more canvas. At an enthusiastic meeting early in April, the directors were authorized to raise a sum not to exceed \$12,000.00 for the purpose of making improvements. These improvements consisted of building the present Locker Room, remodeling the present dinghy room (then the old Locker Room), buying new furniture, building a new dock at Point Abino and other miscellaneous repairs. The money was raised by a loan agreement subscribed to by the members and officers. To the credit of the Club and its officers every dollar of this loan was fully paid including all of the interest.

The season was brilliantly successful in every way, another water carnival was held for members and friends, regattas were sailed by a good sized fleet of boats, dances were held, and everyone felt a growing pride in the organization. The year was ended at the Annual Meeting in a splurge of professional entertainment, tributes passed between members, dozens of trophies presented and the election of Joseph Ford as commodore.

#### YEARS 1925-1927

If a long record of self-sacrificing service plus ability entitles one to leadership in a Club, Joseph Ford should have had the honor long before 1925. He had served the Club on many of its committees, had innovated the "Binnacle" and edited it for several years which in itself was a gigantic task. He had served on the committee which handled the difficulties with the city and had willingly and earnestly served on almost every constructive program. His interest in the Club did not lessen in any way after his term of office expired but continued in the same sincerity to the present day. Like the Sea Captains of old he will fight to the last drop for a worthy cause and single handedly, too, if necessary.

His year in office marks almost the peak of activity in the cycle of expansion and variety of program. Water Carnivals were held, with a special event exhibiting a number of the Olympic swimming stars. Races, dances, stags, smokers, cruises all passed across the stage in rapid succession with unlimited publicity before the general public.

At the end of the year the wheel of the Club was turned over to the worthy First Mate, Commodore H. Morton Jones. The year 1926 followed its predecessor with an equally large and ambitious program. Past Commodore Dr. Hussey interested the membership in obtaining a small fleet of 16-foot keel boats to re-establish class racing. Six of these boats were procured which were known as the "Turtles." They were regularly raced for a number of years but the interest in sailing slowly diminished for lack of younger members. Membership did increase during the year but the initiates were generally motor boat owners.

At the following Annual Meeting Harry H. Larkin became Commodore. Practically the entire membership attended the meeting and much enthusiasm was displayed. The position of Honorary Commodore was again created and with a glowing tribute of respect, Dr. Hussey was acclaimed to this office.

In the past few years so many new boats had come to the Club that winter storage had become a major problem. The number of boats was equal to twice the room on the single track which was then about ready to fall apart. Members Boehm and Stimm had taken over the task of taking a track full of boats off the rails on skids to a place on the lawn so that the track might be refilled with the balance. In the Spring the work was reversed—but this was risky business. Commodore Larkin proposed the present system of double tracks and shuttle car. The improvements were financed by a sufficient number of members taking Life Memberships without the necessity of any further loans.

All of the scheduled races were sailed, and a full program of activity was run off during the year. In the winter the social season was climaxed by the Twenty-fifth Annual Grand Ball, which marked with almost prophetic brilliance, the last of a beautiful tradition and custom.

#### THE BEGINNING OF A DEPRESSION

When Commodore De Forest Cummings stepped into office in 1928 there was nothing to indicate that the years ahead were going to present any particular problems. It is true that the Club was carrying a pretty big load of debts but then there was a large influx of new members with big yachts bought with the profits in the rapidly rising stock market. Little did the officers realize that many of these novices of the sea would be the first to abandon ship when the storm broke a year or two later.

But the Club sailed along blithely forsaking perhaps a little interest in things nautical for the big interests in the power cruiser "Business," which was racing the whole country along with it, throttle wide open, toward the brink of the Falls.

Dr. Edward Meyers served as Commodore for the years 1929, 1930 and 1931. It was fortunate that the Club had a man of such capable executive ability to handle the affairs of the Club during those years. A careful budget was set up and the Club was placed on a sound business basis so that each year a substantial amount of the loans and notes were reduced.

In 1932 and 1933 Walter Huntley as Commodore continued the policies of careful business administration until finally the entire indebtedness of the Club had been paid and a modest balance remained in the bank. There probably should have been a great celebration over the last payment but then, it must be remembered, the great depression was at its lowest depth



and the directors carried on with much caution knowing from experience how easily a yacht club can fill the bilge with debt.

At the end of 1933 a few younger members conceived the idea that the Club should again strike out and encourage more yachting activities as well as enter into a modest social program. An appeal to the directors did not produce enough immediate action so that the group set up a partial second ticket for the annual election. Meetings were held by the ever-enlarging group at various places all over the city until the entire membership became interested—for it has never been difficult to really start something at the Buffalo Yacht Club. At the crowded annual meeting the members compromised their differences and elected Albert Stover, Jr., Commodore, George Manning Vice Commodore, Walter Werheim Rear Commodore and insisted on the appointment of Martin Buecking as Fleet Captain.

Spirits were somewhat dampened by the fact that one of those winter storms came up and practically destroyed all of the berths in the basin. The rebuilding was done by Captain Buecking and the basin was opened on time for the launching. The following year a number of dances were held and the regatta committee blossomed out with a real appropriation.

In 1935 all the officers of the previous year were advanced one step. The new skipper, George Manning, opened the season with "The Commodore's Breakfast" an innovation which has been carried on by all of his successors to date. A number of stag parties were held in the early spring, followed by a number of very successful dances in the summer.

#### HONORARY COMMODORE ELISHA P. HUSSEY

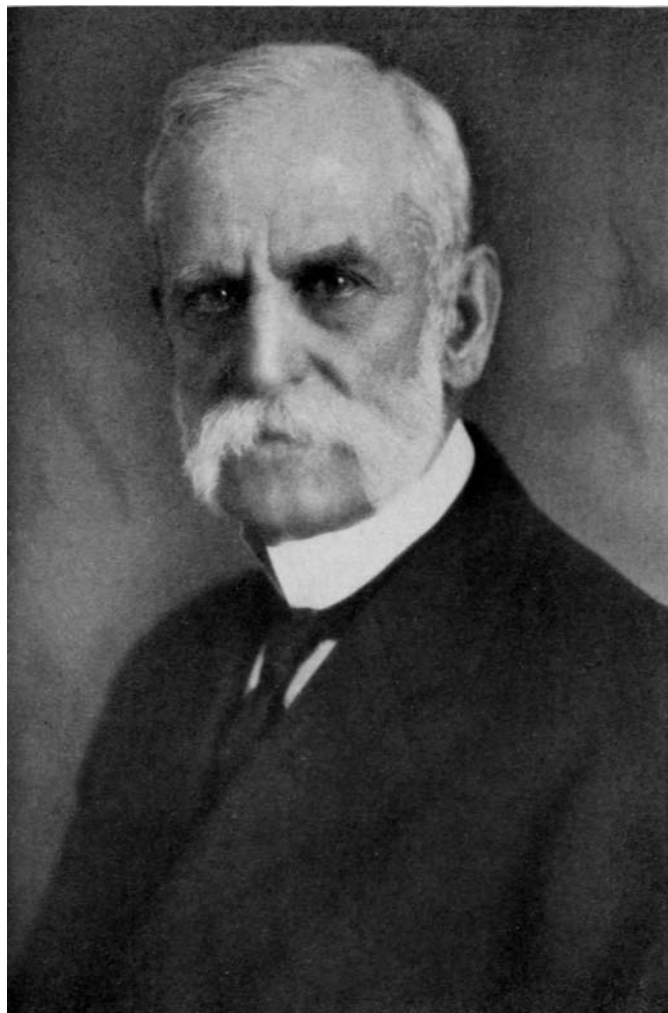
In February 1935 the entire Club was saddened by the death of beloved Past Commodore Dr. Hussey. He had belonged to the Club a greater number of years than any other member before or after him and had occupied every official capacity in the Club as well as serving on many of its most important committees.

He was born in Augusta, Maine, the son of a Whaling Ship Captain with the love of the sea in his veins. At the age of eighteen he was presented with a gold harpoon, a memento of having captured his first whale.

Finally he decided on a medical career and attended the University of Boston Medical College paying his own way as he went by serving on a whaling schooner. When he graduated he had already attained the rank of First Mate of his ship.

He was an enthusiastic sailor all the rest of his life and had owned dozens of small and large sailing vessels. He never missed a race, regardless of weather and proved himself a formidable competitor.

One of his dreams in later life was to cruise the West Indies where many of his exciting adventures took place as a young lad. He carefully selected his boat from the designs of S. S. Crocker and had it built under his personal



THE LATE COMMODORE E. P. HUSSEY, M.D.



supervision at Erie, Pa. She was an auxiliary ketch, 35 feet over all, 28 feet 7 inches water line, 10 feet 10 inches beam and 4 feet draft. She was christened the "Falcon."

On October 10, 1933, with a crew of two, 86-year-old Dr. Hussey began his long trip with a rousing sendoff by the Club and his many friends. She sailed through the canal, down the Hudson, coasted to Jacksonville and then shoved off for San Juan, Porto Rico. Thence she sailed through the Windward and Leeward Islands, visiting sixteen and going as far south as Martinique. Returning via the Virgins and Porto Rico, she reached Bermuda in April. In May the following year she reached New York homeward bound from an exciting voyage.

One night while moored in the Hudson River not far from Albany, the "Falcon" caught fire and became a total loss. Dr. Hussey and the crew were fortunate in being near an old scow and were able to save themselves unharmed.

Saddened by the loss of the boat and all his equipment, but still undaunted, Dr. Hussey was making plans for another boat and another cruise when death overtook him.

The Club mourned his death and carried the flag at half mast in deepest reverence.

A new class of membership had been created for small boat owners the year before and applications were made by a number of young aggressive men. Through them and the promotion of Charles Obersheimer, a "Moon" Fleet came into existence and a number of races were held in the harbor. These races had become so popular that the boys decided to go in for "Snipes" in the following year. The directors sensing the rising interest in sailing partially subsidized a fleet of twelve boats for those members interested.

#### YEARS 1935-1938

The Buffalo Yacht Club must have been guided by some divine magnetic compass for it seems that no matter what situation arose which demanded a certain type of leadership, the man most fitted to fill the specification was almost invariably chosen for the task. So in the three years to follow no better skipper could have been selected than Commodore Walter Werheim. With the Club interests always at heart, he managed its business affairs with keen business ability and at the same time, with a warm sympathetic understanding, patiently aided the development of an awakened interest in all yachting activities.

The years 1936, 1937 and 1938 were not marked by anything particularly spectacular—but there was a steady, healthy growth of membership, a steady increase in financial independence and at the same time a spontaneous, general interest in yachting. The fleet of twelve "Snipes" had reached twenty-two and races were held almost three times a week throughout the

summer. The B. Y. C. had taken a team to Youngstown and captured the Ritzhaupt Trophy in 1937 and successfully defended it again in 1938 against both Youngstown and the North Shore Clubs. The Club put on a dinner dance for their visiting competitors that taxed the facilities of the Club house and everyone had a wonderful time.

The owners of the small boats became interested in larger ones. Some started trades and secured sloops and yawls. The motor boat division grew both in number of boats and size until it became more and more of a problem to handle them. Squadron cruisers were again run and the interest of the Club widened out in every direction.

And so the cycle of upswing gained momentum.

#### THE EIGHTIETH ANNIVERSARY YEAR

In 1939 the Buffalo Yacht Club swung into action to celebrate its inception eighty years before. Commodore Karr Parker, together with the entire board of directors, lent their full support to a program full of greater activity than had existed for many years. Vice Commodore Charles Obersheimer put the house and grounds in spick and span order. He revived an interest in Point Abino again which had lain dormant for so long. A channel and basin were constructed there so that the boats could lie at anchor even in a so'ester.

Rear Commodore Edward Tunmore managed the races of which there were almost an unlimited number. Special events were held for each Flag officer, "The Commodore's Breakfast," "The Vice Commodore's Steak Sandwich Party," "The Rear Commodore's Fish Fry" and "The Fleet Captain's Hot Dog Party."

Joseph Cauley headed the entertainment committee and provided such a heavy program that Buffalo Yacht Club members had little need for other clubs!

A special committee headed by Past Vice Commodore Martin Buecking took the old constitution that had been battered around for so many years, revamped, amended, altered and brought it up to date together with the By-Laws and House Rules.

The old "Binnacle" was again revived and issued during the summer months.

The Buffalo Launch Club was challenged for the Lower Lake Cruiser Cup which they had held uncontested for several years. In an exciting and well managed race this coveted trophy was decisively won again by the Buffalo Yacht Club.

The summer season was a beehive of activity and closed with a Stag Party at which the trophies were presented to the race winners.

At the end of the year a Club Book was published, the first since the year 1902—

AND SO TIME MARCHES ON!

## THE COMMODORES

### *of the Buffalo Yacht Club*

1860-1861	John S. Newkirk	1913	Dr. Elisha P. Hussey
1861-1877	Records are not available	1914	T. V. Fowler
1878-1879	John S. Provost	1915-1916	C. L. Abell
1880	Clarence L. Bryant	1917-1919	Wm. J. Gunnell
1881	Laban B. Fortier	1920	Dr. E. L. Hewson
1882-1884	John S. Provost	1921	Frank L. Sullivan
1885	H. N. Vedder	1922	Charles H. Walters
1886-1889	Harry D. Williams	1923	Louis R. Davidson
1890	Capt. D. P. Dobbins	1924	Wm. H. Sanford
1891-1897	Frank B. Hower	1925	Joseph B. Ford
1898	Henry M. Birge	1926	H. Morton Jones
1899-1901	J. S. Thompson	1927	Harry H. Larkin
1902	H. N. Vedder	1928	C. DeForest Cummings
1903	G. W. Maytham	1929-1931	Dr. Edward J. Meyer
1904	Henry V. Bisgood	1932-1933	Walter W. Huntley
1905-1906	Frank E. Wood	1934	Albert Stover, Jr.
1907-1910	Edward Michael	1935	Geo. P. Manning
1911	E. N. Smith	1936-1938	W. P. Werheim
1912	Clarence Buckpitt	1939	Karr Parker

