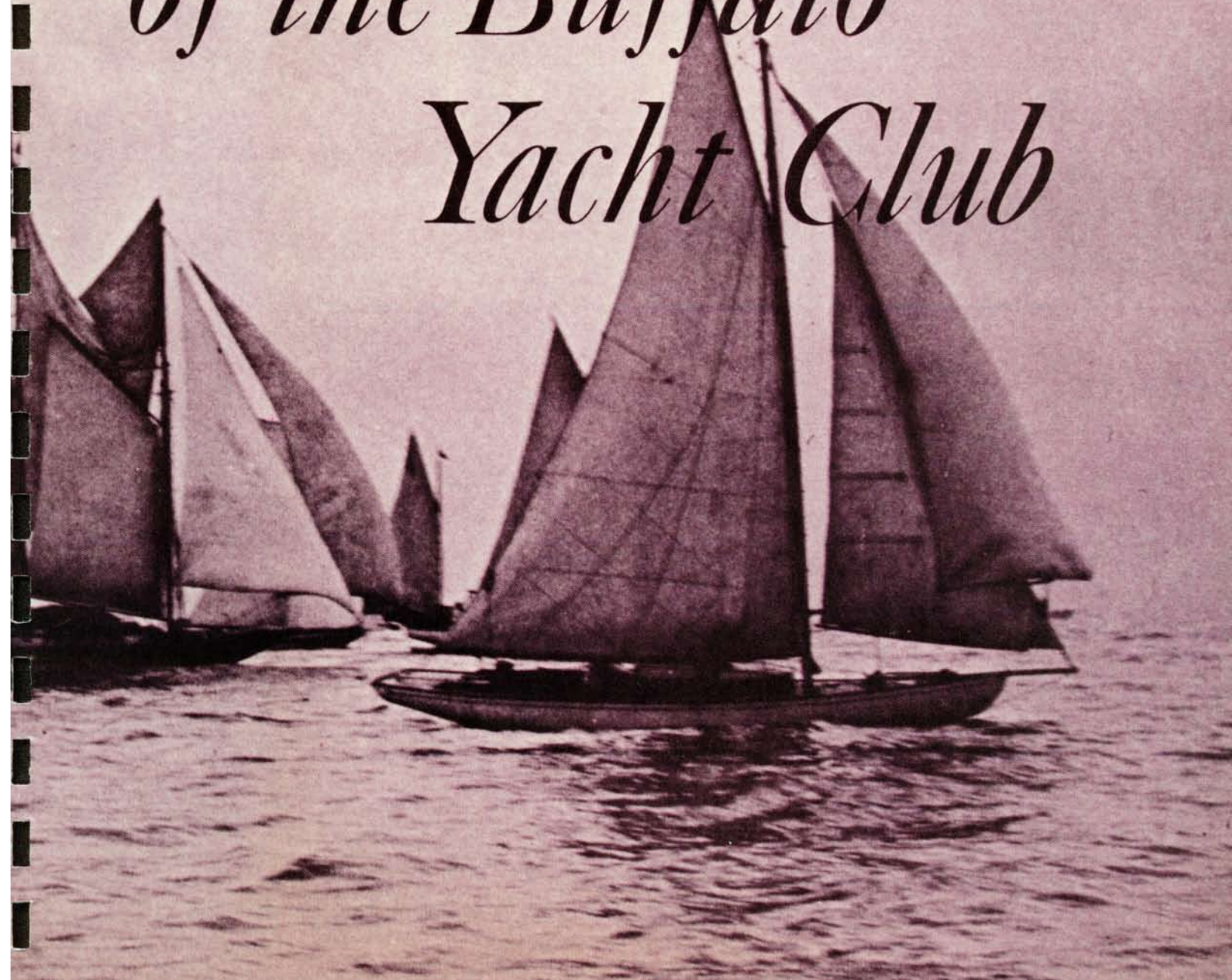
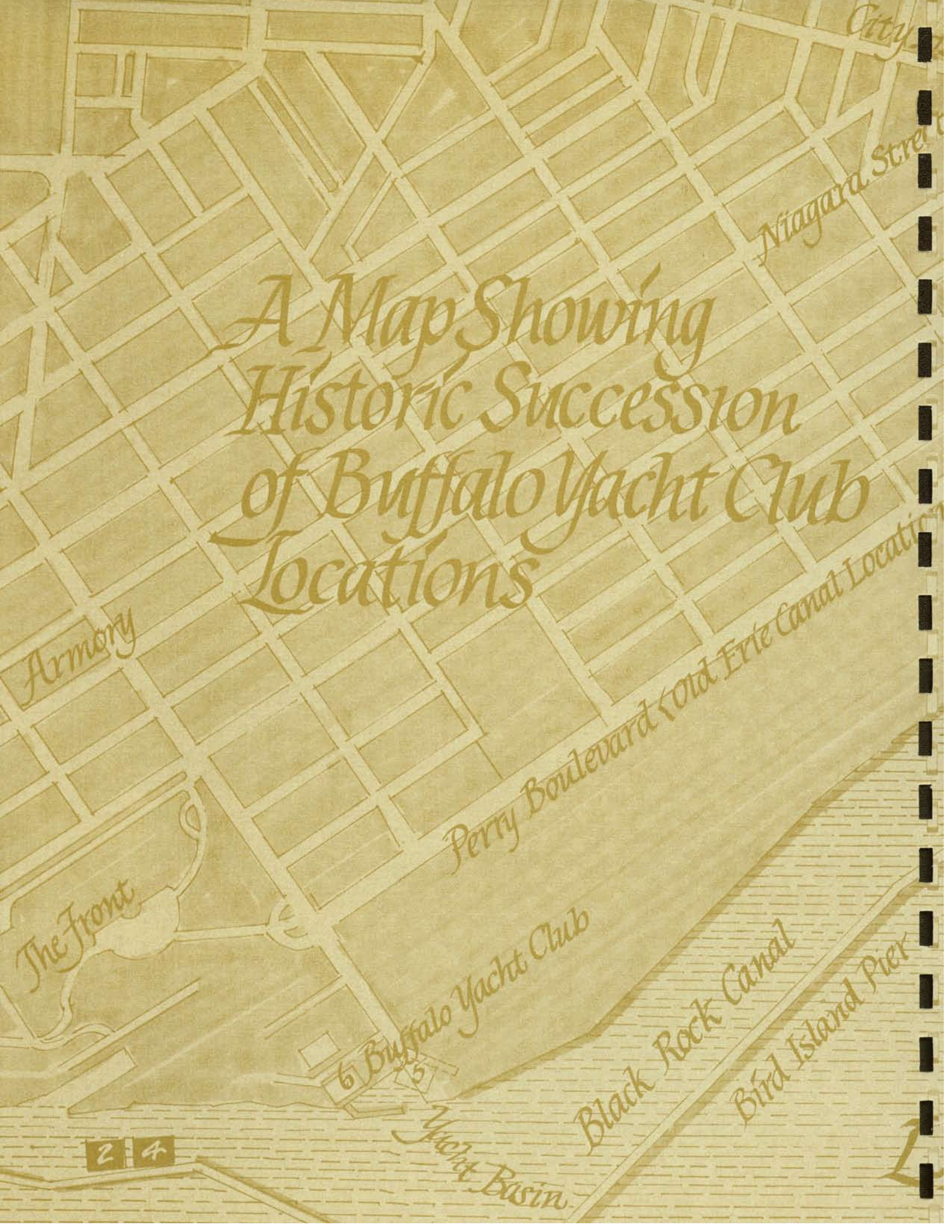


*The History
and Lore
of the Buffalo
Yacht Club*



*A Map Showing
Historic Succession
of Buffalo Yacht Club
Locations*



Armory

City
Niagara Street

The Front

Perry Boulevard (old Erie Canal Location)

6
5
Buffalo Yacht Club

Yacht Basin

Black Rock Canal

Bird Island Pier

2 | 4



○ Niagara Square

Terrace

Chippewa Street

Buffalo River

★ First Buffalo Light

★ Chinaman's Light

Erie Basin

1 3

Erie Breakwall

★ Present Buffalo Light
Buffalo Breakwall

Donnelly Wall ~ 1899

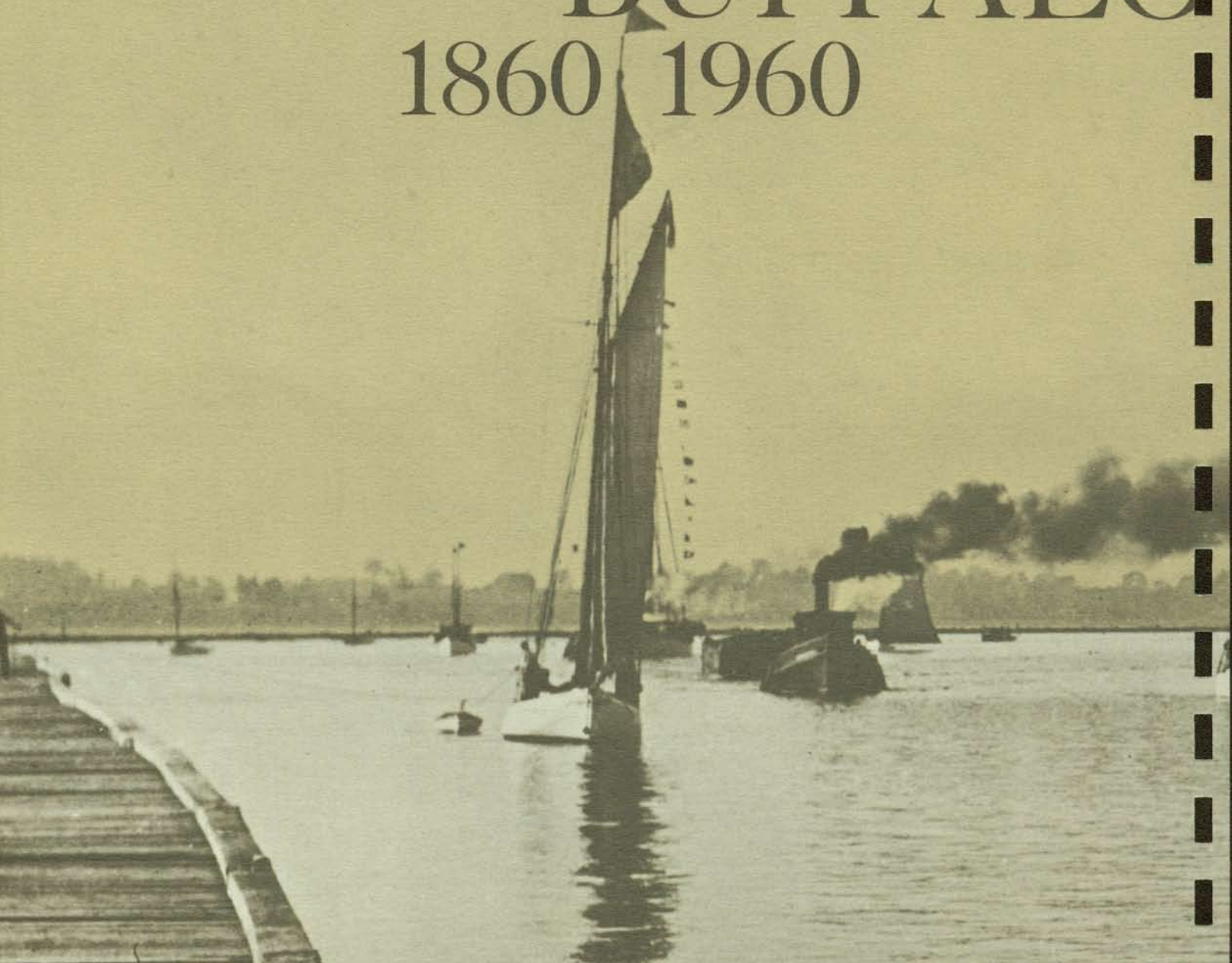
LAKE ERIE

*The
History
and Lore
of the* **BUFFALO
YACHT
CLUB**
1860-1960

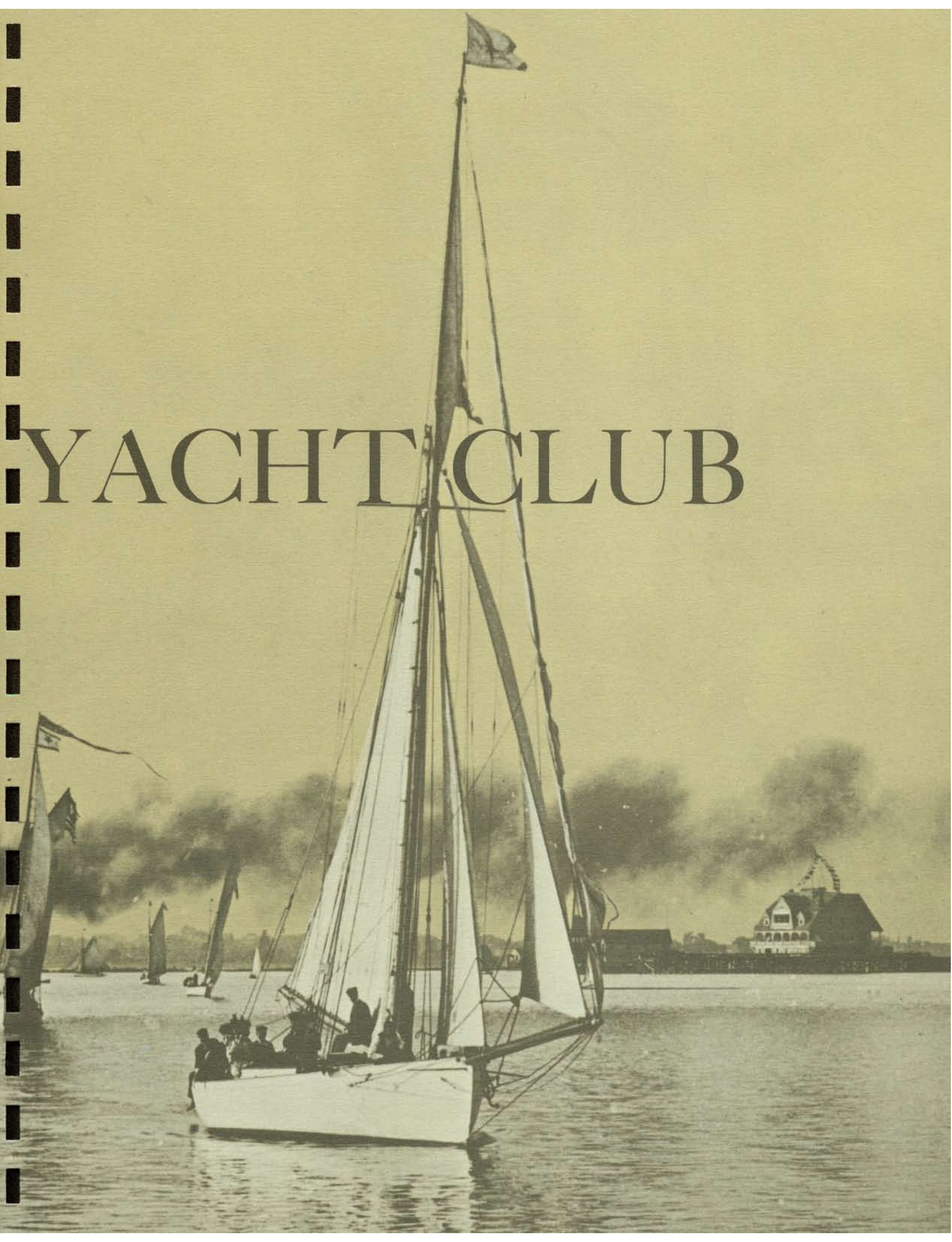


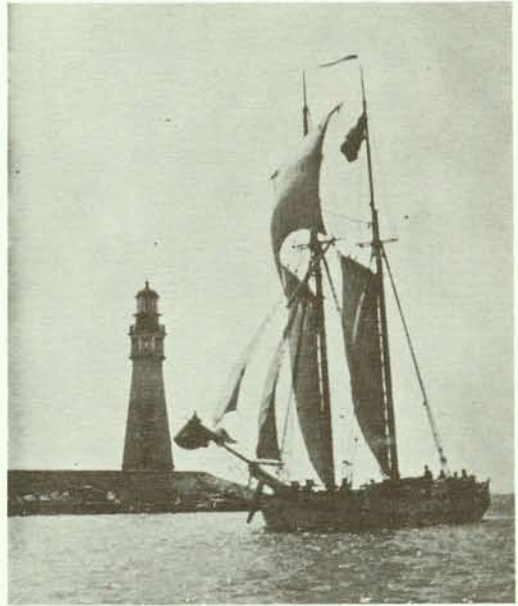
BUFFALO, NEW YORK

The History
and Lore
of the BUFFALO
1860 1960



YACHT CLUB





Foreword

Compiling a history for an organization sustained by membership is somewhat different from performing the same task for a corporate entity where meticulous records are rigorously maintained. In a club, records are inclined to be sketchy, certain information results from memory of club "Elder Statesmen" . . . some is gleaned from reports in the local press, library files, and early boating publications.

Thus . . . our accuracy is not beyond challenge.

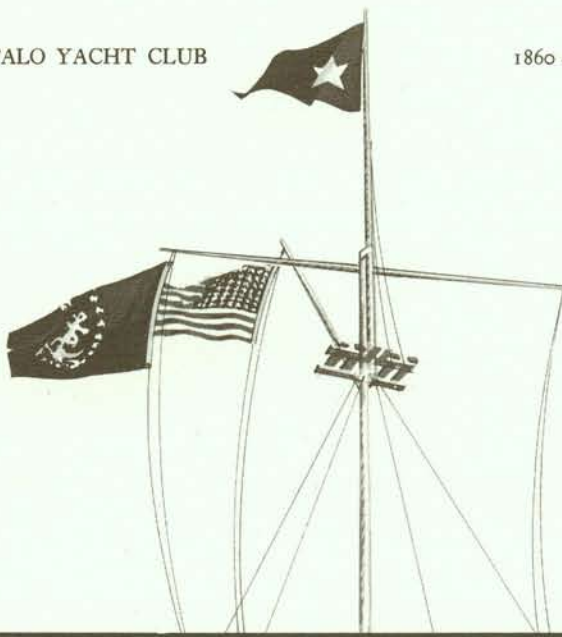
The compilation of Buffalo Yacht Club historical data was further hampered by three disastrous fires which swept the Clubhouse and destroyed much valuable data. Those members who have researched our Club activities back through the past century have labored diligently and well. No available source of information has gone untapped. Still, gaps in chronology exist . . . some outstanding contributions of early members may unsuspectingly go unsung.

This book was prepared for your pleasure. We hope it will revive memories of the past and spur your enthusiasm for the future of B.Y.C.

Most of all, we hope it will become a treasured keepsake . . . a chronicle of able ships, capable sailing, and good-fellowship enjoyed by men of good will.

J. S. N. SPRAGUE, *Chairman*
FRANK C. DIEM, JR.
EDWIN B. DIETRICH
ROBERT HEUSSLER
HARRY G. SMITH
HOWARD F. STIMM

Genesis



AFTER the opening of the Erie Canal in 1825 the Port of Buffalo grew at a fantastic rate. Located at the mouth of the Buffalo Creek, from which it took its name, Buffalo evolved almost overnight from a small “whiskey port”* into a bustling, prosperous community.

Before 1825 the lumbering Conestoga wagons brought in a trickle of costly freight to the little village at the mouth of the Buffalo Creek. With the advent of the Canal the settlement mushroomed; warehouses grew overnight; shipyards sprang up on all sides; lake tonnage became tremendous, and bottoms, large and small, were at a premium.

And there was other, more somber activity. For seventy years “Canal Street” at the Erie Basin, Western terminus of the Canal, was to be notorious throughout the land for violence and depravity scarcely to be equaled.**

Buffalo business was transfused with new faces, enterprising men, who, sensing the future, appeared overnight. Many of these newcomers were from the eastern seaboard by way of New York. As they came they brought new customs, modes of living, and the latest in sports and styles including the sport of yachting.

It was natural that some active and intelligent yachtsmen in the area should pool their interests and follow the lead of the New York Yacht Club and their neighbors on Lake Ontario who founded the Royal Canadian Yacht Club in 1852.

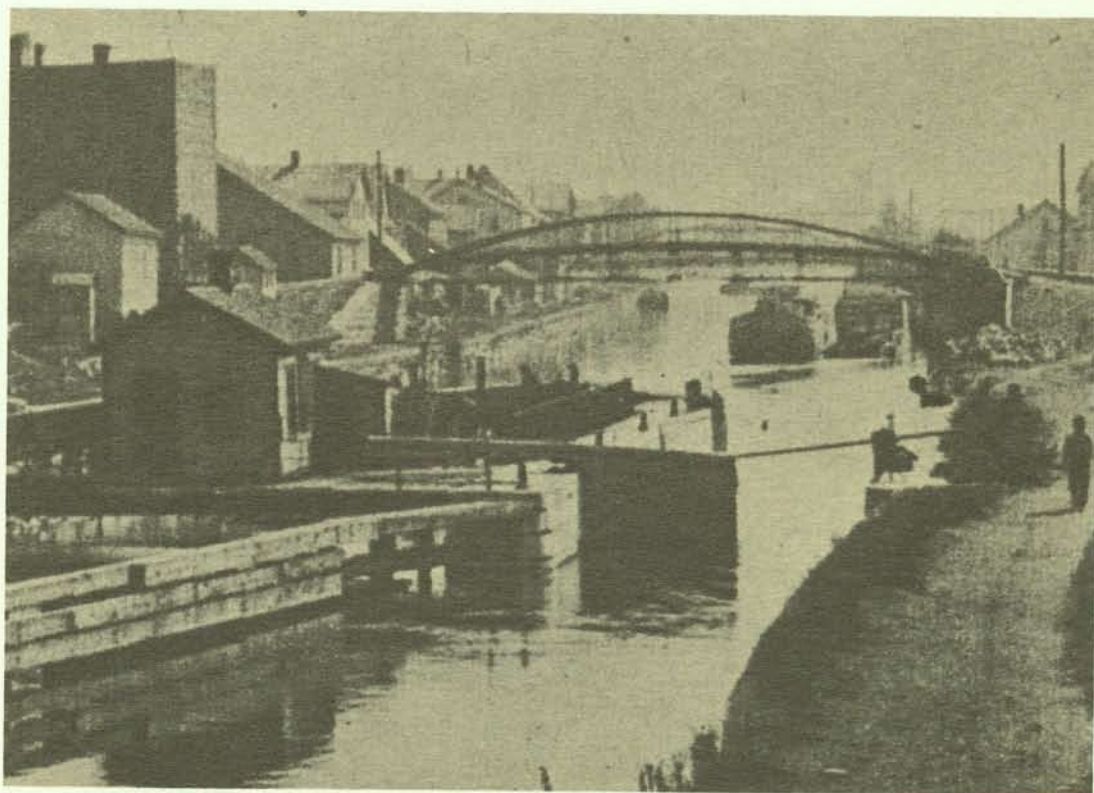
Thus, the Buffalo Yacht Club was conceived, and grew to maturity in this dynamic and colorful spot, the western terminus of the Erie Canal.

* A term used to recognize an economic condition: in pre-canal days, transportation was so costly that grain, the principal export product, was often locally reduced to spirit.

** As to a certain element of the Erie Basin, euphemistically referred to as “seamstresses,” see Horton’s work on Western New York—p. 126; Truman C. White, “Our Country and its People”—p. 365; Com. Advertized, Oct. 13, 1948.

The Erie Canal, its people and its way of life is described in Melville's, *MOBY DICK*: "For 360 miles, gentlemen, through the entire breadth of the State of New York; through numerous populous cities and most thriving villages; through long, dismal, uninhabited swamps, and affluent, cultivated fields, unrivaled for fertility; by billiard room and bar-room; through the holy-of-holies of great forests; on Roman arches over Indian rivers; by happy hearts and broken; through all the wide contrasting scenery of those noble Mohawk counties; and especially by rows of snow-white chapels, whose spires stand almost like mile stones, flows one continual stream of Venetianly corrupt and often lawless life . . ."

Early in August, 1859, a small group of yachtsmen assembled one evening to organize a yacht club. Among those present were James W. Booth, Acting Chairman, Henry C. Tucker, Acting Secretary, and Messrs. W. H. Forbush, and Seymour Bennett, who were appointed to draft a constitution and by-laws, and to report as to the expediency of forming a permanent yacht club. The meeting then adjourned.



Erie Canal locks, just south of Austin St. in Black Rock, are shown in this photo from the picture collection of the Buffalo Historical Society.

*** Herman Melville's "Moby Dick," chapter entitled "The Town-Ho's Story." (The hero of this tale hailed from Buffalo.)

THE NEXT official meeting was held on Friday evening, August 10, 1860, in the office of Henry C. Tucker. Those present: Walter H. Forbush, Seymour Bennett, Isaac Preston, Charles F. Nagle, William S. Sizer, James W. Booth, John S. Newkirk, Charles C. Beck, Alfred Johns.

A CONSTITUTION IS ADOPTED

The meeting was called to order by Mr. Booth, and the Committee 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."

Further provisions were: "Officers should consist of a Commodore, Vice-Commodore, Secretary, and Treasurer. Initiation fee \$3., dues \$2. per annum."

The first Monday in April was designated for annual meetings at which time the officers were to be elected and a Regatta Committee of three members appointed by the Commodore.

Officers were then elected: John S. Newkirk, Commodore; Walter H. Forbush, Vice-Commodore; James W. Booth, Secretary; Henry C. Tucker, Treasurer.

Their terms to expire the first Monday of 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 August 22, 1860, and a committee of five was appointed to obtain subscriptions for prizes.

The meeting adjourned. And so the Buffalo Yacht Club was born. In confirmation of above, see "White's History of Erie County," Horton, Williams, Douglas, Vol. I, pg. 300.

THE FIRST REGATTA

The first regatta was run August 22, 1860 and in the first class J. S. Newkirk's sloop *Uncle Sam* won, followed by J. W. Booth's sloop *Young Republic*. C. C. Beck's *Banner* won first place in the second class ahead of Alfred Johns' *Young America*.

The judges were: R. P. Gardner, 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 that the majority of the boats owned in the club at this time, and for some years after, were open boats, although some of them were rather large.

AN ANCHORAGE

One of the first problems of the newly organized Club was to select a permanent anchorage. Shelter was, of course, a prime factor. The Erie Basin was the obvious spot, but here they were confronted with the question of their neighbors. Buffalo's water-front was the haunt of tough canalers and lake sailors. That this was present in the members' minds is attested by a member's statement at one of the early meetings, from which we quote: "A large yacht was brought here a few years ago by the speaker and some other parties and they met with a great deal of trouble in guarding her. Property of all kinds lying around loose on her decks and even her sails were stolen from her at her place of anchorage."

However, both problems were solved when W. H. Abell secured permission to use the facilities of the Union Elevator property at the foot of Erie Street. This site lay in the lee of the Erie Basin Breakwall* which, as it enjoyed a full-time watchman, furnished a reasonable amount of protection for boats and gear. On this site, in 1861, the members constructed their first small dock and raised the mast and gaff that first flew the Club Burgee.



This picture taken May, 1867, entitled "Topsail Schooner *Bridgewater*." In foreground is B.Y.C. Dock. There are three cat boats tied to the dock and a fourth under sail to the south. Erie Breakwall is in background. In foreground is B.Y.C. member in row-boat with plug hat. The person in the stern of this boat is steering with a tiller. Note the sailor, apparently, suspended in mid air by *Bridgewater's* foremast.

* The breakwater sheltering Buffalo Harbor is almost universally called "the Breakwall" and will be so called throughout this history.

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

1861

A Regatta Committee meeting was held June 25, 1861, to arrange races for the 17th of July. No records have come down to us on this Regatta. In fact, there is a peculiar absence of data until the latter part of the sixties. We do not have to go far for reasons. The Civil War consumed the members' energy and attention, and the B.Y.C. must have functioned periodically at best.

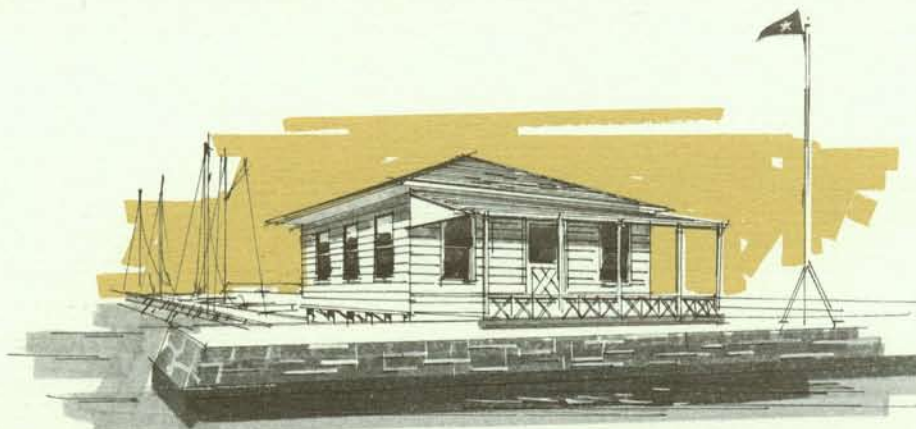
But a nucleus of members held together and toward the end of the sixties, they again made records of races, meetings, and plans for a real clubhouse.

CLUBHOUSE ONE

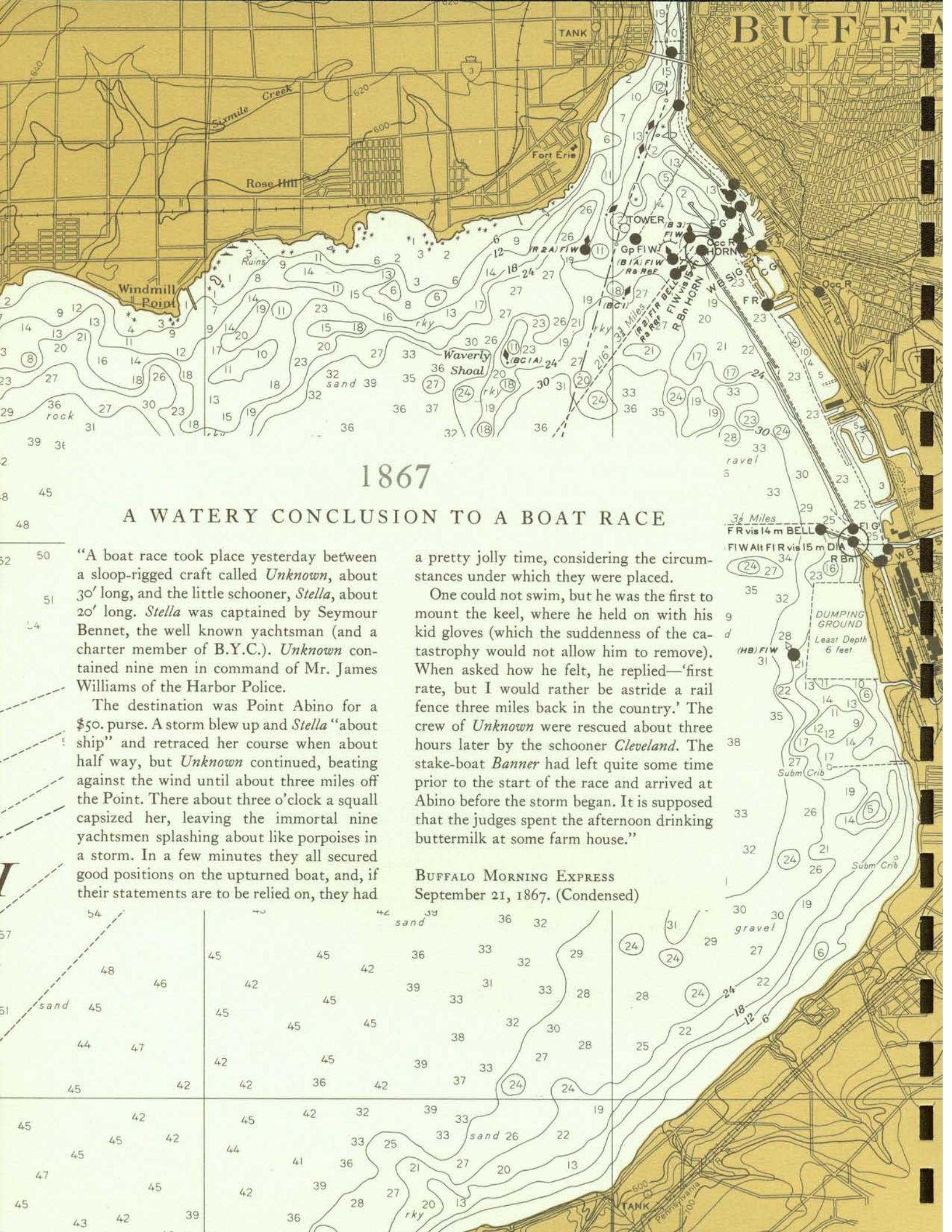
THIS SKETCH shows the relationship of the Clubhouse to the Breakwall. The building was on piles with the porch on what, at that time, was the outer breakwall—no doubt one of the breeziest locations on the water front. Boats moored behind the wall flanked by piers, since removed, which ran at right angles to the present wall. Races were sailed on the lake and river in full view of observers sitting on the big front porch, fully protected from storm and rain.

1864

In daylight members got to the Clubhouse perched out on the Breakwall by walking through Canal Street. At night, this might have been a hazardous journey. So at the water front, members called, "Hey Bill" which produced Bill Swisher. Swisher lived to a very great age and during most of his life acted as ferryman for this trip. He lived in a houseboat moored in the lee of the Breakwall. He would scull over in a square ended punt—in the very early days for a fee of one cent, later five cents. It is believed Swisher lived in this houseboat most of his life. Bill Swisher is personally recalled by Captain Ed Dietrich who places him as still in this service as late as 1908.



The first Clubhouse. As the Club grew a location for a Clubhouse was eventually chosen. The location was directly behind the Erie Basin Breakwall, opposite the Union Elevator, at the foot of Erie Street.



1867

A WATERY CONCLUSION TO A BOAT RACE

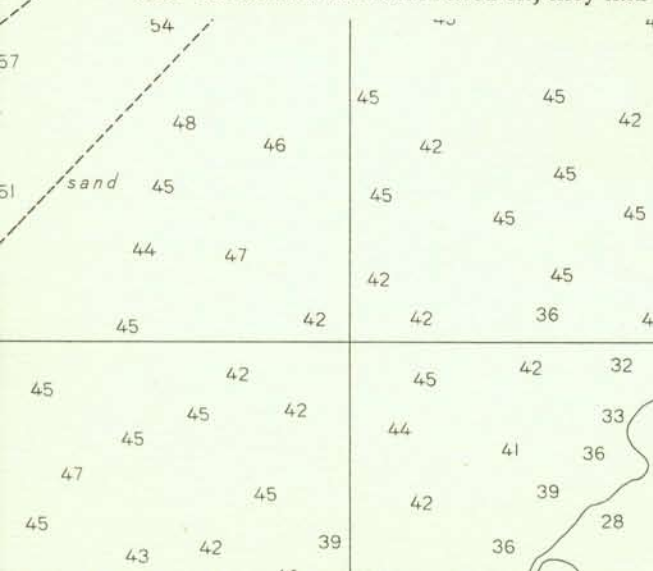
"A boat race took place yesterday between a sloop-rigged craft called *Unknown*, about 30' long, and the little schooner, *Stella*, about 20' long. *Stella* was captained by Seymour Bennet, the well known yachtsman (and a charter member of B.Y.C.). *Unknown* contained nine men in command of Mr. James Williams of the Harbor Police.

The destination was Point Abino for a \$50. purse. A storm blew up and *Stella* "about ship" and retraced her course when about half way, but *Unknown* continued, beating against the wind until about three miles off the Point. There about three o'clock a squall capsized her, leaving the immortal nine yachtsmen splashing about like porpoises in a storm. In a few minutes they all secured good positions on the upturned boat, and, if their statements are to be relied on, they had

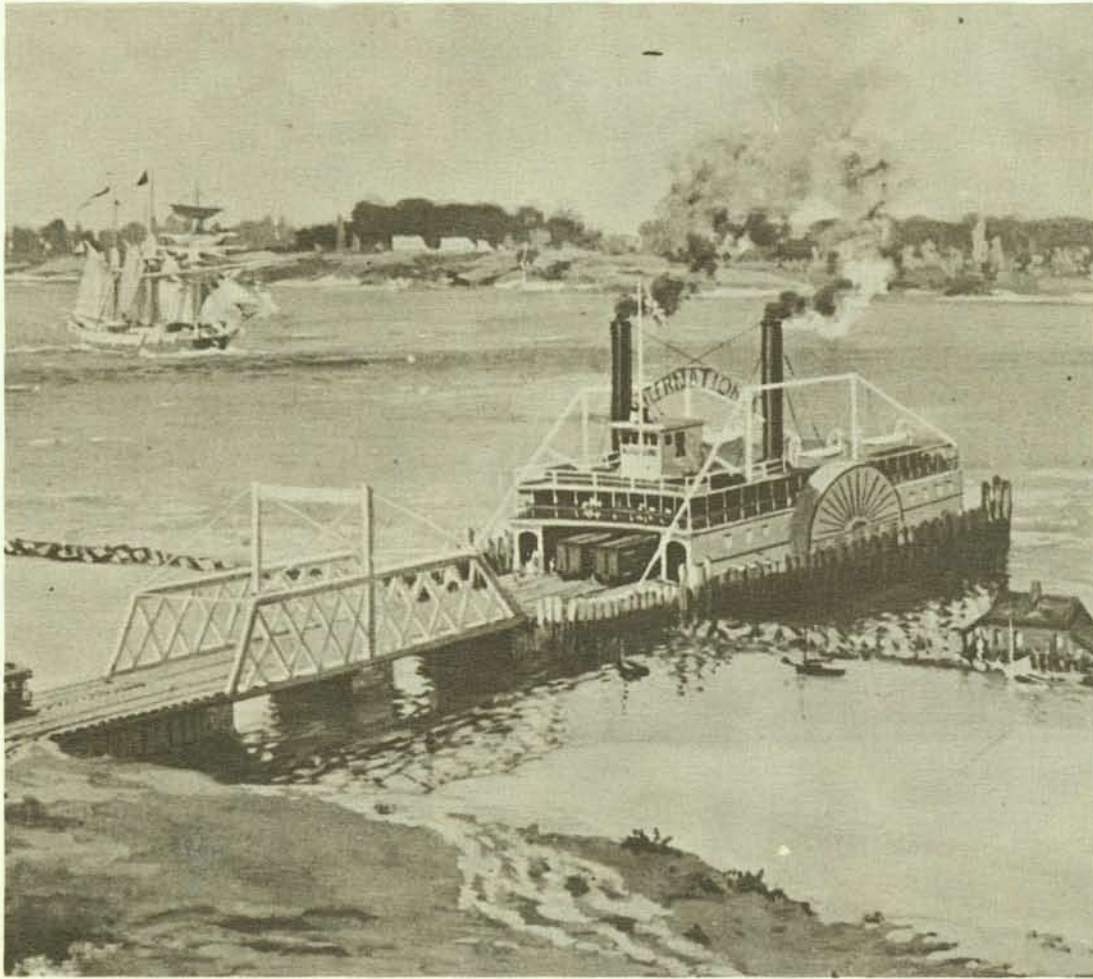
a pretty jolly time, considering the circumstances under which they were placed.

One could not swim, but he was the first to mount the keel, where he held on with his kid gloves (which the suddenness of the catastrophe would not allow him to remove). When asked how he felt, he replied—"first rate, but I would rather be astride a rail fence three miles back in the country." The crew of *Unknown* were rescued about three hours later by the schooner *Cleveland*. The stake-boat *Banner* had left quite some time prior to the start of the race and arrived at Abino before the storm began. It is supposed that the judges spent the afternoon drinking buttermilk at some farm house."

BUFFALO MORNING EXPRESS
September 21, 1867. (Condensed)



THIS FIRST Clubhouse was somehow destroyed during the fall. And because of the lawlessness of the area and the increase of harbor traffic at this time, it was decided to change the location of the Club. A site adjacent to the Car Ferry on Bird Island Pier was chosen. So with a strong will and a frail pocket-book B.Y.C. started on the venture of its second Clubhouse.



1869

This is the well-known Grand Trunk Car Ferry by Mildred C. Green. The original hangs in the entrance hall of the Buffalo Historical Society. North of the Ferry is B.Y.C.'s second home which was completely destroyed by fire August 7, 1878. This Clubhouse was the first of two located on the Bird Island Breakwall, roughly at the foot of Connecticut Street, extended. The remains of the Car Ferry piers can be seen from the second deck under certain conditions of low water and light, today.

What a pleasant place it must have been on a summer's evening—gulls crying, birds twittering in the reeds, canal horns sounding and braying, and with an east wind, you might have heard the canalers' songs, "... only two more miles on the Erie Canal." In spite of the bad reputation of the canalers, there is evidence from various sources that, when it came to towpath songs they preferred hymns.

There must have been great discussion among the members as to the choice of this spot for the Clubhouse. Yet in this most exposed place it survived for nine years, and fire took it, not storms.

A CLUB VESSEL, ALMOST

1870

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 70' in length.

Figurehead, trail board, and transom were elaborately carved and gilded and the fittings throughout were the finest obtainable. Everything was finished 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 prevailing pattern of fast-sailing grain carriers. She was long, narrow, and deep, with plenty of 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 heavy-sparred rig, she promptly capsized on her first trial, nearly drowning her owners and a large number of passengers. 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. She was dismantled and so remained for several years.

In 1872 some adventurous individuals purchased and refitted her. This time she did a little better; she did not capsize until her second trip. After this performance she was pronounced useless as a pleasure yacht and sold and fitted out as a small wrecking schooner.

A REFRESHING SPILL

"A little before four o'clock yesterday afternoon four young men in a glorious state of intoxication, started out for a sail in one of the clinker boats. They tumbled themselves promiscuously into the craft and had proceeded out into the harbor about 20 rods, when a sudden disposition upon their part to all sit on one side of the boat caused a capsize and a general spill. They scrambled about in the water for a few moments, some of them clinging to the boat and others apparently so full of liquor that they could not sink, floated like logs upon the surface until small boats could be sent to their assistance. When brought to land they indulged in a blissful fight on the beach, after which they started up Erie Street in search of further amusement."

BUFFALO MORNING EXPRESS
May 9, 1870



CORSAIR 1875.

This dual picture of *Corsair* was part of a very elaborately composed and colored "Constitution, By-Laws, and Sailing Rules of the B.Y.C., adopted April 29, 1879." *Corsair* is referred to under date of 1878 as being a B.Y.C. boat, and she was racing at that time. Owner unknown.

THE BUFFALO FLEET OF PLEASURE YACHTS

"Last year we published a list of some six or eight pretty little pleasure yachts, and this year we notice that besides those already in existence three or four more are being constructed, so that before the summer is over there will be quite a fleet of pleasure crafts upon the river. Mr. Robert Brown has about finished a handsome yacht for Messrs. George Howard, D. C. Rumsey, and Thomas Clark, the dimensions of which are 70' long and 10' breadth of beam. It will be provided with a powerful engine and will have two good-sized cabins with dining room, 'kitchen' and all of the necessary appurtenances for the latter department. The cost of this little

steamer will be about \$10,000.

A yacht 50' long is being built by Mr. Samuel Quackenbush for pleasure parties. It is handsomely constructed, and will be finished off in fine style, provided with every facility for the comfort of the passengers, from a velvet cushion to an awning.

Undine, Nellie Booth, Reminder, and others, all pretty comfortable little vessels, will continue to navigate the waters of the Niagara this year, contributing to the solace of all persons aquatically disposed."

BUFFALO MORNING EXPRESS
May 9, 1870 (in part).

SATURDAY'S RACE—A SUCCESSFUL AFFAIR THE *ADELE* AN EASY WINNER

1875

"The sailing Regatta for the champion pennant, offered by E. H. Butler, of the Sunday News, took place on Saturday afternoon, as per announcement.

At two o'clock in the afternoon, the tug *Tim Doyle* having on board the judges, Captain Frank Perew, Captain Robert Anderson and W. Bullard, also P. J. Hanour, W. H. Abel, J. Josephs, representatives of the press, and a number of others, left the foot of Main Street and proceeded to the south end of the Breakwall, which had been selected as the starting point. Upon the arrival there the signal for a flying start was given and the boats made for the point. Nine yachts had entered for the race, though but five put in an appearance.

The *Adele* was the first to pass the end of the Breakwall and was told to "go," followed by the *Kitty Benedict*, three minutes and thirty-five seconds. The *Argo*, *Effie* and *Mabel* followed in the order named, and the first yacht contest on the waters in front of Buffalo was fairly entered on. There was just sufficient breeze at the start to keep the sails from flapping, and the many who had congregated on the Breakwall and in skiffs and sailboats to witness the race, as well as the "old salts" directly interested, expected that it would fall flat. Before reaching the first stake-boat, however, the wind freshened rapidly. The little fleet here presented a most beautiful sight, each boat setting down to its work and showing its speeding qualities. The *Mabel* made a spurt and passed the *Effie* and *Argo*, the latter falling to the rear. The *Adele* then kept the lead, closely hugged by the *Kitty Benedict*. The *Adele* rounded the first stake-boat in fine style and showed her competitors a clean pair of heels as she took the still freshening breeze and scudded for boat No. 2. The *Kitty Benedict* experienced con-

siderable delay in rounding the first boat which caused her to lose all chances of coming out first boat. The relative positions of the remaining boats in rounding was about the same, and it was not changed during the remainder of the race.

The race was quite exciting between the two turns, however, and after rounding the second point a mile ahead of his competitor, Captain Cook of the *Adele*, showed a skill in sailing matters quite confusing to the others. The Captain is without a superior within the circle of Buffalo yachtsmen, and he is a thorough master of his trusty little yacht.

At twenty-five minutes and forty seconds past four the *Adele* passed the home point, having run over the course in one hour, thirty-two minutes and ten seconds; *Kitty Benedict* coming in nineteen minutes and fifteen seconds later, while the rest of the yachts were so far behind that it was not considered worthwhile to time them.

The champion pennant made of white silk, fringed with blue, and bearing upon it in red and blue letters the words "Sunday News Champion Sail Yacht," was then presented to Captain Cook, of the *Adele*, by D. D. Hartnett in a neat speech, in which he deservedly eulogized the action of E. H. Butler in thus giving encouragement to the exhilarating sport of yachting.

Captain Cook made an appropriate reply and then ran the pennant to the mast-head of his victorious yacht and went to meet the laggard members of the fleet. The *Adele* is a famous old yacht and has won every race in Buffalo waters for some years. Her crew Saturday consisted of Philos G. Cook, Jr., Captain; Brainard T. Ball, Charles M. Howe and W. Sheldon Bull." (All B.Y.C. members).

BUFFALO MORNING EXPRESS

September 20, 1875

ALL YACHTING activities, afloat or ashore, winter or summer, were, in these early days, strictly stag affairs. In fact, it was not until after World War I that the feminine element turned out in substantial force. As the fall gales began and our yachtsmen were obliged to dock their boats, they leased quarters in one of the early office buildings. A coal-burning stove generally formed the center of their modest furnishings, and around this they gathered and performed their nautical rites and incantations.

By these simple methods the sailing arts warmed during the winter season, to break out in full flame the ensuing spring.

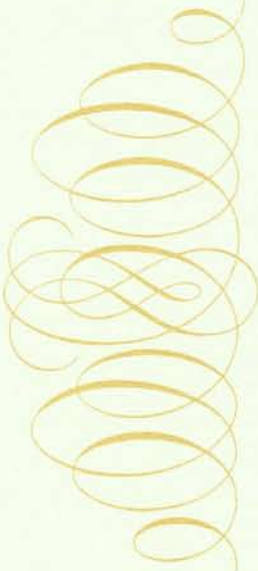
Mulled ale was one of the specialties—ale heated and spiced, and brought to a certain point by the introduction of a red-hot poker.

The name “Bottle Club” is somewhat mysterious. Clubs known by this name had existed in Britain and in Washington, D.C. We will leave it for the next historian to figure it out.


This desultory winter life was discontinued about 1906, at which time more permanent winter quarters were established in the Hutchinson Building, across from the County Hall.

B. Y. C.

WINTER BOTTLE CLUB*



“The new Club room of the B.Y.C. in the American Block** was opened for the first time last night. The room, without making any pretense to elegance of appointments, is simply and comfortably filled up. It is a cozy place for the members to spend the evening, and discuss the most approved methods of splicing the main brace, lowering away the main-jib-boom top-sail, and as to whether it is ever justifiable for a true yachtsman to “heave to” in the ladies’ cabin when he gets seasick. The Yacht Club is in a flourishing condition, and, we trust, will inaugurate a new era of aquatic sports in Buffalo.”



BUFFALO MORNING EXPRESS
January 22, 1876

* Future scholars must take pains not to confuse “Bottle Club” with “Third Rail.” The latter expression came into being in another century and quite a different locale, and under the following circumstances: the southwesterly room of the present Clubhouse, before the fire of 1951, had a large coal stove and, what is common with coal stoves, a coal scuttle. Here the adventurous and the hardy would gather of a winter Saturday afternoon, (there being a tacit understanding that ladies keep out), and entertain themselves as all true sailors should. At a certain time in the proceedings the coal scuttle was emptied and into the same was poured the miscellaneous contents of all available flasks, glasses and bottles. This container was thereafter decanted direct, hence, “Third Rail.”

** Now A. M. & A., between Court & Eagle Streets.

ANNUAL REGATTA OF THE BUFFALO YACHT CLUB THE *ARROW* THE WINNER OF A CLOSE RACE

"The B.Y.C. held their annual Regatta Saturday morning. Ten yachts were entered for the race, whose names and owners are as follows: Schooner *American Flag*, Capt. James L. Armstrong, 30' length; Sloop *Idler*, Capt. Samuel Williams, 16' length; Sloop *Lurline*, Capt. D. Donaldson, 16' length; Sloop *Arrow*, Capt. J. S. Provoost, 24' length; Schooner *Fleetwing*, Capt. M. A. Robinson, 27' length; Schooner *Adele*, Capt. P. G. Cook, Jr., 21' length; Schooner *Annie Argo*, Capt. W. H. Abell, 22' length; Sloop *Kitty Benedict*, Capt. E. E. Benedict, 22' length; Sloop *Effie*, Capt. T. G. Riggs, 22' 6" length; Schooner *Argo*, Capt. W. E. Hingston, 29' 6" length.

Three yachts were drawn before the day fixed for the race. These were the *Idler*, *Lurline* and *Effie*. The latter, of which T. G. Riggs is owner, was disabled on Friday afternoon by a squall of such severity that the boat was beached to avoid a wreck. The board of judges was composed of Messrs. F. H. Ball, C. H. Hull and E. H. Sanborn. The course was a fine one, around the new Break-wall and return, about five miles in all. The

seven yachts got off in the following order: *Adele*, *American Flag*, *Argo*, *Arrow*, *Fleetwing*, *Annie Argo* and *Kitty Benedict*.

The *Adele* had the lead at the first stake-boat with the *Arrow* immediately behind, and *American Flag* and *Fleetwing* not far distant. The remainder of the yachts were already out of the race since there was no chance of their making up the wide gap that intervened between them and the leading group. Just before the second stake-boat was reached a sudden calm suspended the race for about an hour. A fresh southerly breeze then sprang up—the *Arrow* being the first to fill its sails and round the stake-boat for the homeward sail. The *American Flag* followed hard upon the leader, and the other two brought up the rear. The *Arrow* maintained the lead thus gained to the end, coming in as the winner, closely followed by the *Adele*, *Fleetwing* and *American Flag* in the order here given."

BUFFALO MORNING EXPRESS
August 14, 1876

DISASTER

1878

ON AUGUST 7, 1878, fire broke out in the Clubhouse by the Car Ferry (Clubhouse Two) and destroyed it completely. With the fire went all records, fear and some spirit. Nevertheless a meeting was held immediately in the office of Mr. B. F. Ball, who acted as chairman. The lubberly manner in which the Club had been sailing its course was severely criticised and condemned. A committee was appointed to draft a new constitution and by-laws. Interest ran high. Under the leadership of John Provoost, membership grew from about 24 to 75. Regattas were sailed among the members and both the Cleveland and Toledo Yacht Clubs were invited to participate in a Grand Union Regatta. The Constitution and By-Laws were again redrafted which seems to have been a regular practice.

Among the boats of the Club at this time were: *Fleetwing*, *Annie Argo*, *Mystic*, *Arrow*, *Corsair*, *Telephone* and *Adele*, ranging in size from 20 to 30'.

There is no question the Club was passing through a cycle of good times even though housed in temporary quarters.

In the Buffalo Morning Express of September 19, 1878, there is a long account of a B.Y.C. Regatta, sailed in heavy seas. The course was nine miles, twice around. The start was the black buoy at the mouth of the Niagara, thence to a boat which was to have been anchored three miles windward near Rose's Reef, and, third, a buoy off the "sandcatcher" near the Union Iron Works. The stake-boat dragged anchor and ended up only three quarters of a mile from the starting point. The lead boats proceeded to look for the stake-boat in its correct position, and thus, suddenly, found themselves in the rear. Boats involved: *Adele*, *Telephone*, *Annie Argo*, *Corsair*, *Fleetwing*, *Arrow*, *Mystic*.

A NEW CLUBHOUSE

AT THE spring meeting of 1880 it was decided to issue bonds for a new clubhouse on the Erie Basin Breakwall at the site of the original clubhouse. The bonds were subscribed quickly. (Com. Wm. H. Abell was a large subscriber) and in short order plans and specifications were made and contractors were on the job. The Clubhouse was completed and opened sometime between the first and sixteenth of August, 1880 with a rousing good party. With a brand new building, a fleet of 16 yachts, and a membership of 75, the Club seemed to be bowling along on the high tide of prosperity.

Just how or why the 1880 Clubhouse was moved from its first location on the Erie Basin Breakwall to its second position on the Bird Island Breakwall is not at all plain. It may have been taken on a sheriff's sale or it may have been due to the machinations of the Arrow faction. At any rate, it was never used by B.Y.C. as a clubhouse after it had been moved. In its position, as photographed, it was known as Dutch Bill's (Crimmins), a much frequented spot, which is even recalled today by some B.Y.C. members. The Club lost possession of this building in 1883. It was taken out by ice in 1908.

1880



The 1880 Clubhouse after its removal to Bird Island Breakwall.

DEPRESSION

1881

THE FIRST serious economic setback to the Club came at the annual meeting of February 3rd. The secretary reported 30 members in arrears for dues, a situation which cast a shadow of gloom over the entire Club. The election which was to have been held at this time was postponed until the next May, probably for 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; dropped 15 members for non-payment of dues and the Club was again under way. This is all that can be said of the Club for the records show little activity, few races, and much financial difficulty.



A HOUSE DIVIDED

1882

IN MAY, 1882, an apparently hotly-contested annual election was held. The Club was then in its third house, having moved back to the Erie Basin from Bird Island Pier. There had been great dissension on this move. Capt. Howard F. Stimm, in his 1939 Club History, explains this rift as follows: "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 yachting consisted of getting afloat on something and taking frequent observations through a glass, darkly or otherwise."

Buffalo Yacht Club.

John S. Provoost, COMMODORE Thos. P. Frank, VICE COMMODORE
Edward P. Field, SECRETARY W. H. Abell, TREASURER
Arthur A. Allen, MEASURER

HOUSE COMMITTEE:

Frank H. Ordner, Chairman
Henry B. Doyle Charles F. Nagle

REGATTA COMMITTEE:

C. Mortimer Cordell, Chairman
Charles Battey Edward P. Field

MEMBERS:

John S. Provoost	F. M. Driggs
W. H. Abell	Ben D. Hibbard
Harry N. Vedder	Edward P. Field
George G. Smith	T. P. Frank
(Skipper of <i>Arrow</i>)	F. H. Ordner
John Bowen	Charles Battey
Henry B. Doyle	F. A. Parmenter
C. L. Bryant	O. F. Laycock
John F. Ellsworth	F. H. Ball
George T. Chester	L. B. Fortier
Philo G. Cook, Jr.	Arthur H. Allen
F. W. Gethoefer	L. G. Northrup
William E. Riggs	Charles F. Nagel
C. H. Arthur	C. M. Cordell

THE SLOOP *ARROW*

At a meeting of the Club held August 3, 1881, arrangements were made for a race to be held on August 5th. This turned out to be a fateful decision. In this affair the Sloop *Arrow* reached the turning buoy first and it was claimed by the other boats sailing in the race that *Arrow's* 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 next mark and, after gaining a long lead on the fleet, threw the buoy overboard. *Arrow*, of course, won the race, but the Committee refused to hand over the prizes.

Turmoil resulted as might be imagined. What had heretofore been a split in the Club became a clear break. Commodore George W. Smith, also skipper of *Arrow*, led his crew and a segment of the membership out of the Club and formed another club, known as Buffalo City Yacht Club.

RENAISSANCE UNDER
COMMODORE HARRY D. WILLIAMS

1886

THE YEAR 1886 marks a real epoch in the destiny of the Club. Commodore Williams (having installed the customary new Constitution and By-laws) proceeded to surround himself with a competent group of flag officers, some of whom will still be remembered by our senior members: L. G. Northrup, M. C. Provoost, D. C. Roberts, C. G. Hill, J. H. Swanson and H. N. Vedder.

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

The annual cruise was re-instituted and was sailed to Port Dover in August. This cruise was a great success and the membership continued to discuss it for many months. The residents of Port Dover greeted the Buffalo yachtsmen with whole-hearted hospitality. A large regatta was held, supplemented with a grand ball in the evening. In September the Club entertained the Port Dover yachtsmen, holding a regatta in the afternoon and a big banquet in the evening. These two events formed the high spots of an active year.

ANOTHER NEW CLUBHOUSE

1887

COMMODORE WILLIAMS was re-elected and two new offices were created: Fleet Surgeon, filled by Dr. H. Mickle, and Chaplain, filled by the Reverend C. F. J. Wrigley.

A building committee was appointed and plans for a new Clubhouse on the Bird Island Breakwall were approved. The foundation of the Clubhouse was built during the summer and consisted of wooden piles. At this time it was established tradition that a yacht club must be *over* the water. Work progressed steadily during the summer and fall under the closest scrutiny of the members.

Many races were held during the summer, the most successful on the Fourth of July, in which yachtsmen from various clubs on Lake Erie participated. At a large banquet in the Tift House that evening the event was celebrated in the proper spirit.

DUES: FIVE DOLLARS

1888

COMMODORE WILLIAMS again led the Club through an unusually active year. In early spring the new Clubhouse was opened and this event was celebrated with an unprecedented gaiety.

In spite of the fact that the annual dues had reached the figure of \$5., with an initiation fee of the same amount, the Club boasted about 127 members.

The Club had a good fleet of two cabin sloops, one open schooner, three open sloops, three cabin cutters, one cabin schooner, one open yawl, two naphtha launches, one steam launch, together with some unclassified types which made a total of 20 boats in all.

Meeting of Buffalo Yacht Club
held Apr 14/87

Meeting called to order by Commodore Williams

Roll-call showed the following present, Williams,
R. W. Chisholm, Prorost, Cowles, H. L. Chisholm
Northrup Wood, F. D. Davies, Tolmie and
A. S. Chisholm.

Minutes of last meeting were accepted as read

Mr Cowles reported that he had received \$125.
on the Club-house subscriptions

Mr Cowles moved that a ^{with Com. as Chairman} committee of five be
appointed to procure plans for the Club-house
and report their choice to the Club. Also
that they be a permanent Committee to
have charge of the building of the house.
Motion was carried and the Com. appointed
as such Committee Messrs. Cowles,
R. W. Chisholm, Northrup and Roberts.

The meeting then adjourned for 2 weeks

Wm. C. Prorost
Secty. B. Y. C.

REGATTA IN A STORM

The Fourth of July Regatta was a brilliant success. Three hundred dollars were offered in prizes. Twenty boats competed in this regatta, two from the Port of Hamilton and two from Port Dover. The largest boat, *White Wing*, was 43' on the water line; the average of the first class was about 32'.

The Regatta started about 2 p.m. with a fresh southwest breeze. The course was triangular, laid out in the lake with a finishing leg down to the Clubhouse. The wind increased during the race to gale force. *Cypress* lost a top mast while jibing around the first buoy, but cleared the wreckage and continued. *Ganet* pulled off her mast-head iron work. *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 their crews were picked up by other boats.

In the First Class, *White Wing* won, followed by *Cypress* in one minute and five seconds, followed by *Emma* in two minutes and one second, the fourth, *Sylvia*, close behind, followed by 40 seconds.

In the Second Class, *Caprice* was first, *Koween* second and *Rethea* third. *Rethea* had stopped to pick up the crew of a capsized sail boat and thus really lost second place to *Koween*. Instead of protest, re-sailing the race, or any ill-feeling, the skippers decided to divide the prizes equally between them, which was readily approved by the Committee.

The visiting yachtsmen were royally entertained in the new Club, 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 visitors were overflowed with hospitality, as usual.

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

TO THE POINT—THE HARD WAY

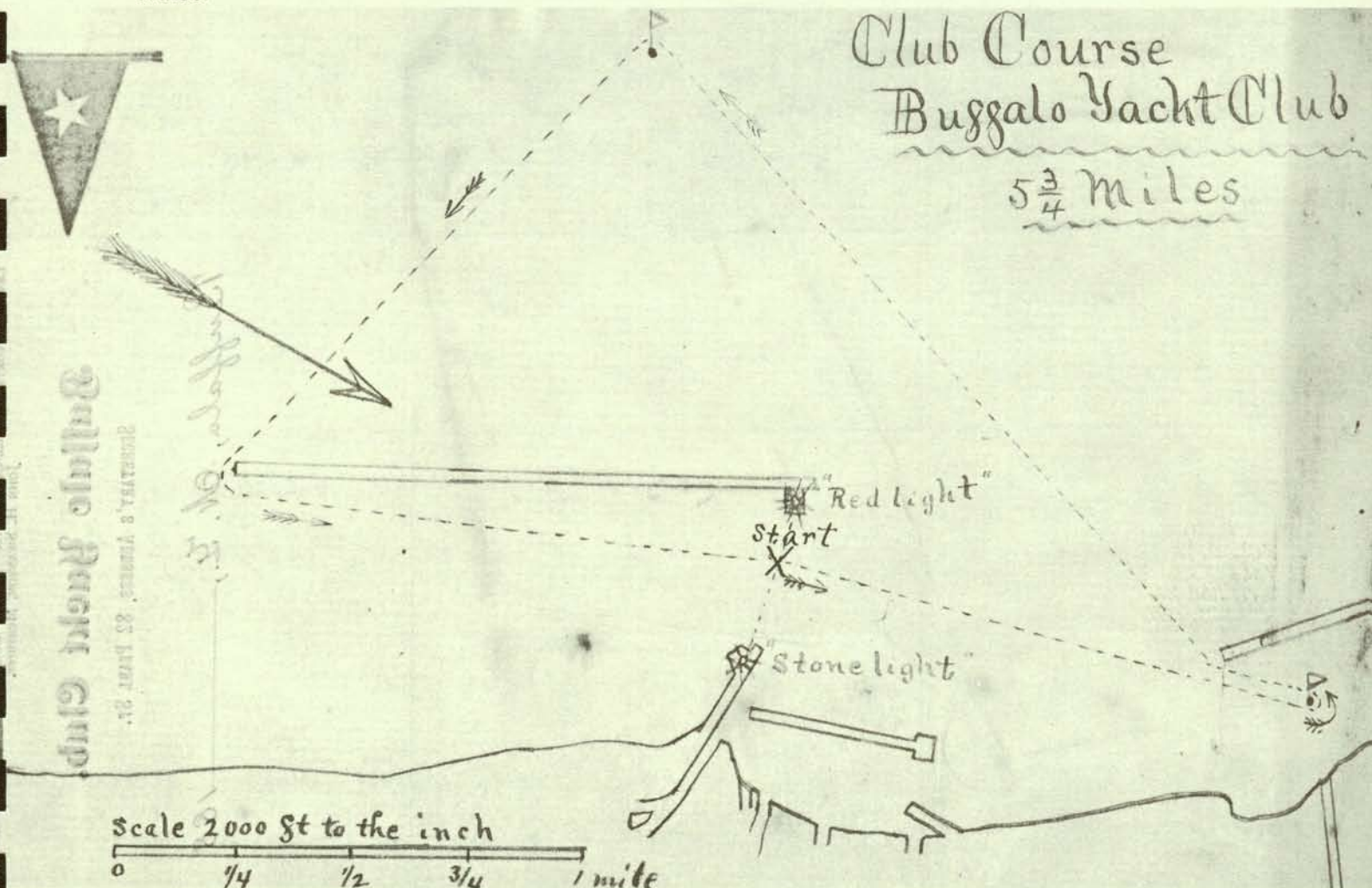
CAPT. FRANK J. BAILEY, an honorary Member of B.Y.C., and probably its oldest living Member (1959), is now a resident of Erie, Pa. He was Captain of the Port of Erie during World War II. We are indebted to him for this story:

"I must go back a long way to recall the first cruise we made in 1888. We rented a boat, 18' l.o.a., with a sprit-sail from a fellow in the Erie Basin. We loaded a tent, blankets, grub, four boys, and a black, shaggy Newfoundland dog to guard us.

"We then set sail for Point Abino. As we sailed out of the Harbor past the lighthouse the keeper hailed us and told us to go back because a blow was making up. However we kept on and off Windmill the sea had made up to a point where we were shipping a lot of water, so we headed into the beach and hauled out on the sand.

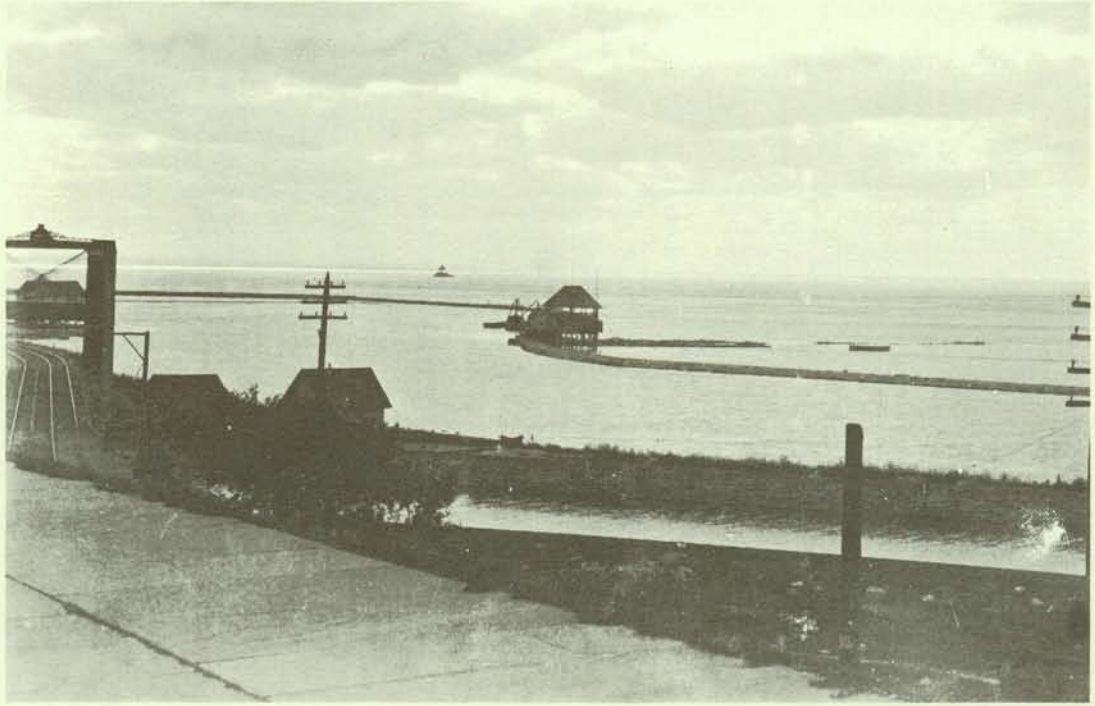
“Things were pretty wet and so were we. We spread out our blankets to dry and set our bread on them to dry, while we explored the windmill nearby. Finally, we became tired and hungry, only to find that the bread was full of sand. That night we slept on the sand. Next morning the sea was still running. The wind was heavy but we succeeded in launching the boat by wading out waist deep in the surf and setting the canvas, after which we headed up and made Point Abino.

“The boat was beached on the sand at the Point in front of a grove where we pitched our tent. It would now be the Buffalo Canoe Club property. There were no houses on the Point then, except the old Holloway House, buried among the trees in what is now the Buffalo Yacht Club Station. After two weeks of pleasure we sailed back to Buffalo and wound up a most successful cruise.”



This chart was pasted in and formed a part of the minutes of a Club meeting held on February 18, 1886. It represents that year's official Club Course. "Stonelight" is Chinaman Light. The western buoy was the one *Arrow* was alleged to have picked up. The northernmost buoy lies off Porter Avenue.

THE FOURTH CLUBHOUSE



Here we have a scene at the foot of Connecticut Street. You see the second Clubhouse built on the Bird Island Breakwall put in the spring of 1888. In the foreground is the Erie Canal.

BATTEN DOWN WHAT HATCHES?

1889

THE FOURTH Clubhouse was partially destroyed by the unprecedented storm of 1889, after which the Club tried to get permission to move ashore and failed. It was rebuilt later in the year 1889, and further destroyed by an equally famous blow in 1890. It was partially rebuilt in 1890, but not completed until 1891.

This Clubhouse was ruined by two famous storms: January 9, 1889, and January 13, 1890. The *BUFFALO MORNING EXPRESS* of January 10, 1889 gives detailed accounts of the first.

The morning of the tenth presented a bleak picture to those who struggled down to the beach against the still howling gale. The first floor and all four walls of the second were entirely swept away, leaving nothing but a skeleton standing on the piles. Nothing was saved from the wreck; most of it went over the Falls—furniture, the contents of lockers, spars, sails and gear. After vainly trying to obtain a site on shore, the members decided to rebuild the Clubhouse on its old foundations. This decision was largely based on the word of the old inhabitants: "The storm of 1889 will never happen again."

It did, just a year and four days later. On January 13th 1890, another blow exceeded in violence that of the year before (see 1890). The Directors lost faith in the wisdom of old inhabitants. The members were reduced to occasional street corner meetings, or, by pre-arrangement, a gathering at the Tift House. The Vice-Commodore resigned: the Regatta Committee ceased to function; the B.Y.C. was near an all time low.

TRIBUTE TO A YACHTSMAN

At the general meeting of April 4, 1889 a telegram was read from the Publishers of "*Forest and Stream*," forerunner of *Yachting* magazine, which officially notified the Membership of the loss of Mr. C. P. Kunhardt.

The following resolution was unanimously placed in the Club minutes:

Mr. Kunhardt, an ardent supporter of yachting in the early days was for many years an editor of *Field and Stream* magazine; author of the now famous book "*Small Yachts*," published in 1891. He was the Buffalo Yacht Club representative at the inception of the National Yachting Association held in New York City in 1880, and was our permanent delegate thereafter. It was through his efforts that the Club first received national recognition. Mr. Kunhardt's ability as a sailor and designer were proven when, in 1890, he built the cutter *Alcyon* in Buffalo, which proved so fast that the racing was spoiled for most of the yachtsmen in this territory by being unable to compete successfully against her. This was one of the last designs by him before his departure on the ill-fated *Conserva*.

PARLIAMENTARY SMOKE SCREEN

"An informal discussion in regard to raising the annual dues here ensued which brought forth remarks from the members present on the following subjects, in connection with the subject before the house: Incorporation, Mortgage, Assignment, Billiards, Fifteen Ball Pool, Cigars, two Pianos. After the foregoing had been discussed for some time with no apparent result, the subject of moving the Clubhouse was brought up . . ."*

ROSTER OF B. Y. C. FLEET, 1889

<i>Alarm</i> , sl., 34', J. S. Provoost.	<i>Arrow</i> , sl., 25', Jones.	<i>Edgar B. Jewett</i> , sch., 35', Charles B. Hill.	<i>Effie</i> , sl., 23', E. W. Gethoefer.	<i>Emma</i> , ywl, 34' 6", L. G. Northrup.	<i>Fire Fly</i> , str., 32' 6", General Strong.	<i>Hattie</i> , sch., 40', A. H. Chillicott.	<i>Idle Hour</i> , str., 60', W. D. Holmes.	<i>Kittie</i> , sl., 35', E. E. Benedict.	<i>Lily</i>	<i>R.</i> , sl., 33', John Williams.	<i>Lotela</i> , sl., 20', E. H. Bradshaw.	<i>Louise</i> , cut., 21', Caulkins.	<i>May Belle</i> , sch., 36', David Eckley.	<i>Nydia</i> , sch., 82' 6", Dr. Ray V. Pierce.	<i>Orizaba</i> , st., (iron), 94' 7", Geo. Howard.	<i>Sylvia</i> , cut., 32' 6", H. E. Parish.	<i>Titania</i> , str., (iron), 106', S. S. Jewett.	<i>Walrus</i> , sl., 24', H. H. Guenther.
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* Quotation from Minutes of Meeting of B.Y.C., held at Room 16, Lewis Building, November 18, 1889

1890

IN THE early 90's an interesting contrast to the more serious side of yacht racing was accepted: the "Hurry Scurry" race. The course lay around Waverly buoy through the south cut and back to the Club. It was a handicap affair, starting from the dinghy dock with a ride to the mooring. "Hurry" around the course, then "Scurry" back to the dock in the dinghys, the winner being the first crew so to arrive.

THE STORM OF JANUARY 10, 1890

"In the Harbor"
Shipping Suffered Somewhat But Not as Badly as Was Feared.

The storm was a very visible affair at all points where a good outlook could be had. At the signal office, the lake gave a fine view of it. The first appearance of it was beyond Point Abino, where it resembled a heavy mist. As it rounded the point, it spread across the lake and rushed down on the city. At 8:55 o'clock, the wind had only risen from about 20 miles to 36, but when the big storm struck the city five minutes later it blew 90 miles for a minute or two. The wind soon dropped considerably and by the middle of the afternoon was down to 50 miles, from which rate it receded still further late in the day.

The water, of course, rose very rapidly with the coming of the wind. At the Erie Street bridge in the canal it came up so fast that the boat lines pulled up the posts they were tied to before they could be released, and in a very few minutes the water was two feet above the usual level. It then receded, but after noon it again rose and ran two feet over the towpath. Several boats went on the bank but all were gotten off except the *Johnnie* and *Jennie* at Evans Street, which had to be worked off with jack screws. The water ran over the street at the foot of Erie, Main and Washington Streets and came up to just the same height that it did during the great storm of January 9th last year. By 4 p.m. the

docks were bare again and the water continued to subside.

The lake shipping did not suffer severely. At the dry docks, the usual state of things prevailed. The docks were flooded, and the propellers *Tioga*, *Empire State*, *Juniata*, and *Lycoming*, which were undergoing repairs, and such others as were caught with their hulls imperfect, at once filled up. The *Tioga* laid with her main deck under water, but it is understood that the *Lycoming* floated. In the Blackwell above the first bridge, the *City of Rome* broke loose at her bow and started across the canal where she was allowed to remain. Two canal tugs were fixed up and set to pulling on some lumber barges lying in the Erie Basin, which were in danger of going on the dock. The propeller *Winslow*, lying at the Atlantic Dock, pulled out her hawse-pipes and some of her bulwarks, but was easily secured.

The lake was a grand sight. Capt. Mahan, looking out from the signal office, thought that it had risen about six feet and it plunged over the long Breakwall in a series of varying cascades that played before the gaze like a kaleidoscope. The State Breakwall running down to the Front, was entirely out of sight most of the afternoon, only being marked occasionally by a line of spray. The Yacht Clubhouse stood its ground apparently alone, but the waves appear not to have done as much harm anywhere along the shore as might have been expected.

(from a contemporary newspaper account).

FRANK B. HOWER, COMMODORE 1891 TO 1897

FRANK B. HOWER was elected Commodore in 1891. Although young in years he was a seasoned yachtsman, having been one of the organizers of the Cleveland Yacht Club. His presence seems to have stimulated the Club; finances were put on a firm footing, the constitution was revised, the directors met weekly, members in default were dropped from the rolls and enthusiastic new ones elected.

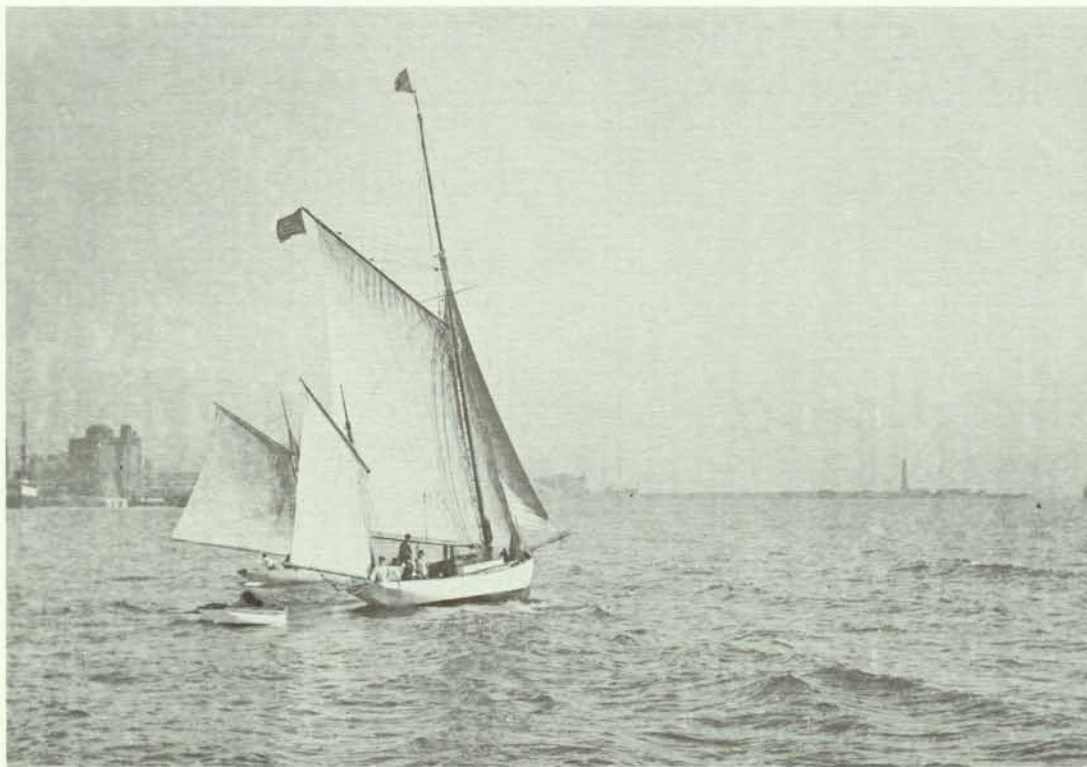
The famous Burgess-built yacht *Merle* was purchased by Commodore Hower and added to the fleet.

OLD CHUM

To stimulate interest in yachting the Club purchased a 50' sloop, *Old Chum*, for use by members without yachts, and also to provide a training boat for novices. A competent sailing master was put in charge.

1891 regattas included the following member-owned boats: *Cypress*, *Merle*, *May Belle*, *Old Chum*, *West Wind I*, *Alcyon*, *Tigress*, *Louise*, *Fanny F. Erchless*, *Marion* and *Iris*. Boats from Erie, Dover and other Clubs took part in these races and the annual cruise to Port Dover was re-inaugurated this same year.

All told, the year 1891 was such a successful one that Mr. Hower was re-elected Commodore.



A B.Y.C. yawl makes for the outer harbor. Chinaman's Light can be seen in the distance.

1891

1892

IN 1892 there was a noticeable shift away from participation in regattas. It seems the feminine influence was growing in the Club. Accent was on short cruises and spins around the harbor and down the River with ladies usually present. The events of the mid-twentieth century had begun to cast their shadow before them.

The new Clubhouse was opened and made a considerable addition to the water front at Buffalo—the Council and Park Commissioners were delighted. Assistance was assured in preventing infringement on the new location. The City agreed to build a new pier at the foot of Porter Avenue to which the Club would have access, and thus the Club would be saved the expense of building one for themselves.

B.Y.C. did receive a scare, however, when the City considered the question of using this pier as an excursion dock. Loud protests were made to the City Fathers and the scare blew over. No serious encroachment on Club property occurred for many years to come.

During Commodore Hower's period, B.Y.C. reached a peak of vitality. It was one of the most important clubs of the City; special provisions were made to entertain various conventions at the Buffalo Clubhouse; visiting yachts came from all over the lakes and lay at anchor at its moorings, and there were excursions to Crystal Beach and Grand Island. Many members who held bonds for the new Clubhouse turned in their certificates in return for life memberships.

When Commodore Hower resigned in 1898, the Club, in recognition of his services, created and bestowed the special office of Honorary Commodore.

In those years, yachting etiquette was of prime importance. Our old friend, Dr. Hussey accepted an invitation 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 met by the hail: "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."







THE 1893 building is the Clubhouse we now occupy, having been moved three times and partially destroyed by the fire of 1951. The dock that you see at the right is the present east wall of the basin. Features: shower baths, ladies' rooms, lounges, billiard room, manager's office, cafe, a large dance floor, locker room and sail loft. Estimated cost: \$10,000.

Early in the 1893 season the project of a new Clubhouse had been brought up many times and was promoted almost continuously. The old Clubhouse, patched up and battered by storms, was obviously inadequate for social functions. The Building Committee consisted of Commodore Hower, J. S. Thompson and an architect-member, H. L. Campbell. This attractive "Rejuvenation" was accomplished.

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



THE STORY OF THE FOOT OF PORTER AVENUE

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. Perpetuity is a long time and to the members this meant that as long as they could withstand the storms of Lake Erie they would have a satisfactory location for the Clubhouse.

There came a time, however, when the typhoid epidemic broke loose in Buffalo with destructive force. To decrease typhoid danger the City decided to move its water intake nearer the mouth of the Niagara River. They chose a site at the foot of Porter Avenue. At that time this was a low, sandy bathing beach. In order to build a pumping station it was decided to extend Porter Avenue, build a wall to the channel line and fill in behind it. In the course of construction the location of the B.Y.C. was found to be "decided disadvantage to the City." The Club was asked to move. Standing on its rights, it 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 found that *it* was occupying New York State lands and that the Naval Militia had a riparian grant to Jersey Street.

The State of New York upheld the 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 equal foundations and facilities. The Yacht Club, in a generous and cooperative 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 its land on shore to the Yacht Club at a nominal rent and to provide access to the Clubhouse.

Everybody came home from Albany satisfied with the agreement. The City for its part proceeded to appropriate funds to carry out its part of the bargain. A resolution for the appropriation was duly 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 accomplish the task.

The work on the new Colonel Ward Pumping Station was well under way and dredges were moved to such close proximity of the Club as to endanger its foundations. The members became so agitated and concerned that several of them took it upon themselves to stand guard over the B.Y.C. property and even warned the captains of the dredges against damaging the Clubhouse.

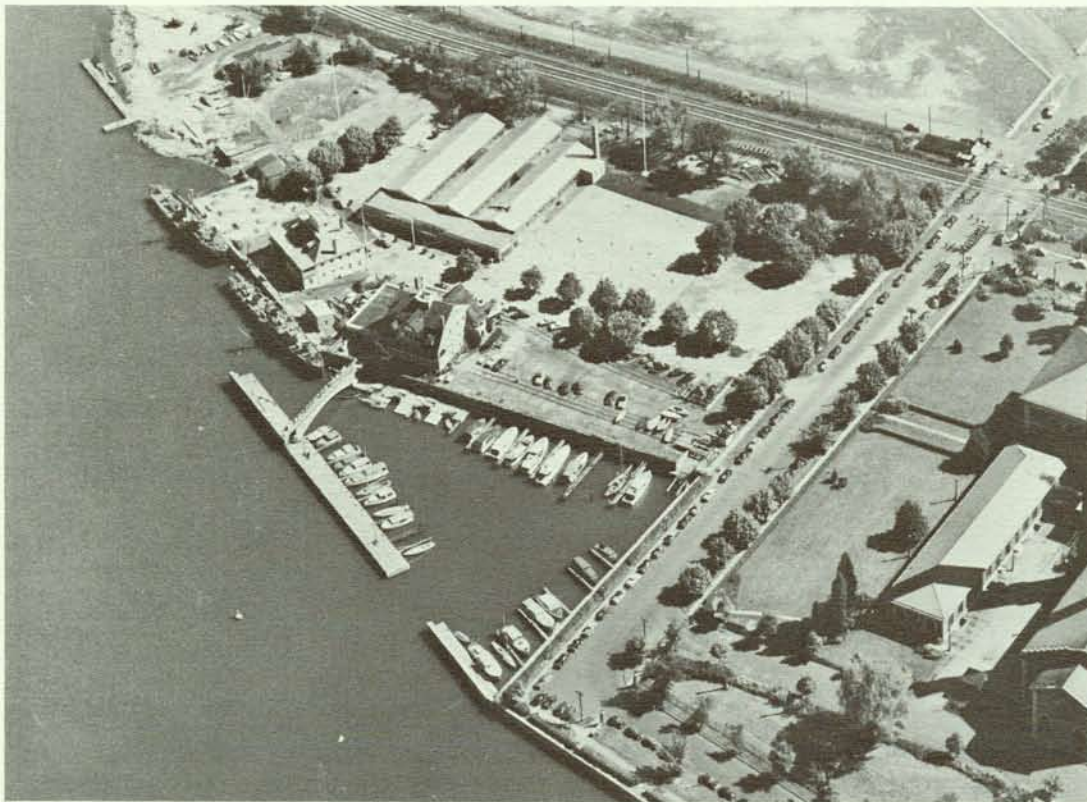
THE "Z" CRUISE OF THE CLUBHOUSE

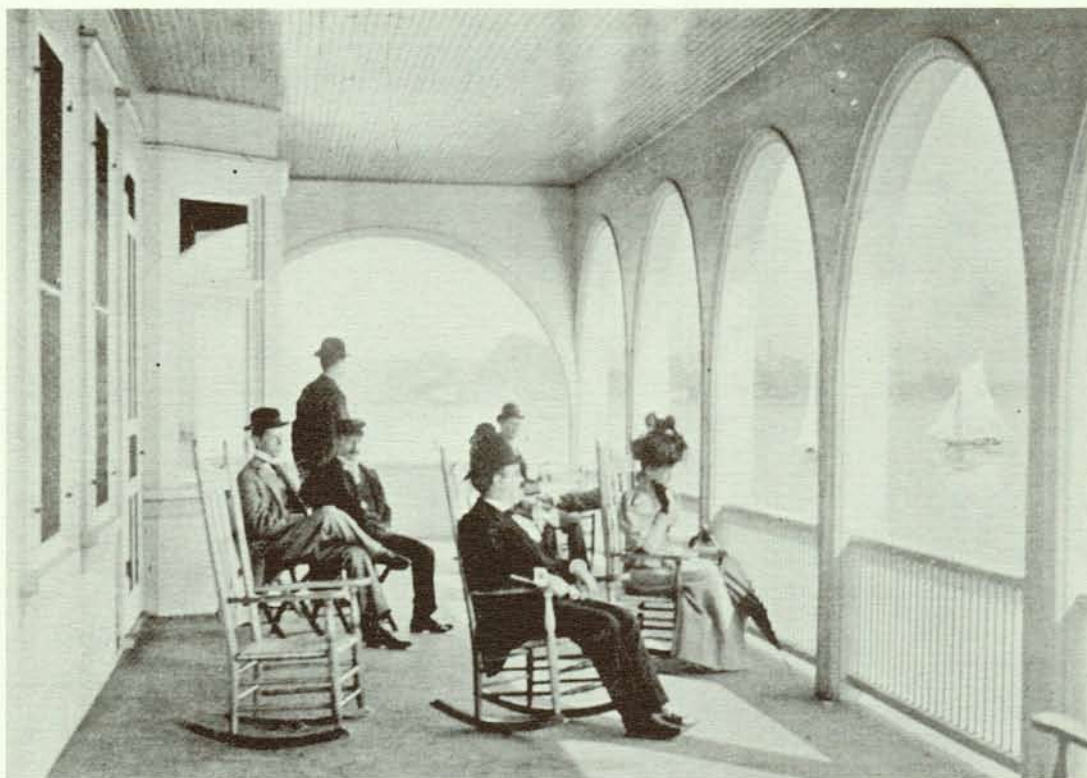
Members were greatly surprised when the house was moved, because instead of being moved along the shore it was set due East, almost to the railroad. This had a very depressing effect on the membership, since yachtsmen felt that their clubhouse must be *over* the water.

After much negotiation, the City finally drove pilings in front of the wall at about the location of the present bridge to the outer wall of the Basin. The Clubhouse then set its course Nor'West and moved to *this* location.

Meanwhile, the City Council in going over its records had found that it was obligated to the B.Y.C. for the relinquishment of the State grant *to* the City, in addition to the several verbal agreements previously made.

In 1923, the House and Docks Committee consisting of Edward Smith, Joseph Ford, Edward Michael and Robert Mason, together with Commodore Louis R. Davidson, secured a 30-year lease from the City for the present grounds. This lease further provided for the construction by the City of the docks, bridge, and marine railway. Our present facilities are thus the result of the Club's having released *to* the City its New York State Grant. It was at this time that the Club, in completion of its last leg of its "Z" course, came to rest in its present location. The final move came, quite obviously, as the result of the building of the present docks.





Scene on Second Deck of B.Y.C. Clubhouse, taken, presumably shortly after the 1893 Building had been finished. The boats are about where the Col. Ward Pumping Station now stands. The land had not yet been filled in.

1894

PIGEONS

PIGEON RACING became popular in the early nineties and Club members entered into the sport. The Club was presented with five birds which formed the nucleus of a good-sized loft. The pigeons were trained to carry messages from the boats to shore by a special committee under Mr. Campbell. The boys took the birds on long voyages and thus kept the "Rocking Chair Fleet" informed of progress.

These were the days of great social activity, dances almost every week and smokers once a month. The ladies became an important part of the Club's activities and Commodore Hower secured the launch *Alert* for their exclusive use.

THE TORONTO SKIFFS

The Toronto Skiff, developed on Lake Ontario and raced extensively by members of the Toronto and Canadian Yacht Clubs, was a popular, small sail boat at the turn of the century. These boats were about 18' l.o.a. They were able—well decked over—equipped with a heavy centerboard—a good



The Toronto Skiffs. There was but one sail—planned as a sliding Gunter Rig.

spread of canvas—lapstraked planking. There was but one sail—planned as a sliding Gunter rig. It was raised by a single halyard—a ring around the mast secured the gaff. It thus became balanced sail, about one-third being forward of the mast.

There were some 16 to 18 in B.Y.C. They were fast both on and off the wind and very seaworthy. Racing skippers included: "Monty" Gerrans of Hotel Iroquois fame, Harry Smith, Ernie Hall, "Tab" Sidway, Walter Hayes, Ned Sharpe, Charlie Banta, "Doc" Annowski, John Treffts, Ed Patterson, Bob and Walter Heussler.

There were a few St. Lawrence Skiffs around about this time, but this type, owing to its narrow beam, proved less seaworthy for these waters. "Doc" Hussey had one later, called *Omo*, but she was a square sterned job.

Members went all over the Lake in Toronto's—Maitland, Dover, Dunkirk, Erie, Toledo, anywhere.

OPENING OF THE YACHTING SEASON

The Buffalo Yacht Club's season has been formally opened, and the colors are flying over the house at the foot of Porter Avenue. The boat-owners are fast getting their craft in form, and a summer's sport that will surpass any in the history of the club is anticipated.

The schedule of the Saturday afternoon races has been prepared by E. P. Sharp, Chairman of the Regatta Committee, and on next Saturday the first of the series will be sailed. Many boats will compete in the various events of the summer, and the results will be watched with interest by friends of the skippers. The accompanying illustrations show the home of the clubmen and some of the speedy craft of the fleet.

The *Merle*, the flagship of the club, a 42' sloop, designed by Edward Burgess, has been a swift one in her day, but is now outclassed by the more modern flyers. Her races with the *Papoose*, another Burgess boat, a few years ago, created quite a little excitement

among Buffalo yachtsmen. Commodore Hower has not raced the *Merle* recently, but she would still be able to give a good account of herself. As a cruising boat she has no equal, however, and usually makes at least one trip up the lake every season, to Port Maitland and Dunville, in which the Commodore especially delights, in addition to numerous short cruises.

1898



The sloop *Merle*, under sail, carrying—Main, Staysail, Jib, Jib Topsail and Club Topsail.

THE FAST YACHT *SIBYL*

The *Sibyl*, a swift 27 footer, was designed by E. F. Sharp, Chairman of the club's Regatta Committee. She is at present owned by Henry G. Breed, Jr., and ever since her arrival in Buffalo in 1895, she has carried the club's colors to the front at home, as well as at Hamilton, Erie, Cleveland and Toledo. Out of 27 starts in the seasons of '95, '96 and '97 the *Sibyl* has a record of 18 first prizes, 5 seconds and 2 fourths. Twice she was disabled and withdrawn. The boat was built at South Boston in 1893, when Mr. Sharp was a resident of Boston. He removed to Buffalo in 1895 and brought the yacht with him. The *Sibyl* has been entered in many races since then and has always given a good account of herself, as her record shows. This season will see her entered again in the club's races, and some of the other swift boats will have another chance at her. Capt. Breed has great confidence in his craft, and expects she will hold her own without much trouble.

The *Dorothy*, a 27' catboat, was brought to Buffalo in 1896 by H. M. Birge and was raced by Capt. C. T. Webster in Buffalo, Port Dover and Erie, with good success. She was sold to A. A. Monroe at the end of the

season. Mr. Monroe increased her rig by the addition of a small jib, which augmented her speed, but added enough to her measurement to just take her outside the 27' limit. She divided honors about evenly last season with the *Sibyl* in the club races, and in the races on Lake Ontario she broke even with the crack 32' cutter *Eva*, owned in Sandusky. Considering that the *Dorothy* is really a 27-footer and only measured out of the class by a few inches, her showing last year was one to be proud of.

The *Caprice*, a 22' sloop, is now the pride of Capt. J. E. Maytham. For a combination of speed and staunchness it would be difficult to get anything better than this little flyer. In the handicap race for the Regatta Committee Cup last year she was awarded the prize, but, owing to the misplacement of the buoys marking the course, the event was afterwards declared "no race." At the present time the *Caprice* stands at the head of her class in the B.Y.C., although the *Nerena* has always been able to make things interesting for her and on more than one occasion has beaten her out for first place.

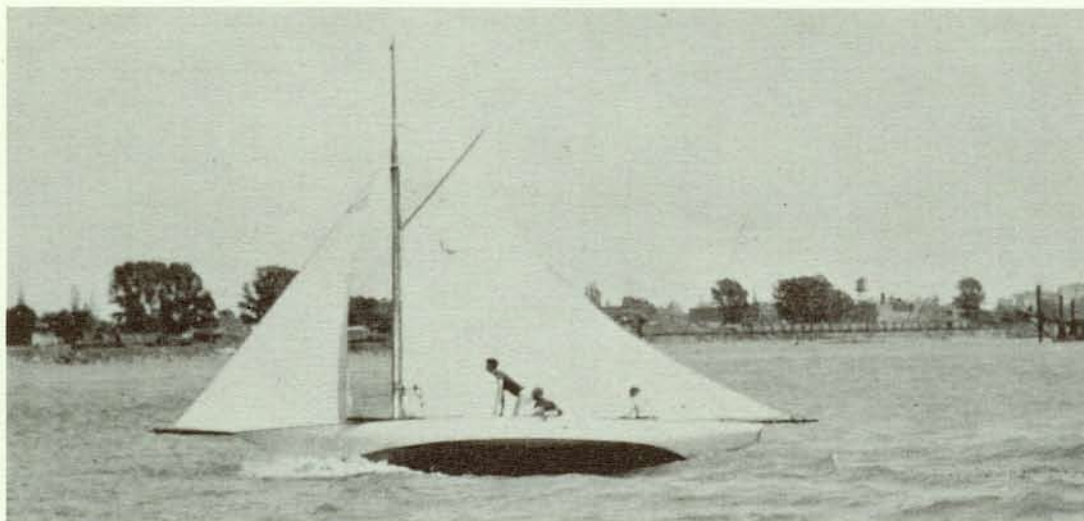
ANXIOUS TO SEE THE *MONSOON*

The *Monsoon* is a new boat, bought last fall by H. V. Bisgood. She will probably enter the 27' class this season, and, as she has quite a record for speed on Long Island Sound, she will make things interesting for the other boats in her class. She has not yet arrived in Buffalo, but is expected soon, and, as she will enter all the races, the owners of the 27' flyers are anxiously awaiting an opportunity to size her up.

The *Kathleen*, a 27' sloop, owned by Capt. W. C. Cowles, was, until the arrival of the *Sibyl*, the undisputed champion in her class. She is a *Clapham* boat, and, therefore, not exactly a thing of beauty, but in a good breeze, with lifted sheets, she can more than hold her own with any boat in the club. Capt.

Cowles gets all the enjoyment there is in yachting, and the *Kathleen*, with a crew of blushing beauty, may be seen under sail almost every pleasant afternoon in the season.

The *Adios*, a 27-footer, owner by Capt. C. J. Coatsworth, scarcely came up to the expectations of her owner in last season's races. She is an able boat, however, and in her cabin accommodation is superior to any of the boats in her class. With weather conditions to suit her, she may prove a surprise to her competitors yet. She lay at Point Abino last season, where her owner has a cottage, but she will probably have an anchorage at the clubhouse this season and participate in all the club races.



Marie

The *Marie*, owned by J. L. Daniels, is a fine boat of about 22' sailing length. She was brought to Buffalo from Oswego in 1898. She has shown considerable speed at times, and Capt. Daniels will enter in all the races of her class this season. He expects to get his share of yellow flags.

The *Kittiwake*, a 22-footer, owned by H. L. Chisholm, has not shown her speed as yet, for she was not entered in any of last season's races. She gives the impression that there is speed in her, and the yachtsmen are desirous of having her entered in the races this year in order to settle the question.

The *West Wind*, a 35' schooner, owned by G. B. Hinkley and H. M. Poole, is a comfortable cruising boat, and a few years ago, under the management of Capt. Fred L. Bennett, was raced with success. She made the run to Chicago during the World's Fair in remarkably good time, and has also made several trips to Georgian Bay.

The *Ariel*, a 22' cutter, owned by Capt. J. F. McDonald of Dunnville, came from Toronto in 1896 and participated in nearly all the regattas here that season. She was sailed then by Capt. L. G. Northrup, and under his skillful management she beat the *Caprice* on one occasion and made a creditable record. She did not appear in Buffalo waters last year, but will undoubtedly make a strong bid for the championship this summer.

The *Cricket*, owned by Capt. Jim Thompson of Tonawanda, is a comfortable cruising yawl. She was not in commission last year, but, as Capt. Jim takes considerable comfort on his boat, the clubmen hope that the Vice-Commodore's pennant will be flying from her topmast off the clubhouse this summer.



Cricket

CHANCES FOR THE *NERENA*

The *Nerena*, a 22' catboat, owned and sailed by Dr. E. P. Hussey, has a good record for speed and has always made the *Caprice* bustle in the club races. Dr. Hussey is a skillful yachtsman, and if the *Nerena* does not capture the championship for '98 it will not be the fault of her skipper.

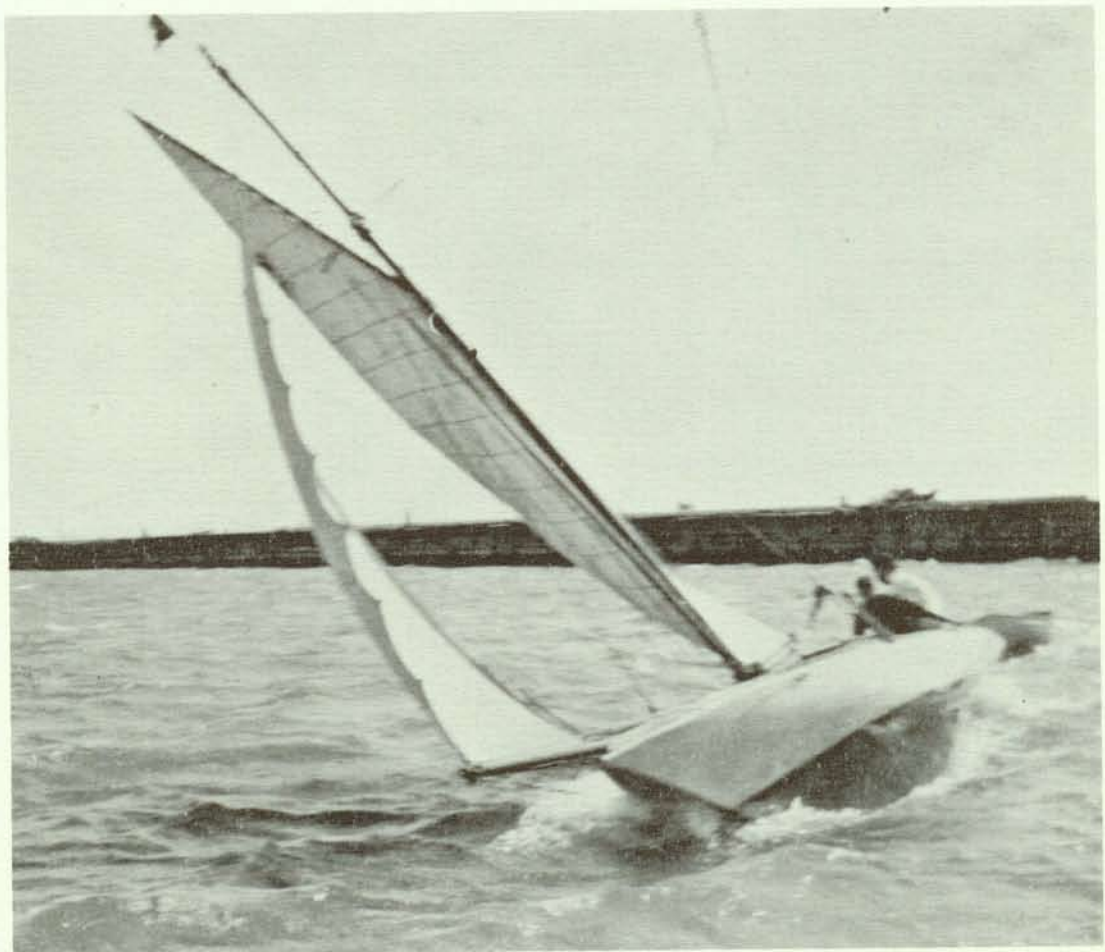
The *Alcyon*, a 27' cutter, was built in Buffalo, and is owned by H. R. Watson. She has won her share of the club's races in seasons past, but of late she has been largely occupied in cruising. She usually participates in the regattas of the club when not absent on a cruise.

The *Beppo*, a 22' sloop, owned and sailed by D. C. Shamp, is somewhat smaller than

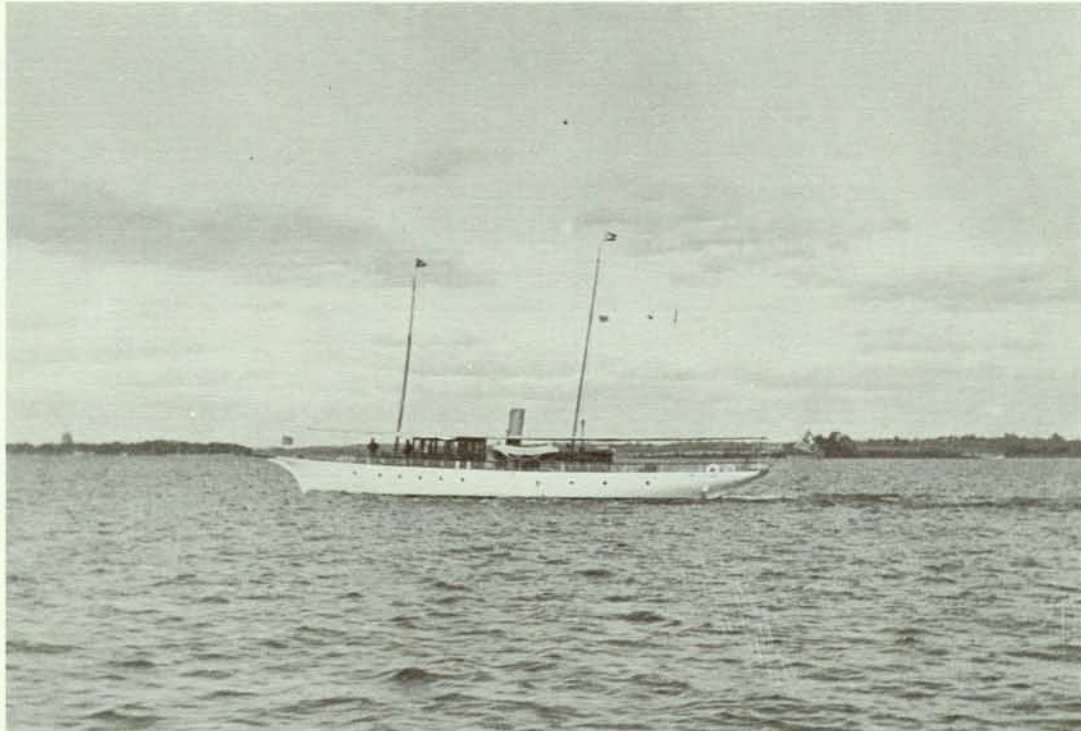
the other boats of her class, but Capt. Shamp makes up for the loss in length by carrying an immense balloon jib, which lifts the little craft along very fast in light weather.

The *Iris* is a double catboat, owned by W. C. Farrington of the Northern Steamship Company. She has never been entered in the club races, as her owner used her only for short sails in the afternoon. As Mr. Farrington will be unable to sail her himself this season, he has kindly placed her at the disposal of the Regatta Committee for entry in the races. If she gets her weather she will be heard from before the end of the season.

Courier—June 5, 1898



Beppo



Elmasada, Capt. Daniel Goode. This magnificent power yacht carried a crew of eight. Features: owner's double state room and bath, three guest state rooms and two baths. She had three screws driven by gasoline engines.

LEVIATHANS, 1890-1918

AND WHILE some were sailing their Toronto Skiffs all over Lake Erie, another group of B.Y.C. members, John J. Albright, Daniel Goode, "Fingy" Conners, Spencer Kellogg and Edward Michael, among others, indulged their aquatic propensities by the acquisition and *display* of floating palaces, "Leviathans" (the Sea Monster Class as they were labeled by puckish members.)

Captains Kellogg and Michael kept their Sea Monsters at specially constructed docks at Sturgeon Point. From there they commuted to Buffalo during the summer, and there seems to have been some rivalry between them. Both invited their neighbors for the trip and served breakfast aboard.

The two earliest Sea Monsters were: *Sagamore*—owner, Edward Clinton Lee, l.o.a. 186', w.l., 160', beam 26', draft 12', fuel, coal, (B.Y.C. Yearbook 1902); *Sapphire*—owner, John J. Albright (owned 1894 to 1898), l.o.a. 140', w.l. 119', triple expansion steam engine, fuel, coal, crew of eight. (Picture in Club Director's Room). Later came: *Elgrador*—Capt. Spencer Kellogg; *Mary Alice*—Capt. Wm. J. Conners. This ship was taken by the Navy in 1917 and later became the Presidential Yacht.

1898

THE CATS

During this period there were three cabin cat boats in the Club: Dr. Hussey's *Narina*, Commodore Henry V. Bisgood's *Monsoon*, and Dan Eams' *Nellie*.

Narina was 23' on deck, a typical old-time cat. Her beam was about 12', conforming to the general rule that a cat's beam was about one-half her overall length. The mast was stepped as far forward as possible, and, having no stays, it had to be very strong. *Narina's* mast was about 10" in diameter, a solid stick of wood. The booms on all these boats extended well over the transom, and one of their sailing difficulties was keeping the boom out of the water, especially in a following sea. Most cats were and are gaff-rigged and centerboard. Rudders were hung on the transom. With such a beam the cabins were tremendous.

PAN AMERICAN YEAR

1901

BUFFALO PREPARED to play host at the Pan American Exposition and made appropriate plans to help the Club represent the City. Moorings were placed throughout the Club mooring area for visiting yachtsmen. The Clubhouse was given a new coat of paint and the interior completely redecorated. Commodore Thompson appointed special committees to entertain visiting dignitaries in typical B.Y.C. style. Thousands of dollars in prizes were set up for the many regattas held week in and week out during the summer. Such valuable prizes engendered heated competition and no little chagrin when it developed that the lion's share seemed to be going to a few boats. In one race, a sterling silver tea set valued at \$500. was the first prize; second prize, \$300., cash; third prize \$100.

DAREDEVIL YACHTSMAN

To show that the Yacht Club members were not merely capable of entertaining and participating in yachting events—a time came when the high diver of the Exposition was killed. A substitute was vainly sought to continue the performance. The dive was taken from a 104' tower into a tank of water 4' deep. At this time an energetic Club member of unusual ability, Bill Chaydeane, took over this performance repeatedly until a professional was obtained to continue the season. Later Mr. Chaydeane gave a demonstration of high diving at Dunnville by masquerading as a young lady from their port. Pursued down the dock by intent members "she" scrambled aboard a schooner, climbed the mast, and dove off to "disappear." It is said that many of the good folk of Dunnville still remember this event and are still wondering why this girl so suddenly discontinued her chosen sport.

THE POINT ABINO STATION

1902

IN 1902, through the good offices of Commodore George W. Maytham, Mr. Allan Holloway offered the Club a beautiful piece of property at Point Abino. B.Y.C. yachtsmen were enthusiastic over this gift and voted Mr. Holloway to life membership. Plans were immediately made to construct a 50' x 40' frame house. The first floor consisted of a lounge, dining room, and kitchen, together with caretaker's quarters. The second floor was a dormitory furnished with double-deck bunks. A veranda ran completely across one side. The problem of water was solved by building an old fashioned windmill at one corner of the house—the cost: \$2200. which was raised by a special committee.



Point Abino Station in 1902

THE FIRST RYAN CUP SERIES *HORNET vs. GULL*

1902 saw the first of a series of races between the B.Y.C. and the Buffalo Canoe Club for the Ryan Cup, put up for competition in 1901 by Mr. Sam Ryan of the B.Y.C. The first race brought together two very fast and able boats: B.Y.C.'s *Hornet* and the Canoe Club's *Gull*. Both boats had been built by Jones & Laborde of Oshkosh, Wisconsin. B.Y.C. won the series and the Canoe Club immediately challenged again the following year, placing an order for a new boat *Shark* with which they were confident they would turn the tables in 1903.

COMMODORE VEDDER HONORED

1903

AT AN enthusiastic meeting Commodore Harrison N. Vedder was unanimously elected Commodore for 1903. The meeting was well attended with Vice-Commodore Bisgood presiding. Officers nominated for the ensuing year were: Commodore H. N. Vedder; Vice-Commodore George W. Maytham; Secretary-Treasurer A. A. Thomas; Treasurer F. S. Wood; Fleet Surgeon Elisha P. Hussey, M.D.; Directors, William F. White, L. F. Kendall, George D. Hayes, S. C. Ryan; Regatta Committee, W. H. Annowski, Walter Hayes, Robert A. Heussler.

The Club gained possession of downtown winter quarters admirably situated and easily reached by all the leading trolley lines. To inaugurate the new rooms in a proper manner, a stimulating "Smoker" was held.

THE SECOND RYAN CUP SERIES

HORNET vs. *SHARK*

The annual series for the Ryan Cup between the B.Y.C. and the Buffalo Canoe Club created unprecedented interest this year and while the races were in progress, hundreds of people lined the water front, many of whom had never given more than passing thought to a yacht race before. But B.Y.C., over whose course the race was sailed, was the center of gaiety. Its large verandas were crowded with Canoe Clubbers and their guests, and the uniting of the clubs' colors gave the whole procedure a tone of marked friendship.

The Yacht Club placed its dependence on the previous year's winner, *Hornet*, and she again won decisively over a brand new craft of her own type.

The Buffalo Canoe Club had called on Jones & Laborde of Oshkosh, Wisconsin, to build a boat that would beat the *Hornet*, also a product of their shop, but the new flyer did not make good, and the Yacht Club was still the proud possessor of the cup.

The first race was sailed in a 22-mile breeze and there was nothing to be seen but *Hornet*; she beat the *Shark* over a seven-mile course by one minute and 57 seconds. The prediction that the *Shark* was a light weather flyer was well founded as shown in the second race during which the wind was only about six from the northwest.

From the starting gun *Shark* proceeded to show her superiority and, at the end of the first round of the triangle, had a substantial lead. At the last mark before the beat for the finish *Shark* was one minute and 15 seconds ahead. On this beat, *Hornet*, sailed to perfection, made a wonderful gain, considering the leg is but one and one-half miles. She cut into *Shark's* lead with such persistence that when *Shark* crossed the line a winner, *Hornet* was but 15 seconds behind.

This win renewed the Canoe Club's hope and the next day nothing was heard but *Shark*, from the Canoeists. The Yacht Club boys, still confident

Hornet would win, hoped for a breeze of at least eight to ten knots. In this they were disappointed, but *Hornet* performed to their taste even in a light wind.

The wind had hauled around to the north and was light-variable. Everyone agreed it was *Shark's* day. The start was even and through the first leg the yachts were within easy speaking distance. The wind picked up a little when the boats were half way around the second time, and *Hornet*, as if to show her appreciation, opened a respectable lead. She increased her lead appreciably on each leg and crossed the line one minute and 11 seconds ahead, and by the second victory gave the B.Y.C. a continued ownership of the silver trophy.

Captain Edward P. Sharp sailed the *Hornet*, ably assisted by H. A. Warren, a first-rate racing skipper himself. Captain W. Morse Wilson performed a like service on the *Shark* and had as a sailing mate Mr. J. H. L. Gallagher who with his brother sailed *Shark* in the third series.

The Canoe Club came after the Ryan Cup a second time that season, and the Yacht Club, with the unbeatable *Hornet*, administered another decisive beating to *Shark*: three straight wins for the B.Y.C. E. D. Ned Strong handled the Yacht Club *Hornet* with great skill, while A. C. Anderson skippered the *Shark*.

The Deed of Gift of the Ryan Cup called for the trophy to be held permanently by the club winning it three times in succession. This was believed to be virtually impossible but the Ryan trophy was taken out of competition and became the property of the B.Y.C. (For more on the Ryan Cup see 1910 and 1945.)



FIRST ANNUAL BALL

In 1903, the B.Y.C. had its first formal ball. It was held at the Iroquois Hotel. On Friday, February 24, 1905, the next Ball was held at the Niagara Hotel. We find a statement dated 1927 to the effect that the 25th Annual Ball took place that year. It therefore appears that, with the exception of a few years, this affair was a regular event from 1905 to 1927. There appear to have been none from 1927 until 1947, when the custom was revived under Commodore Jennings and made a permanent part of the B.Y.C. agenda.

A PASSENGER YACHT

1904

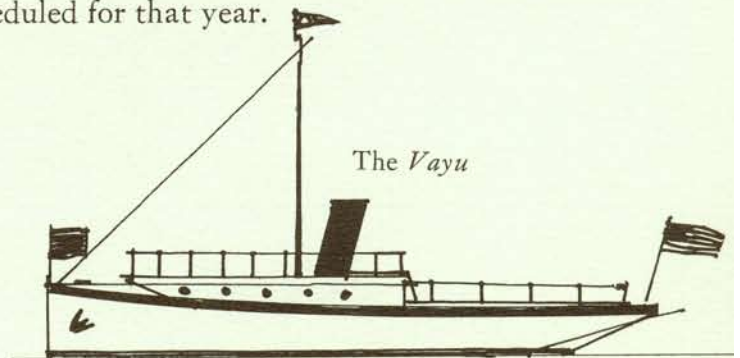
THE CLUB decided to obtain a large yacht to transport members to and from Point Abino during the summer. Plans were made and a contract was let to the Truscott Boat Co., St. Joseph, Michigan. *Vayu* was 54' long with 11' beam. She was what was characterized as "sea-going," with a low cabin-top entirely enclosed with adjustable dead lights on each side. Aft of the cabin was an open cockpit to seat 30 people, covered with an awning suspended on pipe framework. She was powered with a 60-horse engine capable of 12 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 at St. Joseph, Michigan, manned by a B.Y.C. crew under Capt. Bodamer. She proceeded on course without mishap until she reached Detroit when the skipper found the boat unable to proceed. Some enormous weight seemed to be attached to her stern. After anchoring all night it was discovered that *Vayu's* propeller had picked up the entire electrical equipment of a floating pool room and gambling place which had submarine electrical connection with the mainland, including 1000 yards of telegraph wire, insulators and all. After clearing these appendages and making minor repairs *Vayu* made home port June 2nd—a 1000 mile run.

The Buffalo yachtsmen were highly enthusiastic about their new yacht and she was immediately put into service between the foot of Porter Avenue and Point Abino. Thus began the popularization of the Point Abino Station. *Vayu* made it possible for non-boat-owning members to participate as watchers in the many events that were scheduled for that year.

Vayu's Schedule for 1906:

Leave Buffalo	Leave Point Abino
Saturday and Sunday	
9:30 a.m.	12 Noon
Daily	
2:30 p.m.	5 p.m.
7:30 p.m.	10 p.m.





Commodore George W. Maytham's *Merle*, carrying—Main, Staysail, Jib, Jib Topsail and Club Topsail.

FIRE AT THE POINT

ON JULY 5, 1905, the snug little Clubhouse at Point Abino burned to the ground, leaving only the large, stone chimney standing amid ashes. It was pathetic. The Buffalo Canoe Club at Bay Beach extended a warm invitation to use their facilities. Plans were immediately made for a new Clubhouse. But, in the meantime, a temporary structure was built to use as a station, and is still used as the men's dormitory. The Maytham House, situated on the northwest corner of the present Point Abino road, was leased, remodeled and used until 1912.

1905

SCUTTLING PARTY

In 1907 the yachtsmen planned a Breakwall just off B.Y.C. property at Point Abino. A search for a suitable hulk was instituted. Ed and Harry Smith went to Buffalo Ship Yard and their father came to the rescue. The hulk of the schooner "Unadilla," a former lake vessel, was made available and service tugs of the Buffalo Dry Dock Co. towed the old ship to the location. To sink the ship a so-called Scuttling Party was organized. Members paid \$1. and came aboard with a brace and bit with a minimum diameter of one inch. Case after case of good, high-powered Canadian ale was put aboard and the Scuttling Party went to work. The Committee sorely tried to persuade the working members to "do their stuff" below the water line where their work would be effective in sinking the ship. About daybreak the next day "Unadilla" settled majestically. She made a splendid breakwall. Curiously, the residents at Point Abino failed to appreciate "Unadilla." She was set afire, dynamited, and otherwise assaulted, but to no avail—the doughty wreckage is still there, just southeast of the old scow. Most sailors in these waters run into her, at one time or another.

1904

THE ANNUAL election of officers took place at the Hotel Iroquois on January 9th, and resulted in the election of H. V. Bisgood as Commodore. The meeting was by far the largest ever assembled for an occasion of this kind, and the enormous vote polled was highly gratifying to both the retiring and coming administrations. During the meeting announcement was made that a one-design class was in embryo, and that the idea was much in favor. Other new yachts, both building and in contemplation, were discussed.

The following officers were elected: Commodore, Henry V. Bisgood; Vice-Commodore, Theodore V. Fowler; Secretary-Treasurer, Major F. E. Wood; Measurer, Frank D. Wood; Fleet Surgeon, Elisha P. Hussey, M.D.; Directors, John W. Fisher, H. A. Warren, E. C. Roberts; Regatta Committee, R. A. Heussler, H. A. Chamberlain, H. Wilson Saunders.

A BANNER YEAR

1905

THE SEASON was a brilliant one. A four-day regatta was held at the Point at which the Buffalo Launch Club, Duquesne Canoe Club, Rochester Canoe Club, Erie Yacht Club and Buffalo Yacht Club participated. Events were scheduled for every minute from July First through the Fourth.

During this season several new classes of boats joined the fleet. Parties were held at Point Abino every weekend. The Club boasted a swimming team, a bowling team, and went in for rowing regattas as well as sail boat races. During the summer the famous Ryan Cup again brought sailing competition between the Canoe Club and the Yacht Club. The Gardner Cup races were inaugurated and continued almost without interruption to the year 1960. The Gardner Cup has been one of the most hotly-contested 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. This race has almost without exception been sailed in strong winds.

1906

DURING THE season *Vayu* made regular trips to the Point and return. The unloading of passengers continued to be quite a problem. The mode of getting from her mooring to the harbor before the Station was both uncomfortable and ludicrous. On August 8, 1906, Edward Smith was thanked for his generosity in donating the barge *Active W* to be placed at Point Abino as a landing spot for *Vayu* passengers. To this old wreck had been attached a pulley which, in turn had a rope connected to the head of the pier. A flat-bottomed scow lay beside *Vayu's* mooring spot and when she entered port the passengers were taken off and put aboard this scow. Once on the scow, all took a hand in pulling the rope through the pulleys and the scow toward shore. The real fun began when the scow got near the pier. Here the water was so shallow that the scow usually grounded. The distance being too great to jump, a long ladder was laid from the scow to the pier. Some of the men and the bravest of the ladies walked the

ladder to safety. Taking passengers back to *Vayu* was even more difficult. Usually the scow got stuck in the mud and many of the "Sir Walter Raleighs" wore bathing suits to promote this passage.

As early as January 1907, the old records show that the Club began its efforts to dis-embarrass itself of *Vayu*. She had been operated by a full-time captain and crew. The time came when there were only several passengers on each trip. The automobile was coming in and the railroad was also in competition. (July 1, 1907. The Minute Book shows *Vayu* sold for \$1,500.)



Some of B.Y.C.'s fleet (No "Q" boats here). Included: Sloop *Lorna*, Hall Chamberlain; Schooner *West Wind*, Jack Maytham; *Theodora*, Commodore Theodore V. Fowler; *Ida*, Bob Heussler; *Magia*, Frank E. Wood.



Stormy Petrel; Capt. Wm. A. Pfohl, B.Y.C. L.o.a. 24', beam 11'8", 435 sq. ft. of canvas. The boom hung $3\frac{1}{2}'$ over the stern.

The social season in 1905 was vigorous and gay. During the summer, dances were held every weekend either at the foot of Porter Avenue, or at the Point. These dances were so successful that it was generally considered an honor to be a guest.

Near the end of the season the Club received one of its frequent setbacks from Mother Nature. On October 20th a 60-mile gale carried everything loose before it. *Narina, Beppo, West Wind, Lucinda, Corieone* and *Breeze* were beached 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 lay like driftwood on the beach. Many members took leaves of absence from their offices to salvage and recommission their boats. The newspapers of the day carried pictures and articles showing the damage wrought by the storm.

A 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 at which the Club members took over all the theatre boxes for the night. The annual dance was held at the Iroquois Hotel and was even a greater success than ever. The newspapers rated this 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. All stood by, waiting for the ice to form on the Lake. December came and went; the Lake was a clear expanse of water. Likewise January and February, and still there was not enough ice to trust the boat.



This ice boat flies B.Y.C. Burgee. Probably taken about 1905. Built by Bob Heussler whose brother, Walter G., is on starboard side.



GARDNER CUP

This ancient and continuing cup was first raced for in 1906 and was presented in 1905 by Commodore George W. Gardner, of the Cleveland Yachting Club on a visit to Buffalo as guest of George Worthington aboard the schooner *Priscilla*. Commodore Gardner volunteered a perpetual trophy to be raced for each year on the Fourth of July by cabin class sailing yachts of the B.Y.C. The Fourth of July period was adhered to for many years, and with few exceptions, the Gardner Cup race has been an annual event:

1906	Sloop <i>Lorno II</i>	H. L. Chamberlin	1938	<i>Soubret</i>	W. V. Moot
1907	Sloop <i>Penguin</i>	E. P. Hussey	1939	<i>Badger</i>	Chas. Obersheimer
1908	<i>Swastika</i>	H. G. Smith	1940	<i>Caprice</i>	Marshall S. Kennedy
1910	<i>More Trouble</i>	L. G. Northrup	1941	<i>Golliwog</i>	Fred Obersheimer
1911	<i>Swastika</i>	H. G. Smith	1943	<i>Serica</i>	Robert G. Prochnow
1912	<i>Invader</i>	E. L. Hewson	1944	<i>Johanna</i>	J. W. Lenz
1913	<i>More Trouble</i>	H. L. Chamberlin	1945	<i>Serica</i>	Robert G. Prochnow
1914	<i>Grey Jacket</i>	H. G. Smith	1946	<i>White Cap III</i>	G. Wilson
1916	<i>Spider</i>	L. G. Northrup	1947	<i>White Cap II</i>	G. Wilson
1917	<i>Chaperon</i>	R. E. Prochnow	1948	<i>Maleo II</i>	A. M. Stetler
1918	<i>Princess</i>	H. L. Chamberlin	1949	<i>Jack</i>	Ken. Hamilton
1919	<i>Virginia</i>	L. G. Northrup	1950	<i>Xanadu</i>	Robert Maytham
1920	<i>Princess</i>	H. L. Chamberlin	1951	<i>Colleen</i>	Ronald Zudeck
1921	<i>Beppo</i>	D. C. Champ	1952	<i>Xanadu</i>	R. W. Mayrham
1923	<i>Lorna II</i>	Peter Soderquist	1953	<i>Challenge</i>	Robert G. Prochnow
1924	<i>Althea</i>	James B. Ford	1954	<i>Challenge</i>	Robert G. Prochnow
1925	<i>Lorna II</i>	Howard F. Stimm	1955	<i>Challenge</i>	Robert G. Prochnow
1927	<i>Latonia</i>	E. J. Bud Doyle	1956	<i>Duchess</i>	Frank W. Tindle
1930	<i>Wonoma</i>	E. P. Hussey	1957	<i>Dutch Love</i>	Ray P. Adams
1931	<i>Saracen</i>	C. L. Obersheimer	1958	<i>Interlude</i>	Fred Obersheimer
1932	<i>Badger</i>	Martin H. Buecking	1959	<i>Thermis Royal</i>	Karl Smither
1934	<i>Beppo</i>	C. P. Royce	1960	—no contest	

RACES, REGATTAS AND A STORM

1906

THE SUMMER was a very active one. Many races were sailed, among them the famous 100-mile race promoted by Vice-Commodore Edward Michael. The first leg of this race was to Dunkirk, then across the lake to Port Maitland, and back to Buffalo. It was won by the *Merle* under Capt. Frank Maythem. Eight boats competed; the total time required was 23 to 26 hours.

The Club entered a regatta at Put-In Bay. There were many races at Point Abino and great rivalry existed between the Canoe Club and the B.Y.C. in these events. In addition, there were canoe paddling races, baseball games, and other sporting events between the two clubs. In July, 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, led by Commodore Frank E. Wood with the *Ahalya*.

On October 29th, just a little over a year since the last storm lashed Buffalo Harbor, another severe storm dealt havoc. The wind velocity was estimated at 96 miles an hour and the damage reported in the Club's fleet was estimated at \$10,000. The big sloop *Merle* was cast ashore, along with the rest of the Club's boats. The *Peter Pan*, a powerful motorboat, broke from her moorings and was swept completely over the Bird Island wall, wallowed down the River until finally grounded on the rocks off Grand Island.

The dock at the Club was badly damaged and that portion of the fill at the foot of Porter Avenue made for a pleasure dock was washed away. The old Clubhouse of the West End Rowing Club nearby toppled off its foundations. The water rose until it reached the level of various docks in the harbor. Even the Crystal Beach Dock was unable to withstand the terrible beating of the waves and a large portion of it washed away. The dock at Point Abino, so laboriously built, was demolished. In the City, fences blew away, telephone wires went down, the roof of School No. 3 blew off, and great damage was done throughout, yet no lives were lost or serious physical injuries reported.

Later the same year, on the night May 4th, fire broke out in the Clubhouse sail loft at the foot of Porter Avenue—probably started by a carelessly thrown match. The fire was discovered promptly, a bucket brigade was formed and the blaze extinguished with little damage.

In spite of the storm and wreckage, the Club went ahead with its social season and prepared for another of its successful Annual Balls.

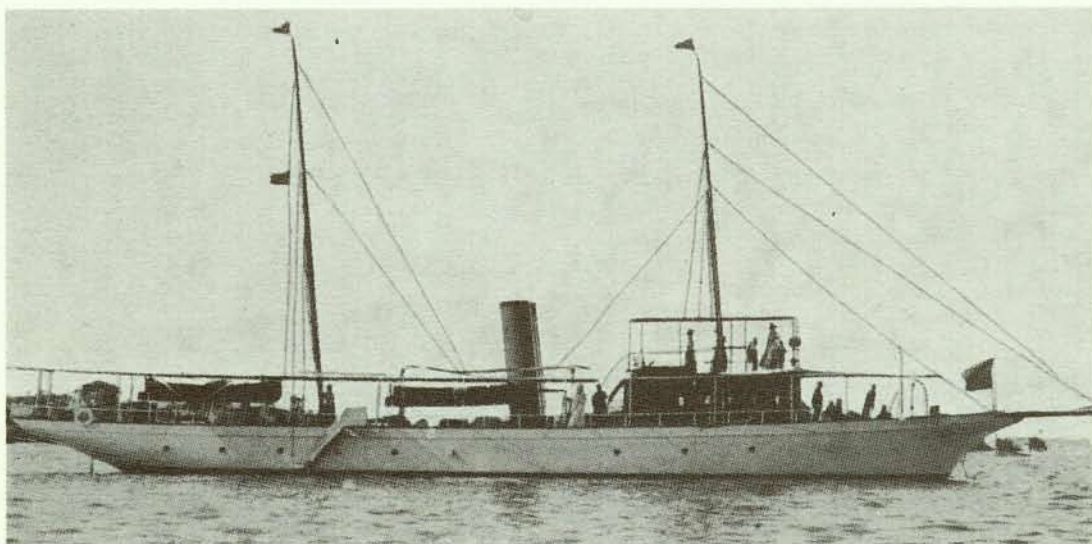
So, like the Phoenix rising from its ashes, the Spirit of the Buffalo Yacht Club survived, repaired and replaced its fleet and prepared for 1907.

1907

COMMODORE EDWARD MICHAEL

NO MORE LOYAL member of the Buffalo Yacht Club ever lived than Edward Michael, Commodore in 1907, 1908, 1909 and 1910. He is quoted as saying that he was fascinated by the Buffalo water front from early childhood; he later drifted from the family home where he was born (east side of Washington Street, just south of the present Lafayette Hotel) to the foot of Court and Genesee Streets, on the Erie Basin, the site of the first B.Y.C. Clubhouse and two subsequent structures.

Commodore Michael remembered the early days of the Club and passed his experiences on to members now living. He said B.Y.C. operated actively each year from 1860 to the time of its incorporation in 1880. He also recalled that Grover Cleveland was a member of B.Y.C., and he said that his recollection was refreshed by the fact that Cleveland and a number of others made the Clubhouse in the Erie Basin headquarters for duck shooting and fishing during the early days.



Kaleda, Commodore Edward Michael. This graceful ship was Lawley built and designed—115' l.o.a., 95' w.l., 15'7" beam. Two 400 horsepower engines drove her 16 miles an hour, unforced.

Commodore Michael owned two large steam yachts, very beautiful vessels: *Hirondelle*, a wooden yacht 70' overall, and later, in 1915, *Kaleda*, 115' overall.

He served the Club on an almost endless succession of committees including the negotiations with the State and the City relative to the Club's present property. He also played a prominent part in the acquisition of land at Point Abino and the Holloway gift.

Commodore Michael was an enthusiastic yachtsman and personally offered many of the most valuable prizes and trophies that 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 one of the first to plan the "All-Night Race" which was sailed practically every year up to 1932.

Commodore Michael presented the beautiful Antique Trophy for competition by the American Power Boat Association. This was won by the Club and is now on display in the trophy case.

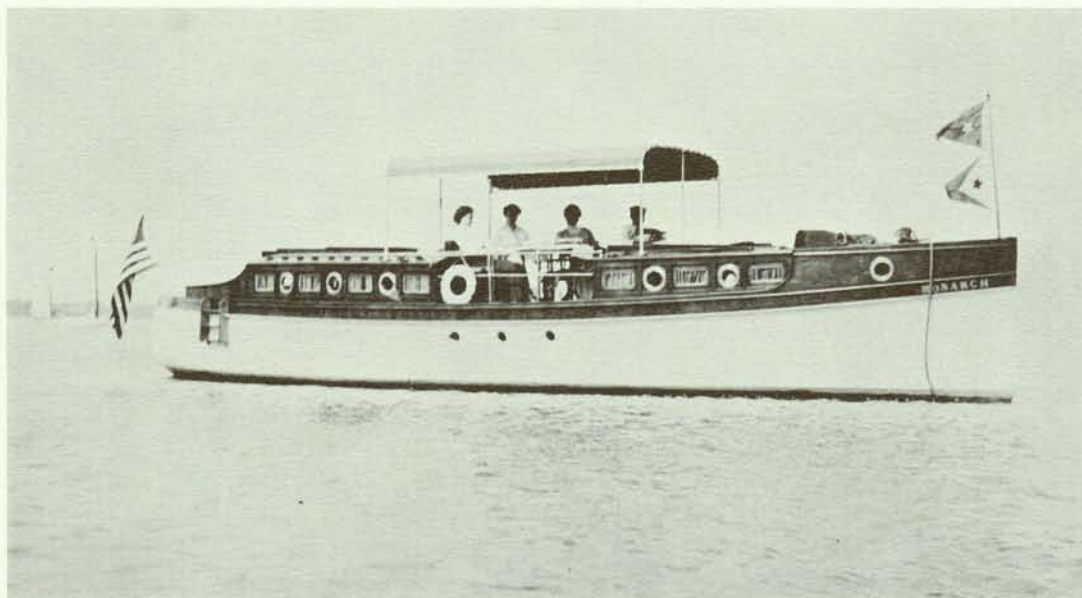
The Commodore Edward Michael Trophy was presented by the Commodore in 1948 as a permanent trophy and at the time of his death was made a memorial trophy for Cabin Yachts. This race is still sailed annually and, at his request, is set for the nearest Sunday to August 7th. Each year and for many years as an elderly man, he made it a point to be present at the Porter Avenue finish line.

Even at the 100 year mark he took active charge of his business affairs, as well as continuing his keen interest in B.Y.C. and all yachting matters.

Commodore Michael built a concrete dock at Derby, his summer home. Here he tied up *Kaleda* and various other boats.

THIS YEAR *Monarch* became a member of the Club fleet—48' l.o.a., twin screw, powered by two 6 cylinder $5\frac{3}{4}$ x $6\frac{1}{2}$ high-speed engines—she was the "big boat" of her day.

This splendid cruiser was built in the shop of the East Buffalo Iron Works, owned by Ferrar & Treffs, of which Capt. McDougal was general manager.



Monarch, Capt. Wm. Alan McDougal. Over fifty years ago.

THE BIRD CLASS

The Bird Class was very popular shortly after the turn of the Century, having been developed in the Wisconsin lakes area by Jones & Labordie who designed and built the Ryan Cup defender, *Hornet*.

Our fleet consisted of more than twenty, the fastest being *Hen*, owned by Ned Sharp, who sailed *Hornet* in the Ryan Cup races, probably the cleverest small boat skipper in these parts for all time. Competition was keen for several years within the B.Y.C. fleet and with the Canoe Club, which had a fleet of more than 20 of these one-design racers.

Our active "Bird" fleet skippers included: Ned Sharp, Al. Warren, George Hinkley, Walter Hayes, "Tab" Sidway, Ned Strong, Alan Monroe, Louis Northrup, "Hi" Watson, Johnnie Daniels and many others—all real sailing men.



Birds were scow-type open boats, 18' long, 6' beam, flat-bottomed, well-decked, center board, draft 3 to 4 inches with board up, 150 square feet of main sail, no jib—smart both on and off the wind and before it she would scoot—very fast and able boats.

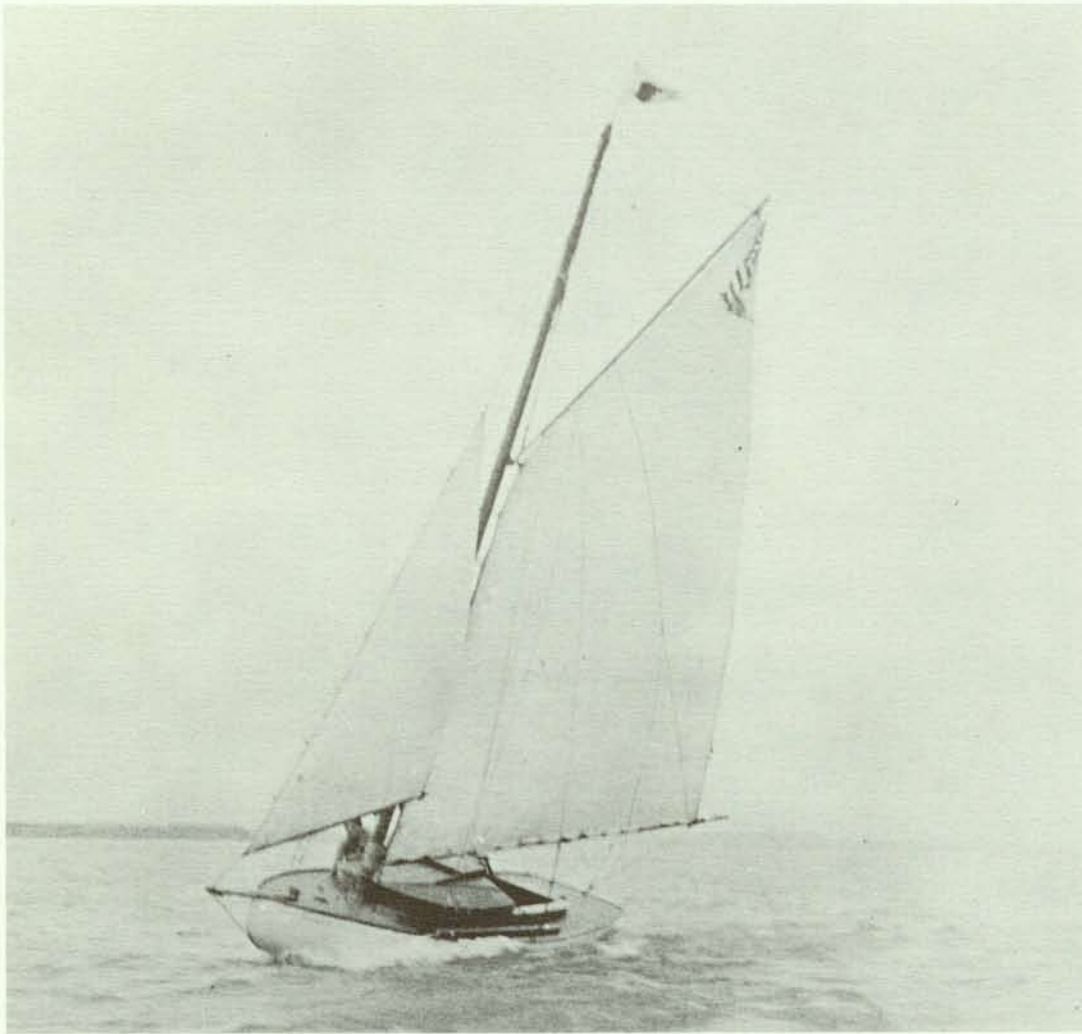
THE FIFTEEN FOOT CLASS

These boats were developed and raced early in 1904 and were four in number. They were 25' on deck and 15' at the water line, fin keel boats with 1050 pounds of lead on the keel, draft 4½', sloop rigged, 450 square feet of canvas, fair cabin accommodations, spinnakers and balloon jibs.

The fleet consisted of: *Magia*, Maj. Frank E. Wood (Com. 1905-1906); *Unda*, Edward B. Green; *Ida*, Bob and Walter Heussler; *Banshee*, Ernest Hall.

Banshee was designed by Macy of Rochester; the other three came from the board of the famous "Down East" designer, William Hand.

All four yachts were built at the yard of Hughie Weir at Hamilton, Ontario. They were raced extensively at Buffalo, Canadian ports and inter-club regattas with the Canoe Club at Point Abino Bay. Price, sails included: \$350.



Banshee II, 1904, E. C. Hall.

THE OPERETTA "PINAFORE"

In 1907, under the direction of Ernest Hall, the operetta "Pinafore" was produced with the following members taking the main parts: Jack Morton, E. H. Dirnberger, Myron Ludlow, Jr. with Ernest C. Hall as Little Buttercup, and Robert Heussler as Pianist.

Of course, much of the dialogue and lyrics were adapted to meet the demands and occasion of the B.Y.C., with many a wisecrack and jibe at prominent members. While there was no mention of this affair in the musical journals of the day, (nor were any awards of Oscars presented) it did make a sufficient hit with the members so that even to this day, it is remembered. In fact, the old operetta was produced again at the Water Carnival in July, 1923, and again in 1956 when it was once again rewritten, retransposed, and presented as a tribute to Commodore Maytham at the Past Commodore's Party.

The hit of the 1956 show was Poor Little Buttercup, portrayed by "Pat" Patterson of Main Lobster fame and supported by Dick Stickney, John Sloan, Howar LeFever and Jim Kline. Mary Stimm wrote the lyrics and Peg Patterson produced the music.

RYAN CUP RE-ENTERED IN COMPETITION

1910

IN 1910 during the reconstruction period following the relocation of the Clubhouse to the present site the Club was in the hands of a fine group of flag officers, Commodore Edward Michael who lived to 101; Vice Commodore Edward N. Smith, as sturdy a flag officer as the B.Y.C. has ever had, and Rear Commodore Edward Oldman, father of the 1959 Commodore.

These men were faced with the task of building membership and activities program virtually without funds, the Club being deeply in debt at this time.

When it was found that enough open, center-board boats were available to form an active class of day sailors, the problem was to find a suitable trophy for these smaller boats. The Ryan Cup was chosen and once more, with Samuel Ryan's blessing, the Cup was offered in competition.

A Ryan Cup race was scheduled for each Fourth of July while the cruising class competed for the Gardner Cup in a long midlake course. The new Ryan Cup rules called for the cup to be held permanently by any boat winning it three times in succession. Once more the "impossible" happened, a 23' open center-board knockabout owned and sailed by Art and Ed Dietrich won the Ryan, on the Fourth of July of 1910, 1911, and 1912. Once more the Cup went out of competition until 1945.

COMMODORE EDWARD N. SMITH

1911

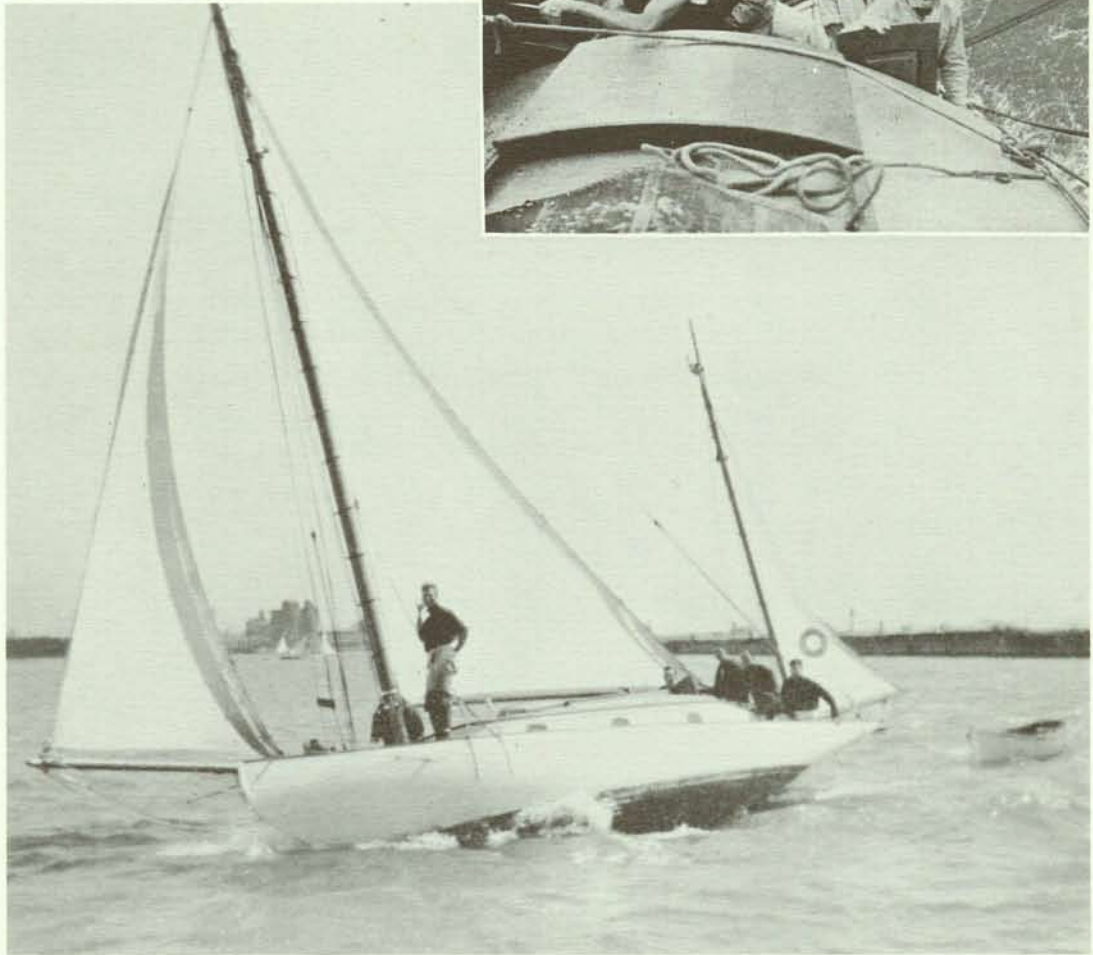
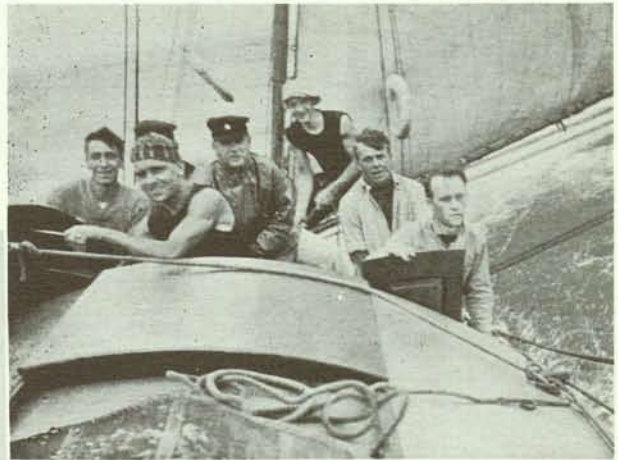
EDWARD N. SMITH, brother of our Harry, and a life member of B.Y.C., was elected Commodore. Like his predecessor, he had been active in the Club for many years and was to give many more of interested and valuable service. The members owe much to Edward Smith for the development of the Point Abino Station and the preservation of the Club itself, as well as the construction of the docks, marine railway and the bridge. Commodore Smith was an ardent sailor and owned a number of fine boats. His last was the "P" class boat, *Joyant*.

Tomahoc was a famous "gang boat" and her log, if ever written, could make one of the most interesting chapters in the history of B.Y.C. "*Tomahoc* came ashore at 4 o'clock in the morning of July 7th, 1911, after drifting helpless in the storm with sails and rudder gone."

The above is the substance of a very short article in an old "Binnacle." A reconstruction of the event by some of the old timers adds the following: "About 40 miles east of Put-in Bay, sails and rudder went in a storm. She came down, with drags out to hold her head into the sea, a matter of nearly 200 miles to Sturgeon Point. Two sailors were completely exhausted and hope had been pretty well given up when they went ashore at Sturgeon Point. They were there rescued and cared for by its hospitable residents."



Crew of the old *Tomahoc* personnel identified as including: Ed. Rohmer, Past Commodore Clarence Buckpitt, William Eilert, Bill Haynes, Art. Dietrich, Gordon Harper.



On a fine summer's afternoon lay "Tomahoc" at her mooring off B.Y.C., with a fair supply of Bass's ale aboard. Forthwith, scenting high adventure, a number of the Syndicate and various and sundry there foregathered, and, after some sojourn, suddenly, and precisely at four in the afternoon, were unanimously agreed they should be off for a sail to Erie. No sooner decided than done. Out of Buffalo Harbor they went full of ale and confidence. Darkness came, as darkness will, resolving into a resplendent summer night. "Tomahoc" proceeded on her dauntless way, all merry as a marriage bell. At the first glimmer of dawn, lo and behold, Erie Light, just where it should be. In the navigators went, jubilant through the morning vapors . . . into the south entrance of Buffalo Harbor.

COMMODORE CLARENCE BUCKPITT

CLARENCE BUCKPITT became Commodore and he and the members were occupied with the moving of the Clubhouse. (This was the last "leg" of the "Z" course.) There were endless meetings with City officials, contractors, and various others with whom business had to be transacted. The Club carried on, however, with regattas, swimming events and a social season. It is to be assumed, however, that many of the members with their deep interest in the Club property, neglected their nautical inclinations to become critical sidewalk superintendents of the work in progress.

1912

THE COMMODORE PERRY CENTENNIAL

AT SUNRISE September 10th, 1813, Oliver Hazard Perry met the English fleet at Put-in-Bay, beyond Cleveland. His flagship was crippled and he transferred his Flag to *Niagara*. His laconic dispatch: "We have met the Enemy and they are ours," is well known to every school boy.

1913

The hulk of the *Niagara* lay at the bottom of Misery Bay, Erie, for many years. In 1913 it was raised, commissioned, refitted, and brought to Buffalo. Moored off the Buffalo Yacht Club, the ship was a major contribution of the State of New York to the Perry Centennial.

Under the able leadership of Commodore Hussey, B.Y.C. rose to the occasion with energy and imagination. Thousands visited *Niagara* daily. Aboard the Flagship were special relics from Washington consisting of Perry's sabre, pistols and sailing orders. They were under guard by the Navy during the day, and at night were taken by member Eugene Roberts to his private safe deposit box.



A gala occasion was the arrival in Buffalo Harbor on September 2, 1913, of Commodore Perry's flagship, the *Niagara*, to open Perry Week in Buffalo, the celebration of the 100th anniversary of Perry's victory over the British at Put-in-Bay. The vessel had been raised from the bottom of Lake Erie and rebuilt to original plans. The photo is from Edward F. Woods, Jr., 113 Bidwell Pkwy.

The hospitality and facilities of the Club were taxed to the utmost. At one breakfast more than 800 were served, and the same afternoon a group of dignitaries were received at a formal reception. There were formal functions in the evenings accompanied by fire works. Dr. Elisha P. Hussey, Commodore of the Club, acted as toastmaster at the Centennial Banquet, March 27, 1913.

What a year this must have been for B.Y.C. Visiting yachtsmen participated in special regattas. On one occasion there was a cash prize of \$500 for a single race, which was won by Class Q sloop, *Princess*, Capt. H. A. Chamberlain. Many saw their first aeroplane as Glenn H. Curtiss, Lincoln Beachy and Glenn L. Martin made exhibition flights over the harbor. Curtiss flew more than 1500' on one of these flights.

BOYS WILL BE BOYS

One beautiful night when the last guest had left for his quarters and a gentle and steady breeze was blowing, a group of our younger members were overcome by a desire to sail "Niagara." What a thrill they must have had as the sails were set and the mooring 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. The crew spent the rest of the night kedging her back to her moorings.



COMMODORE T. V. FOWLER

1914

THE CLUB returned to its normal way of life. T. V. Fowler was elected Commodore; Harry G. Smith, Vice-Commodore, appointed active committees. The use of Point Abino as a weekend resort continued to grow in popularity and with just cause. Boat owners made up parties and took long cruises up the lake. Several went as far as Alexandria Bay and the St. Lawrence.

SAVOIR-FAIRE AT VERMILLION

The "West Wind" lay moored at Vermillion, Ohio, over a weekend. Vermillion at this time, was a straight-laced religious community allowing no activity of any kind on the Sabbath. One Sunday afternoon the good people with else to do, promenaded the dock near which the "West Wind" lay moored, probably envying the carefree repose of the crew. When the audience became large enough, one of the crew, dressed in his yachting best, embarked in a canoe. About half way to the dock the canoe capsized, the yachtsman failed to come to the surface. The remainder of the "West Wind's" crew continued their leisurely siesta, elaborately oblivious to their comrade's fate. Frantically the spectators hailed them and pointed wildly to the over-turned canoe. After what seemed a long time, the crew finally got into their dinghy and rowed out to the canoe. When they righted it, the body was, apparently, floating there stern uppermost. This object the crew proceeded to haul into the dinghy. After a careful and leisurely examination of the corpse they exclaimed in loud tones, "It's no use, he's dead." Then, without ceremony, they threw him overboard.

The good people of Vermillion were in an uproar; they poured their outrage on the crew as it rowed back (the dinghy screening the fun-loving member). When the police arrived, however, the crew had some tall explaining to do.

Commodore Fowler sailed for many years the smartly maintained 22' Mackinac, *Theodora*. Its bright canvas and spars gave a salty accent to the fleet. His family major-domo, Jake, was a most interesting character about the B.Y.C. He drove the Commodore's two seater with its spanking horse, acted as sailing master on *Theodora*, was butler, coachman and gentleman's gentleman. Wherever you saw the Commodore you saw "Jake."

Each Sunday for many years Commodore Fowler met with his ship-mate and fishing crony, Ed Oldman. The day really started when Jake carried Commodore Fowler's metal ice chest aboard *Angler*, Capt. Oldman's steel 25' cruiser. It was crammed with rare foods and otherwise much to restore the ardent fisherman. (Capt. Oldman, it should be noted, was a teetotaler.)

In all yachting history it is doubtful whether any commodore, anywhere, was more smartly turned out than Theodore V. Fowler. His plume of white hair and his imperial were immaculately groomed. He had a knack of wearing his commodore's cap at a particularly rakish angle. He looked and was an ideal commodore.

A SPIRITED MEETING

A story persists of Commodore Fowler's first Board meeting, held at his home, 99 Hodge Ave. The narrator, arriving somewhat before the others, was promptly invited by the Commodore to come down into the cellar. Having arrived at this point, they were confronted by a barrel of whiskey. The Commodore, nonchalantly, turned the spigot and filled a water pitcher. In the dining room, places were set for each Board member, and by each place a water glass. These the Commodore filled. When all had arrived, each seated himself and each drank the contents of his glass. The Commodore then refilled the glasses which were again emptied. (That was the end of the meeting—so our informant says.)

B.Y.C. turned amphibious. The City put in two tennis courts on the lot fronting the Clubhouse and arrangements were made for their use by the members. The Club had a tournament, participated in by ten members: Leonard R. Bissell, winner; Mr. Eugene Smith, runner-up.



THE LOWER LAKES CRUISER CUP

In 1914 the Lower Lakes Yachting Association presented a large silver cup to its member clubs to be raced for annually by seaworthy cabin cruisers. This cup was secured by subscription, largely by B.Y.C. members. This race, while at first entered into enthusiastically, soon became almost a pleasure cruise in which participants entered half-heartedly. Finally, in 1939, under the able management of Russell Lent, 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.

The Lower Lakes Cruiser Cup was at one time won by B.Y.C.'s Capt. Meyer Belinson with *Ya-Wan-Na*. He held it until 1960 when it was won by Capt. Charles L. Obersheimer.

COMMODORE C. LEE ABELL

1915

IN YEARS 1915-1916, the office of Commodore was filled by C. Lee Abell, son of William H. Abell, Commodore in 1867-8, it being the first instance of this kind to that date.

Commodore Abell was an aggressive and efficient organizer. Under his direction, The Binnacle was launched, officers appeared in uniform, a program set up for Point Abino and work was actively prosecuted. He was also instru-

mental in organizing and securing the first One-Design Class in the history of B.Y.C. (the 17' Cape Cod Dories).

By August, a community kitchen was built at Point Abino with a building 16' x 20', with gabled roof, screened windows and doors, stoves, eight ovens, four sinks with hot and cold water, and all necessary plumbing was installed. All this on a budget of \$120. All carpenter, plumbing and electrical work was done by the membership.



Herman T. Koerner, life member of B.Y.C. and owner of some of the most glamorous power cruisers, was Commodore of the American Power Boat Association. Commodore Koerner headed up one of the largest lithographic firms in the area. He designed this masthead for "The Binnacle," which was used for many years. It shows B.Y.C. as originally located in 1893, just north of Porter Avenue.

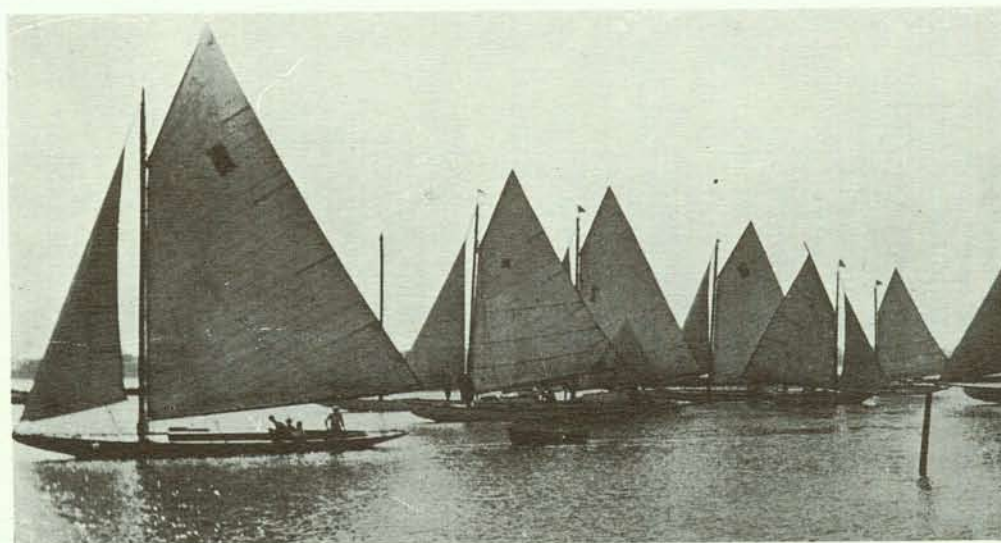
“THE BINNACLE”

Ambitious members undertook to publish a monthly magazine. "The Binnacle" was named 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 getting out the magazine.

"The Binnacle" was a huge success. It was printed on heavy, gloss paper and consisted of some 25 to 30 pages. Each issue contained many yachting pictures as well as reports on the activities of the Club and its members. An energetic advertising department secured enough revenue to make the venture practically self-supporting, although the staff must have burned the midnight oil producing it.

"The Binnacle" continued through 1915 and 1916, finally petering out early in 1917, probably due to America's entrance into World War I and the resulting lag of yachting interest. "The Binnacle" was revived during Harry Larkin's regime, 1927, when it came out in "Reader's Digest" size, but was again suspended in 1928. Nothing more was done until 1935 when it again appeared in two sheets, mimeographed, ably prepared, but soon discontinued for lack of sufficient funds.

In 1939 "The Binnacle" was launched once more in a modest four-page format covering the year and its activities. It continued in this form through 1943, when it reverted to a mimeographed sheet of about ten pages per issue and continued until 1952, at which Messrs. Stimm, Heussler and Eby took it in hand. These men brought "The Binnacle" into its present form and so it has continued without interruption since with A. D. Palmer, Jr. as present editor.



Spider—Lewis Northrup; *Lorna*—Peter Sodequist; Unknown; Unknown; *Beppo*—Clinton D. Champ.

The colors of Buffalo Yacht Club were carried to victory on July 19th at the international meet of the Interlake Yacht Racing Association at Put-in-Bay when *Spider*, Capt. Lewis G. Northrup, won the long distance cruising race from Cleveland to Put-in-Bay. First place in this classic event was considered the chief yachting honor of the year.

WILLIAM CHAYDEANE

One of the most colorful, companionable members of the period 1900 to 1915 was Billy Chaydeane, a great sailor and a member of the crew of both *West Wind I* and *West Wind II*. When danger, adventure, or entertainment were in order, Billy was always found in the front rank. His submarine and aerial exploits were the subject of endless and wondrous tales. He was one of B.Y.C.'s best heavy-weather sailors and was also a swimmer of considerable note, having taken to the water at Point Abino and continued to Buffalo on a number of occasions. He once, under skate sail, (along with Paul Bunyan) made Port Maitland, Dunkirk and return to Buffalo—and this on one skate.

On what appeared to be a careless water front wager in October 1915, he accomplished the following voyages: shipped on a lake steamer and went A.W.O.L. at Chicago—then worked his way down the Chicago Drainage Canal to the Mississippi, where he shipped out once more to New Orleans—from that point he signed up on a Spanish brig, and having nearly succumbed to scurvy, made Oporto, Spain—from there he shipped to Oslo—then to Liverpool. From this last point he made two voyages to New York on the old American Liner, *St. Louis*. This ship he was successful in deserting and after a spell hired out as mule skinner on the Erie Canal, and thence, with a final desertion at the foot of Porter Avenue, arrived back at B.Y.C. on the afternoon of July 4, 1916, a happier and wiser man.



Emoroy Brinkel
Halbert A. Chamberlain (Capt.)
(*Lorna II*)

SAILING, SWIMMIN', AND SETTIN'

COMMODORE C. ABELL saw to it that the Club kept up a full schedule of racing activities. On June 18th, the all-night handicap race to Maitland and return, 80 miles, was sailed. Participants were: *Invader*, Capt. E. L. Hewson; *Spider*, Capt. Louis G. Northrup; *Grey Jacket*, Capt. Kendrick; *Princess*, Capt. Halbert Chamberlain; *Chaperon*, Capt. Felix E. Prochnow; *More Trouble*, Capt. Clarence Ferris; *Lorna*, Capt. Peter Soderquist; *Seriola*, Capt. Paul Lange; and *Beppo*, Capt. Clinton Champ.

The prizes were: A bronze trophy presented by Vice-Commodore Wm. J. Gunnell, a barometer by Roger Williams, and \$100. in merchandise by E. L. Hewson.

In a fresh southwest wind, which at times developed into a reefing breeze, *Invader* finished first,—time, nine hours and 15 minutes. This broke all previous records of B.Y.C. for the Maitland race.

The Independence Day celebration laid great stress on swimming events. Herbert E. Vollmer, hailed as 1916 American Champion, appeared in the feature event. He had won his crown by defeating Duke Kahanamoku of Hawaii the previous year. There were several other national stars. There were closed swimming events for members of B.Y.C., and, in addition, field events. We are forced to the conclusion that the membership during these years was more versatile than at present.

On the Fourth, and in something approaching a dead calm, the Gardner Cup race was sailed, the yachts finishing in this order: *Spider*, *Chaperon*, *Penguin*, *Beppo*, *Lake Queen*, and *Seriola*.

There were single paddle canoe races, swims of various distances, rowing dinghy races, canoe tilting, a "novelty duck" race, and the greased pole. As to the last, C. Croll, first; A. McMahon, second.

The old records give us some homey touches. There were old folks around, even at this time, those who enjoyed a vicarious participation. For such, among others, the dory race was sailed, the entire race being visible from the Clubhouse veranda. The prize was the Harry G. Smith trophy.



Adjusting the rigging on Lorna



A short rest at Port Colborne



Penguin close hauled



Happy and dry in Colborne



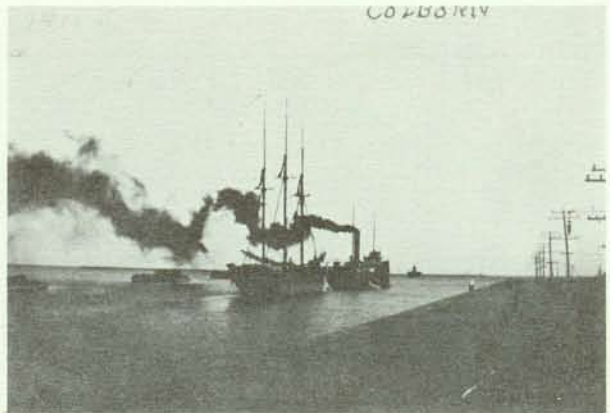
Lorna running downhill



The Pirate at Dunville



Banshee making money



The end of an era

THE SWAMPSCOTT DORIES

The "Swampscott" Dory came as a package of six in May of 1916, direct from the builders in Massachusetts. These dories were high-sided, heavily built and capable of pounding around in any kind of going, not dusty enough to jar loose the back teeth of the crew. As to design, the descriptive classification of "dory" is something of a misnomer, as their lines show a departure from the typical New England fisherman's dory, which, in form, resembles nothing so much as the boats we, as children, were wont to fashion by folding sheets of paper. Applied to these small sailing craft, the name refers to the method of construction—heavy bottom boards, or keel, extra lap-strake planking, etc.

Capt. Ed. Dietrich's *Sinbad*, a surviving specimen, is still in racing condition. She is 17 l.o.a., 5'6" beam, and as to draft, it has been said they sailed on heavy dew. Swampscott's planed with the slightest encouragement, although at the time they were built hydrodynamics were not generally understood.

The conventional rig of these boats "down east" in their native waters, is the leg-o'-mutton sail but, as the builder furnished either kind, the committee chose the regular gaff-rig as being more "yachty," and generally satisfactory. Spinnakers with pole of definite length were added equipment.

THE ERA OF THE "Q" BOATS

These fine sailers were active from 1910 to 1916. There were seven owned by B.Y.C. Members:

<i>More Trouble</i>	1910	37'	Ferris - Northrup
<i>Chaperon</i>	1912	39'	Harper - Prochnow
<i>Princess</i>	1912	42'	Chamberlain
<i>Spider</i>	1912	42'	Northrup
<i>Grey Jacket</i>	1913	43'	H. G. Smith
<i>Virginia</i>	1914	44'	Northrup
<i>Arvia</i>	1914	44'	Cart

These boats had sail area of 900', except *More Trouble*, which had about 750'. Beams averaged about 7'10", and average draft 6'. They were all gaff-headed.

The present moorings were used at that time, but the water was about eight feet deep. Races usually began and ended at the B.Y.C. dock and were run over a triangular course via Waverly Shoal buoy and South Gap. There were also races out of Point Abino. A feature was the annual all-night race to Port Maitland and Dunkirk in various order, more than 100 miles. Commodore Gunnell spent long hours sitting on the dock at Maitland to make sure that everyone checked in.

GREY JACKET

The "Q's" were the first class of major racing boats in these waters, and with them the sailors for the first time experienced the thrill of class racing. They were built under the Universal Rule, or formula, since modified and simplified, and thereafter applicable to all later letter class boats. For this reason, most of the races were non-handicap. The "Q's" were weatherly boats smart on the wind.

The Letter boats were generally initiated in the East. About 1916 they were, locally, pretty well "raced out," especially in the short races, that is to say, that amongst these six boats the skippers knew pretty well in advance how they were going to come out. In the fall of 1916 a number of Chicago yachtsmen turned up, looking for a new class. *Spider*, *Princess*, *Virginia* and *Arvia* went to them at thumping profits for the sellers. This broke up the class as a racing unit.



Grey Jacket.

1918-19

B. Y. C. ANGELS

WORLD WAR I apparently had little immediate effect on Club activities. But effects were to be felt later in a shortage of younger men to carry on the Club's work.

So many improvements were made at Point Abino and at the Porter Avenue Clubhouse, 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 directors and officers and members for the amount of cash required to balance the bills payable. On one occasion in 1918 the sum of \$4000. was raised by subscription in one evening.

It is difficult to say what the Club would have done without the generous old standbys who never forsook the ship. This history would be incomplete without names like Edward Smith, Harry Smith, Robert Mason, Wm. Gunnell, Dr. Hewson, Dr. Hussey, Edward Michael, Carl Svenson, Joseph Ford, Robert Heussler, who, among others, time and again so generously gave time and money.



The Fleet coming out of Point Abino.

DIRE STRAITS

1920-22

DURING THE Post-War Depression years the Club was navigated through some shoals by Commodores Dr. E. L. Hewson, Frank L. Sullivan and Charles H. Waters. Late in 1921, the Club's assets dropped at an alarming rate. Bills piled up for which there was no ready cash—about \$6000. worth. Finally, in November, a meeting was called to determine whether the Point Abino property should be mortgaged or whether an assessment of \$200. per member should be levied.

At the next meeting, the Point Abino mortgage was decisively voted down and a compromise was arrived at—the members were assessed \$100. each. With every member now having a real equity in the Club, they put their efforts into the Annual Ball and so cleared another \$1200.

AT LAST, A LEASE

1923

THE CLUB emerged from its most pressing difficulties and with Commodore Louis R. Davidson at the helm, set sail on a new cruise of activity and expansion.

The black cloud over the Club in the controversy with the City concerning the location of the Clubhouse, finally cleared with the signing of a lease. True, the lease was not all that had been expected by members party to the original verbal agreement, but it was something definite, a marker from which a course could be sailed.

Things happened in rapid order. The Clubhouse was moved to its new foundation (the present), contracts were let for new docks and a bridge, and finally the marine railway was built. The Club held a well-deserved celebration.



Joyant, Smith Brothers.

THE "P" BOATS

During the years 1917 to 1920 several Club members attempted to establish a new class of major boats—the "P's." These boats were built under the Universal Rule, as were the "Q's." They were of the same type as the "Q's," but larger. Smith Brothers brought *Joyant* to the Club. She was the largest "P" boat ever built—57' on the deck. Commodore E. L. Hewson's *Wasaka* was the only other "P" boat in the Club's fleet. They were sailed for many years, in the B.Y.C. fleet. *Wasaka* was the first marconi rigged yacht in these parts.

A WATER CARNIVAL

On July 21st 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. This event was attended by the general public as well as the combined membership of the various clubs. The program included sailing races, speed boat races, rowing, and swimming. There were canoe tilting contests as well as diving.

This affair was so successful that a similar, private program was worked out for Point Abino between B.Y.C. and the Canoe Club. The result was probably the largest aquatic day ever held in the Bay. In the evening the play "Pinafore" was produced, followed by an enactment of the traditional ceremony for neophytes on their first trip across the equator.

The Royal Canadian Yacht Club was challenged to a series of four races by our two "P" boats, *Joyant* and *Wasaka*. These races were sailed during the Royal Canadian's Regatta Week during the Canadian National Exposition. It was a great event, even though B.Y.C. lost the trophy.

COMMODORE LOUIS R. DAVIDSON

Commodore Davidson began his yachting career on the Great Lakes with a 25' runabout, his last being the beautiful Flagship *Maridon* which carried a crew of six. He was an able administrator and leader and the B.Y.C. prospered under his administration.

COMMODORE WILLIAM H. SANFORD

1924

COMMODORE WILLIAM H. SANFORD took over the helm this year. Although the Club was bowling along at a good pace, the crew decided to put on more canvas. At an enthusiastic meeting in April, the directors were authorized to raise a sum not to exceed \$12,000. for 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 subscribed by the members and officers. To the credit of the Club and its officers every dollar of this loan was paid, with interest.

The season was brilliant and successful in every way; a 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 ended at the Annual Meeting in a splurge of professional entertainment, tributes passed between members, dozens of trophies were presented, and Joseph Ford was elected Commodore.

COMMODORE JOSEPH FORD

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 committees, had launched the "Binnacle" and edited it himself for several years. He had served on the committee which handled our negotiations with the City and had willingly and earnestly participated in almost every constructive program. His interest in the Club did not lessen in any way after his term of office expired, but continued with the same sincerity. Like Sea Captains of old he would fight to the last for a worthy cause, single handed, if necessary.

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

At the end of the year the wheel was turned over to his worthy first mate, H. Morton Jones.

1925

TURTLE SAILORS

THE YEAR 1926 followed with an equally large and ambitious program. Past Commodore Dr. Hussey interested the membership in obtaining a small fleet of 16' keel boats to re-establish class racing. Six of these boats, known as "Turtles" were procured. They were regularly raced for a number of years, but the interest diminished for a lack of younger members. Membership did increase during the year but the initiates were generally power 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 glowing tribute of respect Dr. Hussey was acclaimed to this office.

In recent years so many new boats had come to the Club that winter storage was a major problem. The number of boats was equal to about twice the room on the side track, at that time about ready to fall apart. Members Boehm, and Stimm, together with Commodore Larkin, worked out and put into effect our present double track system. These improvements were financed by a number of members taking Life memberships, thus avoiding the necessity of a further bank loan.

All of the scheduled races were sailed, and a full program of activity was run off during the year.

This picture tells the Turtle story. 16' l.o.a., standing keel. Designed by Ralph Winslow; built by Richardson Boat Co. of Tona-wanda. B.Y.C. owners: Alex Cordes, Morton Jones, Harry Larkin and Dr. E. P. Hussey. These boats were raced for four or five years in the mid-twenties.



1926

1927

THE LARKINS

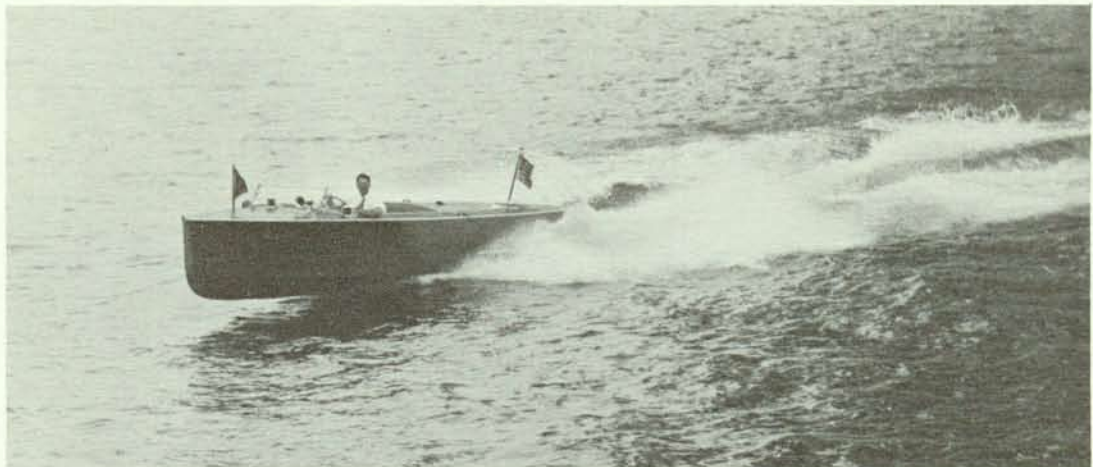
ONE OF the reasons our Club has enjoyed such a colorful and interesting career is the fact that throughout its long life there has been included in our membership many of Buffalo's most prominent citizens, amongst whom, as a family, the Larkins have played a long and beneficial role.

A few still remember John D. Larkin, who, beginning with an idea, built a fabulous empire of soap and chemicals reaching from coast to coast and known as Larkin Co., Inc. As a member of B.Y.C., he was joined by his sons, John D. Jr., Charles H., and Harry H., and later by their sons, John D., III, and Charles H., II. They were boat lovers from 'way back, enthusiastic in both sail and power.

Harry H. Larkin served as Chairman of the Regatta Committee and was Commodore in 1927. He was good to the Club in the early days of Point Abino; he built and presented to the Club what was at that time the longest dock in Point Abino Bay, since destroyed by heavy winter ice.

Charles H. Larkin owned the handsome cruiser *Wood Duck*. His son Charles H., "Chick" Larkin, enjoys an enviable reputation, both in the East and on the West Coast, as an outstanding sailor and navigator.

John D. III is currently a member. Among his boats have been *Skip-A-Way*, a 24 footer, and *Spindrift*, a handsome cruiser. John has been generous in volunteering his skills as operator of public address services on many races and public affairs.

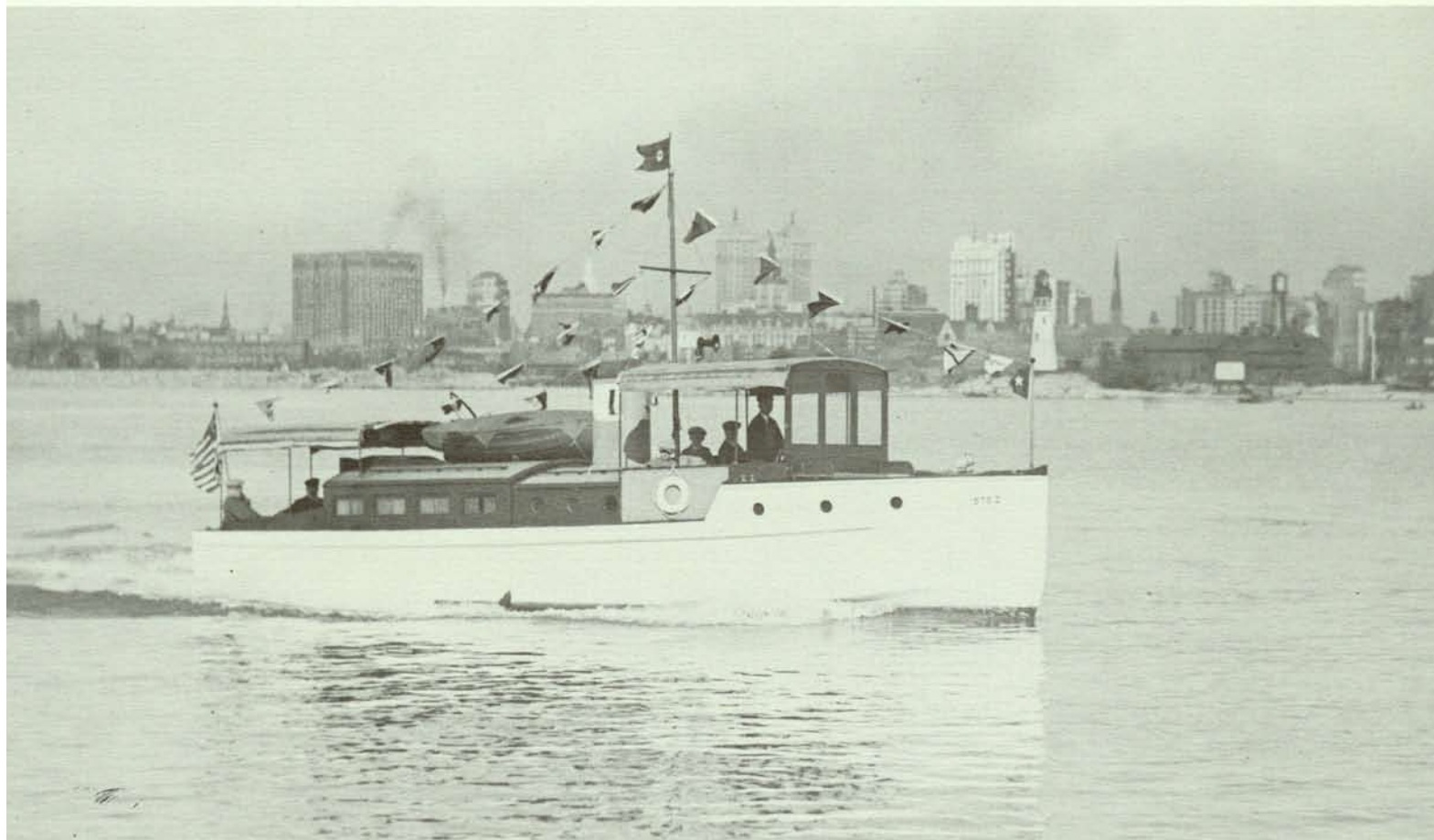


FIFTY CAPTAINS

There were 50 boats at the Club this year, one-half sailing and one-half motor. The largest, *Maridon*, was owned by Louis R. Davidson, President of Davidson Ore-Mining Co. A 30' sloop formerly owned by Vanderbilt came into the basin, skippered by Andrew Clark. General Bickford, Whitney G. Case, Dr. E. P. Hussey, Dr. Earl Osborne, and Alex Cordes were among the yacht owners.

A sensational addition was made to the Club's fleet in 1927 when Capt. Chas. W. Guernsey brought *Mercedes* up from New York. She was designed by Ford, Payne & Sweisgott; built by Lawley at Neponset, Mass., in 1922. She was 40' l.o.a. by 10'6" beam, and 3' draft. She was considered the last word in design, elegance, and luxury.

That same year she took the American Power Boat Association Cup, which has been in the Club ever since. *Mercedes* is still in the Basin.



Mercedes.

CRUISER CUP OF AMERICAN POWER BOAT ASSOCIATION

Lower Lakes Section

1914 <i>Frances</i>	Capt. J. L. Blackmer	1935 <i>Harriet</i>	Capt. Alexander C. Meyer
1925 <i>Ongiara</i>	Capt. Carl O. Stevenson	1939 <i>Ya-Wan-Na</i>	Capt. Mike Bellinson
1927 <i>Mercedes</i>	Capt. Chas. W. Guernsey	1960 <i>Saracen</i>	Capt. Charles L. Obersheimer

BEGINNING OF A DEPRESSION

1928

WHEN COMMANDER DE FORREST CUMMINGS took office in 1928 there was little to indicate the brewing storm. The Club was carrying a substantial load of debt, but then there was a large influx of new members with big yachts bought with the profits of a 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 storms broke a year or two later.

But the Club sailed along blithely, forsaking, perhaps, 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, towards the brink of chaos.

1929-31

DR. EDWARD J. MEYER, as Commodore, was a man of singular financial ability. 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 were paid off. He was one of Buffalo's leading surgeons, and in his honor Meyer Memorial Hospital was named.

CLIMBING BACK

1932

COMMODORE WALTER HUNTLEY continued the policy of careful business administration until, finally, the entire indebtedness of the Club had been paid and a modest surplus remained. There probably should have been a great celebration over this last payment, but the Depression was at its lowest depth. The directors carried on with much caution, knowing how easily a yacht club can fill its bilge with debt.

Badger, Capt. Martin H. Buecking's 30' yawl, made a near clean sweep of the season: four first places in various combinations of races at Buffalo and Maitland; second place, Free for All, Buffalo to Point Abino; first place, Gardner Cup. The various prizes were "merged" for this unusual occasion and Commodore Huntley presented Capt. Buecking with a combination barometer and thermometer.

SAILING AGAIN

1933

AT THE END of 1933 a few of the younger members conceived the idea that the Club should again strike out and encourage more yachting activity as well as enter into a modest social program. An appeal to the directors did not produce enough immediate action so this group set up a second ticket for the annual election. Meetings were held by the ever-enlarging group all over the City until the entire membership became interested, for it has never been difficult to start something really interesting at the B.Y.C. 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 Martin Buecking, 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. Rebuilt under Captain Buecking, the basin was opened in time for the spring launching. The following year a number of dances were held and the Regatta Committee blossomed out with a real appropriation.

THE FIRST COMMODORE'S BREAKFAST

ALL OFFICERS of the previous year were advanced one step. The new Skipper, George Manning, opened the season with a "Commodore's Breakfast," an innovation that has become an institution. A number of stag parties were held in early spring, followed by a number of successful dances in the summer.

1935



DR. ELISHA P. HUSSEY

In February the entire Club was saddened by the death of beloved Past-Commodore Hussey. He had belonged to the Club a greater number of years than any other member, and had occupied every official position in the Club as well as serving on innumerable committees.

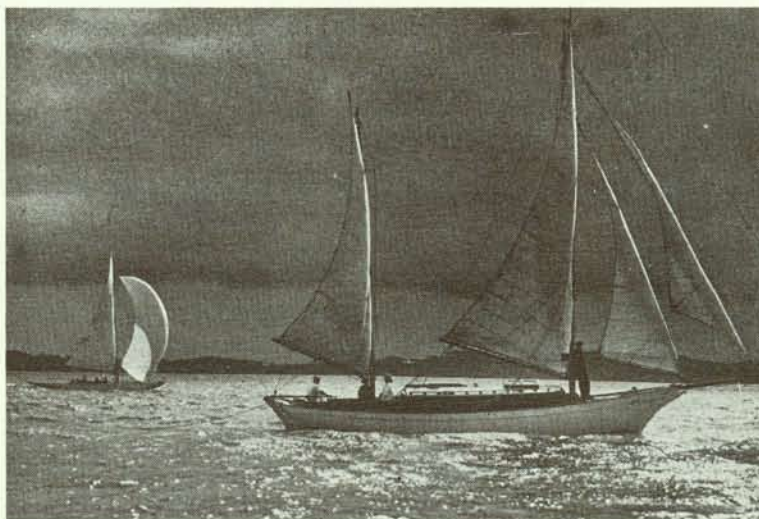
He was born in Augusta, Maine, son of a whaling captain, with the love of the sea in his veins. At 18 he was presented with a gold harpoon, a memento of having captured his first whale.

He decided on a medical career and attended the University of Boston Medical College, paying his way as he went by serving on a whaling ship. When he graduated he had already attained the rank of first mate.

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

One of his dreams in later life was a cruise to the West Indies, where many of his youthful adventures had taken place. He carefully selected his boat from the designs of S. S. Crocker and had it built under his personal supervision at Erie, Pa.

The handy rig, the sweet clipper bow, and the complete layout below of *Falcon* reflected the individuality of both the designer and the owner. Dimensions were l.o.a. 35', l.w.l. 28'7", beam 10'10", draft 4'. Despite her shoal draft she had ample bearing and lateral plane which made her able in any weather.



The Ketch *Falcon* named after the brig from which Dr. Hussey took his first whale.

A SEAGOING YACHTSMAN

On October 10, 1933, with a crew of two, 86 year old Dr. Hussey began a memorable voyage. There was a rousing send-off by the Club and his many friends. *Falcon* sailed down the Canal and the Hudson, coasted to Jacksonville and then put seaward for San Juan, Puerto Rico. He cruised the Windward and Leeward Islands, visiting 16 as far south as Martinique. *Falcon* returned by way of the Virgin Islands and Puerto Rico, reaching Bermuda in April. In May she made New York, homeward bound from an exciting voyage.

On this return trip, while moored one night in the Hudson not far from Albany, *Falcon* caught fire and became a total loss.

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

He was a kindly soul, beloved by all who knew him. Esteemed professionally, he enjoyed a large practice. Two children survived him, a son, Frank, who sailed with him in the Cat Boat *Norena* at the turn of the century and who now resides in Minneapolis; and a daughter, Louise, wife of George S. Buck, who served as Mayor of Buffalo from 1917 to 1921.

Commodore Hussey always insisted that the most important membership B.Y.C. had to offer was Junior membership, as the youngster of today is the experienced sailing man of tomorrow.*

BACK IN THE BLACK

THE B.Y.C. must have been guided by some divine compass for it seems that no matter what situation arose the man best fitted for the task was almost invariably chosen. So in the three years 1935-1938 no better skipper could have been selected than Walter Werheim. With the Club interests always at heart, he managed its business affairs with ability and warm understanding. He patiently nourished a reawakening interest in all yachting activities.

During his administration the last bank indebtedness was paid off.

The years 1936, 1937 and 1938 were not marked by spectacular activity, but there was a steady, healthy growth of membership, steady progress toward financial independence, and, at the same time, a spontaneous, general interest in yachting. The fleet of 12 Snipes had grown to 22 and races were held about three times a week throughout the Summer. The B.Y.C. took the Ritzhaupt Trophy at Youngstown in 1937 and successfully defended it in 1938 against both Youngstown and North Shore. B.Y.C. put on a dinner dance for the competitors that taxed its facilities to the utmost—everyone had a good time.

Small boat owners became interested in larger ones. Some traded for sloops and yawls. The motor boat division grew both in number and size. Squadron cruises were run and the interest of the Club widened in every direction. So the cycle of upswing gained momentum.

INTERMEDIATE MEMBERS

A new class of membership, "Intermediate Members," was created for small boat owners. The year before applications for membership had been made by a number of young, aggressive men. Through them and with the guidance of Charles Obersheimer, a Moon fleet came into existence, and a number of races were held in the harbor. These races became so popular the boys decided to go in to Snipes the following year.

* See "The Binnacle," July 1915, for story of one of Dr. Hussey's Whaling Adventures.

1935-38



The Snipe fleet came into the Club about 1936. They were wooden, chinebuilt, centerboard sloops, 15'9" l.o.a., beam 5'9". They were built by George Barnes at Skaneateles, N. Y.

SNIPES

1936

THE DIRECTORS, noting the growing interest in sailing, partially subsidized a fleet of 12 Snipes for those interested. The cost was \$270., of which the Club paid \$50. Twelve boats were bought on this basis. They were actively raced until 1941 when most of the owners went into the Armed Services. Our Snipes went to Lake Ontario on several occasions, and once B.Y.C. took the Ritzhaupt Trophy.

While the loss of several cruising sail boats was keenly felt, the large fleet of Snipes more than offset this loss. Competition among Snipes was keen as the following summary as of June 11th, 1937, indicates:

<i>Elizabeth</i>	Fred C. Obersheimer	55	Unknown	W. C. Spruance	16
<i>North Wind</i>	Cliff Brothers		<i>Valiant</i>	Henry Shrader	14
	& Chas. Obersheimer	51	Unknown	Bob Deverall	14
<i>Imp</i>	Guy Luburg	49	<i>Suzanne Jr.</i>	Dick Cauley	13
<i>Spar</i>	Fred Raps	39	Unknown	George Airy	6
<i>Pelican</i>	Karr Parker, Jr.	38	<i>Joy</i>	Howard Stimm	5
<i>Balboa</i>	Jim Lenz	34		Bob Dufort	1
<i>Royal Flush</i>	Marshall Kennedy	28			

HAROLD BECK, STEWARD

Harold G. Beck became Steward of B.Y.C. in 1936 and is now as much a part of the Club as its docks—and as sturdy, too.

He was brought up on the Lakes, his father being the captain of a fish tug. Harold followed his pattern and carries papers as a licensed Captain and Chief Engineer.

In 1923, he became Captain of Commodore Louis Davidson's *Maradon*; later, on Commodore Meyer's *Riette*; then for Wells Moot's *Arial* and Ed Kinkel's *Anchorite*.

Harold, by his handicraft, has saved the Club thousands of dollars by doing many jobs around the Club and the marine railway. Many of our members will be eternally indebted to him for his ideas and practical knowhow.

THE BUFFALO POWER SQUADRON

1938

SINCE THE Boston Yacht Club sponsored the first U. S. Power Squadron in 1913, the growth of this organization has been remarkable. With and without the help of Yacht Clubs, it has grown to over 46,000 members and its 276 squadrons have spread over the country's waterways.

For many years, B.Y.C. held irregular classes in sailing and seamanship, but finally in 1938, a squadron came into being under the able leadership of Russell Lent, Past Commander of the Mid-Hudson Squadron.

The first meeting was held in the fo'c'stle of the B.Y.C. on the night of the September New England Hurricane, (thus giving the first group an unscheduled class in "weather").

Seventy-two were in attendance and meetings were held all through the winter until April, 1939 at the B.Y.C. fo'c'stle. Subsequently the squadron became so large that it took over the Naval Militia across the road.

Finally, in 1951, B.Y.C. Commodore Yates extended the privilege of the Clubhouse for the Friday evening meetings, where many new and lasting friendships developed and many new members "hatched."

After the disastrous fire in 1951, the Buffalo Power Squadron presented a beautiful new Trophy Case to B.Y.C. as a token of friendship and common interest.

B.Y.C. has realized its responsibility to future generations of sailors and these members have in the past, or currently, participated as instructors in Buffalo Power Squadron activities:

Renard Adams, various; Martin Buecking, various; Charles Butchart, various; Raymond Clair, various; James Daniels, various; Adam Eby, sail; Paul Emmons, motor maintenance; Frank Ernst, weather; Roland Ewald, various; John Getman, various; Ralph Haag, advanced piloting; Larry Holcombe, various; Warren Hunt, weather; Charles Jennings was one of organizers and former secretary; William Karle, advanced piloting; James Kline, navigation; Joseph Marquis, navigation; Robert Maytham, seamanship; John Monson, navigation; Dick Moser, navigation; Charles Obersheimer, various; Felix Prochnow, seamanship; John Sloan, advanced piloting; Karl Smither, everything; Joseph Van de Mark, instructor's technique. (We are conscious that this list is not complete.)

HAROLD G. BECK TROPHY

In 1938 Harold G. Beck offered this trophy for the Snipe Class.

Winners:

<i>El Perrito</i>	1938	Capt. John Copeland	<i>Toni</i>	1943	Capt. Wm. E. Mabie
<i>Pipsqueak</i>	1939	Capt. Lionel V. O. Smith	<i>Valiant</i>	1944	Capt. Carlton E. Harris
<i>Valiant</i>	1940	Capt. Frank Reppenhagen	<i>Imp</i>	1945	Capt. R. K. Koegler
			<i>Windy</i>	No date	Capt. L. Howard
					Not raced for since.

COMMODORE KARR PARKER

HOW PAST-COMMODORE PARKER can head a multi-million dollar Electrical Company, father an engineering college at U.B., direct the expenditure of a building program at U.B. of over 19 million dollars—and then find time to cruise over 7000 miles each year in his 18 ton *Victoria* is one of the big mysteries in yachting circles.



1939

Karr Parker was Commodore of Buffalo Yacht Club in 1939, having served as Fleet Captain, Rear and Vice-Commodore. His administration was one of great accomplishment and the beginning of a new era in B.Y.C. activity: "The Binnacle" was revived; a Club History and a Yearbook were published; the Parker Cruiser Trophy was set up for the first Intra-Club Predicted Log Races; Snipe races were set up with not only Intra-Club racing, but with competition with our neighbor clubs—in one race alone there were over 40 competitors—a real turnout for a squally day.

In addition, social events increased with many parties of all types and Point Abino was again sparked into activity.

While Commodore, Karr owned 11 boats and has never had less than seven, today with seven he insists that there is no faster or pleasanter way to spend money.

Victoria, a 45' yacht, was built to Parker's specifications at Southwest Harbor, Maine in the yard of Henry R. Hinckley and has made a trip to Florida every year, in the course of which Karr has worn out three sets of engines.

In 1959, with Col. Maxwell James, he set out on an African hunting safari, bringing back some excellent trophies and colored movies.

EIGHTIETH ANNIVERSARY

The Buffalo Yacht Club swung into action to celebrate its 80th birthday. Commodore Karr Parker and the board of directors promoted more activity than had been seen for many years. Vice-Commodore Charles Obersheimer put the house and grounds ship-shape, and helped revive interest in Point Abino, neglected for so long. Both the channel and basin were put in order, and the anchorage proved worthy even in a so'easter.

Rear-Commodore Edward Tunmore managed a great number of races. 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 schedule that the members had little need of their other clubs.

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

The Buffalo Launch Club was challenged for the Lower Lake Cruiser Cup which it had held uncontested for several years. In an exciting and well-managed race this coveted trophy was decisively recaptured by B.Y.C.

The summer season buzzed with activity and closed with a stag party at which trophies were presented to the race winners. The first Club Book since 1902 was published.

And what gala year would be complete without it? Past Vice-Commodore Martin Buecking took the Club Constitution that had weathered so many storms over the years and gave it a thorough going over, sprucing up the by-laws and house rules for good measure.



Monsoon, John Monson's handsome cruiser on the heading for Point Abino.

THE PARKER CRUISER TROPHY

"To be raced for by members of the Buffalo Yacht Club."

1940

Won by:

<i>Lu-Dell</i>	1939	Luke Milward	<i>Bobcat</i>	1953	Richard F. Moser
<i>Susanne II</i>	1940	Joseph D. Cauley	<i>Bobcat</i>	1954	Richard F. Moser
<i>Hahnee</i>	1944	Charles J. Jennings	<i>Dottie M. III</i>	1955	John S. Monson
<i>Hahnee</i>	1945	Charles J. Jennings	<i>Saracen</i>	1956	Charles Obersheimer
<i>Normandie</i>	1946	M. Belinson	<i>Sweetie</i>	1957	James D. Kline
<i>Picton</i>	1947	G. B. Miller	<i>Saracen</i>	1958	Charles Obersheimer
<i>Hahnee</i>	1948	Charles J. Jennings	<i>Saracen</i>	1959	Charles Obersheimer
<i>Bobcat</i>	1952	Richard F. Moser	<i>Nautilus II</i>	1960	John Dooley

A HOMEMADE CRUISER


A NOTABLE ADDITION to the Club's Fleet took place when Nelson Oldman launched what he called his dream-boat *ED-O*. She was a homemade boat in the sense that she was made at the Oldman Boiler Works. She was all steel, electrically welded, a rare sight in these parts—46' l.o.a., 12' beam and 3'9" draft. Says a contemporary account: "The trim cabin cruiser whose lines have brought exclamations of wonder from veteran mariners, has been the talk of the water front for weeks." No dry rot for *ED-O*. She is still in the basin and looks as new as the day she was launched.

Eighteen-year-old Robert G. Prochnow, son of an illustrious sailing father, won the Commodore's Cup, representing Snipe sailing supremacy. Prochnow won the Club's June series and gathered enough sailing points to defeat Dan Cole, July series winner, and Carl Nagel, August series winner.

COMMODORE CHARLES L. OBERSHEIMER

SOMETIMES REFERRED to as the "boy commodore," Charles Obersheimer started in a large way with *Althea*, a Weir-built 34' yawl; next, *Beppo*, a 30' topsail cutter, then *Saracen*, a 38' Lawley-built sloop, then *Badger*, a 32' yawl, then *Escape*, a 32' Alden Yawl, and in 1948, retiring from sail (goodness knows why), he went into Richardson power cruisers. He presently owns *Saracen*, a 40' Matthews. Commodore Obersheimer has won many cups and predicted log races. He has a knack of knowing exactly what he is doing every minute afloat.

1940-41



The Lightnings, excellent and popular boats, came into the Club in 1945. They are Sparkman & Stephens design, a family boat, day-sailer and racer; 19' l.o.a., 6'6" beam. There are about 7000 of these boats at this time. The International Lightning Association has assigned fleet designation #81 to the B.Y.C. Fleet. Lightnings became popular for interclub racing and are still going strong.

RYAN CUP REVIVED

AT THE COMMODORE'S BREAKFAST in 1945, with Commodore Ralph T. Rycroft, presiding, Art Dietrich spoke on the history of the Ryan Cup and put it back into competition, for the first time since 1912 when he and his brother Ed won permanent possession. It has been competed for each year since that time, by open, centerboard boats without Genoa jibs or spinnakers. The 1945 Race was won in a hair's-breadth finish by Captain Ed Dietrich in *Sinbad*, the surviving Swampscott dory from the class purchased in 1916. Captain Burt Dean was breathing down the winner's neck in the 18' Winabout *Puffin*.

Since 1945 the Cup has been raced for every year except 1953. The base panels bear such illustrious sailing names as Len Howard, Jim Simpson, Don Beverage, Stu Anderson, Dr. Bob Bergner, Chuck Welshofer, Allan Schmahl, Norm Downing, Don Schmahl, Cliff Muzzey, Ira Ross (a three time winner).

The Ryan Cup is probably the oldest cup in active competition on the Great Lakes. The 1959 winner in the Lightning *Lo and Slo*, was Captain Bob Dallas.



COMMODORE FELIX E. PROCHNOW

NINETEEN FORTY-SIX was a year with few highlights or outstanding events. Many members returned from the service and a number of old-time sailors who had dropped out of the Club renewed their membership.

Races were still held in the Snipe Class, although they had passed their heyday. Most of the racing was by the cruising sail boats which sailed on a handicap basis.

With a background of 50 years' experience Commodore Prochnow skippered *Chaperon*, one of the "Q" Class boats, and others. He married Commodore Wm. J. Gunnell's daughter, and as son-in-law, participated in Gunnell's activities. Commodore Prochnow served as an instructor in Buffalo Power Squadron.

1946

B. Y. C. BOSUNS

DURING THESE years the Club experienced a happy democratic phenomenon, a sort of do-it-yourself social affair, run by a group known as the Bosuns. The matter was well explained in a 1945 BINNACLE, from which we quote:

"For a number of years a faithful group have made Saturday afternoon at B.Y.C. in the winter a regular event. Cribbage was the major activity and some grand times have resulted. Last year the group increased in size and, beginning with Saturday, known as Hot Buttered-Rum

Day, an idea was generated, which finally took form early this fall when Past Commodore Boehm suggested a plan to promote Saturday Afternoon Goodfellowship.

The group has no official standing, no committee, no organization. Every B.Y.C. member

1946-50

is a bosun, and to prove it he has only to come down Saturday afternoons. Here is the program: About one p.m. the sponsors for the day, two members as a rule, arrive at the Club with the chow. Three or four good men, called galley slaves, by the others, assist them. In no time at all a table of snacks, including beer and ale, is set up. A little later the main meal is served.

Blueprints of proposed boats, new sail plans, etc., are analyzed and discussed. Bridge, cribbage and low stake poker are in order, but always the Black Jack game goes on. About five-thirty to six the group thins out and soon only the sound of the volunteer K.P. group can be heard. By seven-thirty the Clubhouse is secured and the Bosuns steal quietly away."

Jennings, Boehm, Dietrich, Howard, O'Connell, Nagel, Rycroft, Hahn, Miller, Kurtzman, Major Leary, Dudack, Schmahl, Welshofer were some of the names that figured. There was a Fiscal Officer who logged members in and relieved them of 50 cents. The Chief Bosun and Bosun's Mate saw to it that the refreshments were prepared by the Slaves. There was no professional help. A Petty Officer went to market Saturday morning and haggled over the groceries. The financial system was the soul of simplicity—bills were paid, and the residue was scooped into a paper bag. At the end of the first year there was \$89. in the bag, of which \$25. went to promote Point Abino, the balance being held to launch the Bosuns the following year.

Later in its career there were some good speakers with illustrated talks.

In short, the B.Y.C. Bosuns had what it took. May there always be some of them around.

COMMODORE CHARLES JENNINGS

1947

IN THESE YEARS during the administration of Commodore Charles Jennings, the Club welcomed a tide of members returning from the war. Gasoline was again available and things began to move, literally and figuratively. Under the guidance of Commodore Jennings and his "right hand," Russell Hahn, matters moved in the right direction.

During his membership in B.Y.C., Charles Jennings has been notable for his willingness to accept responsibilities over and above what would have naturally fallen to his lot. And, once having begun a project, it was invariably carried through. Nor has his B.Y.C. experience been solely work well done. His three *Hahnees*, always active on the water front, were among the most popular spots in the Basin for an idle hour.

The Dinghy room on the first deck was eliminated and the space transferred to a game room—the fore-runner of the present bar.

During the early summer of 1947, two sloops carrying the colors of the Buffalo Yacht Club, sailed west to Erie, Pennsylvania and entered competition for the new Erie Yacht Club Invitational Race to Port Dover, Ontario—said to be one of the oldest fresh water sailing events on the Great Lakes. The Islander Class sloops were *White Cap II* and *Maleo*, owned and skippered by Charles T. Wilson and A. M. Stetler. Veteran Charlie Wilson won the trophy in 1947 and successfully defended in 1948.

COLONEL'S TROPHY

Donated by H. Morton Jones for cruising class sailboats.

1948

Won by:

1949	<i>Xanadu</i>	Robert Maytham	1954	<i>Challenge</i>	Robert G. Prochnow
1950	<i>Maleo II</i>	Pete Stetler	1955	<i>Challenge</i>	Robert G. Prochnow
1951	<i>Xanadu</i>	Robert Maytham	1958	<i>Interlude</i>	Frederick Obersheimer
1952	<i>Starlight</i>	Walter J. Minnick Jr.	1959	<i>Secret</i>	James Daniels
1953	<i>Starlight</i>	Walter J. Minnick Jr.	1960	<i>Interlude</i>	Frederick Obersheimer

COMMODORE EDWARD MICHAEL TROPHY

This handsome cup was first raced for in 1948 by cabin-cruiser sail boats. Races are usually sailed in eastern Lake Erie over triangular courses.

Winners:

1948	<i>White Cap</i>	Charles T. Wilson	1955	<i>Stjernescuud</i>	Peter G. Schmitt
1949	<i>Caper</i>	Ralph Haag	1957	<i>Dutchess</i>	Frank W. Tindle
1950	<i>Xanadu</i>	Robert Maytham	1958	<i>Interlude</i>	Fred Obersheimer
1951	<i>Coleen</i>	Ronald Zudeck	1959	<i>Interlude</i>	Fred Obersheimer
1952	<i>Pelican</i>	Robert L. Yates	1960	<i>Dutchess</i>	Frank Tindle
1953	<i>Challenge</i>	Robert G. Prochnow			

MORE SEA-GOING YACHTSMEN

A cruise took place this season which recalled the famous 1933 voyage of Commodore Elisha P. Hussey, when he took his 35' ketch *Falcon* out of Buffalo Harbor to the West Indies.

Before a fresh southwest breeze, two young Buffalo sailors returned to the Club's anchorage at dusk Thursday, June 9, 1948, after 5300 miles from chill coastal waters to warm tropical seas. The voyage began November 5, 1947, on the 28' sloop *Starlight*, which ran aground, nearly foundered in a gale, and barely missed destruction when a fire swept a mooring in southern waters. The sailors were Walter J. Minnick, then 25, and his friend, John D. Gill, the latter then and now making a decided success of life with one arm.

Starlight made way down the Barge Canal and the Hudson. The real voyage began when she poked her nose into the Atlantic on the leg to Eleuthera Island, southernmost of the Bahamas. There was a narrow escape at Charleston, S. C. when a neighboring boat blew up, killing one man and firing several boats moored nearby. *Starlight* ran aground off Yonges Island on the Caroline coast and her crew subsisted on oysters and crabs.

Strangest of all was a midnight meeting in the heart of the Great Dismal Swamp with a Chinese junk—the *Mon Lei*—with who aboard?—Bob Ripley, the Buffalo Evening News feature cartoonist. The owner of the *Mon Lei* was Ernesto Uribaldi, former Argentine consul in Buffalo.

Starlight, built by Rumsey-Otts, Buffalo.



COMMODORE DANIEL C. B. KRAFT

1949

COMMODORE DANIEL C. B. KRAFT headed up a very satisfactory year's work. This was a year of solid, if not sensational, accomplishment. Membership increased moderately; the Club's finances were improved; necessary repairs were made and all the committees functioned in a most satisfactory manner.

The racing, both in sail and power, was run and Point Abino had a busy season with the Clubhouse filled to overflowing, particularly on holidays and weekends.

In 1949, R. W. Maytham joined the fleet with the exceptionally-able 30' sloop *Xanadu*. Under Skipper Maytham, *Xanadu* won the cup in 1949 and successfully defended in 1950. However, in 1951 the new trophy returned to Erie.

Xanadu won the coveted Colonel Jones Trophy Race. Ken Hamilton in his sleek six meter yacht *Jack* sailed through tricky winds to win the Gardner Cup. Charlie Jennings' *Hahnee* won the Predicted Log Race to take the Karr Parker Trophy. In the cruising class division, Walter Minnick's *Starlight* was first.

The Annual Ball held in the Hotel Statler Ballroom on December 10th, with Nelson Oldman leading the Ball Committee, proved an outstanding success.

"FROST BITES"

1947-49

IN THESE YEARS much racing was done among the B. O. dinghys and the Inter-Club dinghys, both known as "Frost Bites."

It all started in 1947 with the "B. O.'s," Lewis Howard's *Wende*, Don Beverage's *Spice*, Jim Lenz's *Lena* and Bob Prochnow's *Fleury*. "Jackie" Smith also had one.

"B. O.'s" were 11½' l.o.a. and about 4'6" beam. They were cat, Marconi-rigged, centerboard, clinker boats, with 72 square feet of canvas. They were designed by Nicholas Potter in 1932 as racers and had fish pole masts jointed in the middle, for stowing. They were fast and weatherly, but tricky before the wind.

By 1948 the fleet was increased to about nine. Of the nine, a considerable number were Inter-Club Dinghys, but all raced together. The dimensions of these two boats were the same and their sails were inter-changeable. The I.C.D.'s, however, were much fuller forward and their hulls were made of molded plywood.

The name "Frost Bite" came from the fact that for at least two seasons, 1948 and 1949, they were sailed very late in the season—up until the week before Christmas—the principal fall event being the Thanksgiving Day races. Other local yacht clubs were invited and crewed on B.Y.C. boats. The boats frequently interchanged crews in the course of the day's races.

Frost Bites did not endure as a class after the 1949 season.



MAYTHAM MEMORIAL RACES

THERE IS A MOTTO at B.Y.C.: keep all racing honors in the family. Bob Maytham followed to the letter in the first Maytham Memorial Trophy Race. Bob won the Cup donated by his father, former Commodore George W. Maytham, in the 30' sloop *Xanadu*. Bob Prochnow finished second with *Challenge* and Walter Minnick placed third with *Starlight*.

"Stu" Anderson dominated the Lightning-Class by winning both times with *Glockenspiel*. John Swanson, with *Three Winds*, was second each day. Lew Howard took dinghy honors.

George B. Miller was Commodore in this year of active sailing.

PAST COMMODORE GEORGE W. MAYTHAM MEMORIAL TROPHY

This trophy, in the form of a wheel, was presented by Robert W. Maytham in memory of his father. There is no fixed date for this sail for cruising sail boats.

The courses are varied—usually long distance.

Winners:

1950	<i>Xanadu</i>	Robert Maytham	1955	<i>Starlight</i>	Walter J. Minnick, Jr.
1951	<i>Xanadu</i>	Robert Maytham	1958	<i>Secret</i>	James Daniels
1952	<i>Xanadu</i>	Robert Maytham	1959	<i>Interlude</i>	Fred Obersheimer
1953	<i>Challenge</i>	Robert G. Prochnow	1960	<i>Interlude</i>	Fred Obersheimer
1954	<i>Starlight</i>	Walter J. Minnick, Jr.			

THE NIGHT OF THE FIRE NOVEMBER 13, 1951

What Edward C. Boehm saw:

"I was standing near the service bar on the second deck at about 9:30. Syracuse and Colgate Alumni were having a joint football smoker; there was a good attendance, about 150. Joe, the bartender, motioned me over and whispered in my ear that there was a serious fire in the south side of the building and that Harold Beck was trying to put it out. Joe told me to get all the people out quietly and quickly and notify the fire department, which I did. I passed this news on quietly to the officers of both Clubs and told them to get all their people out, using both exits. I stood at the head of the stairs to keep order, and when the flames broke through stairway partition I told everyone still on the landing to grab all clothing, etc., on the racks and carry them out of the building. I told them that no one was to come back in. All this took only a few minutes. When I was outside some fire apparatus arrived, but it was at least 20 minutes thereafter before the first stream of water reached the flames. The

hydrant was opposite our driveway, but not at the curb line,—just outside the Pumping Station's wire fence. The hydrant was plugged by parked cars. The firemen broke the windows of four cars to get at the steering wheels, so as to tow them away. This is what caused the delay. The firemen did all they could, but the blaze was spreading. I suggested they call the fire tug. When the tug arrived, she laid to at the outer dock and started to throw a stream toward the building. The stream was very weak and did not get to the part where the fire was burning. I learned that the suction was in silt and mud; they moved the tug into deeper water and a better stream resulted, but it didn't help much.

"In an attempt to salvage the liquor, a chain was formed and the bottles were passed from hand to hand, but all the liquor didn't get to its destination.

"I believe that the fire started from a new and defectively installed gas heater in the old Directors' Room."

1950



1951

THE FIRE AS OTHERS SAW IT.

“Marty” Golden was on duty at the Cleveland Avenue station on the night of the fire. With the first alarm came the news that the B.Y.C. was on fire. So there he was, Rear-Commodore of B.Y.C., pacing the floor and knowing that his Club was burning up. He could start with his pumper only on the third alarm. About the time that the second alarm came, his wife called him up and asked him what he was going to do about it. Knowing the character of the Clubhouse, he figured that it would be a three alarm fire, and sure enough, when the third alarm came, he was out the door with his pumper pretty fast. When he got there the parking lot and the Lane were jammed. He moved some cars in the lot and got his pumper in the locker-room door. He unwound 2500' of hose before he got a hydrant near the foot of Jersey. There was a 30 mile wind blowing from the southwest, and this made it difficult to direct a stream. It was a very good “stop”—B.Y.C. was fortunate in having as much left as there was.



Clubhouse After the Fire.

Blanche Butchart was busy on the first deck organizing the party of the Women Associates of the Buffalo Power Squadron, a pot-luck supper with jewelry auction. It was just about as crowded a clubhouse as it was possible to have. Margaret Ernst opened the door and hollered "fire, girls, get out." "We all thought that she was fooling. We all got out safely; our cloaks were on racks in the lower hall. When outside we saw the flames zooming from the upper windows. It seemed as though nothing could be saved."

Harold Beck was on the third deck when Porter told him there was a fire on the roof. He ran up to the ballroom and, opening the door into the attic stairs, found that they were aflame. He tried to put the fire out and called the fire department. The Ballroom was full of clothes—he threw them down stairs. Everybody got out, no one was hurt.

For several weeks afterwards a loyal volunteer crew cleaned up the debris. They were too numerous to be mentioned by name. Dick Stickney and Russ Creighton put their trucks into service.

From the episode of the fire of 1951 there grew, apparently spontaneously, an annual recognition of the disaster and its following renaissance, known as "The Fire Night Stag Party." This celebration was a sort of Thanksgiving and, in the first instance, a special event to pay honor specifically to the Herculean efforts of Mike Belinson. As a result of his labors, he was given the title of "Ship's Husband," and was formally presented a ship's clock with this title inscribed thereon. As Fire Night was continued from year to year, some individual was honored for services performed during the past year.

The embers of the fire had scarcely died before Commodore Yates called a Directors' Meeting at the home of Vice-Commodore Root on November 14 to discuss the situation.

At this meeting, on which there are pages and pages of minutes, it was debated whether to tear down the old building and put up a new one or to repair the remaining shell; and whether to have two stories or three as before—and of course where was the money coming from—insurance being completely inadequate under present building costs.

Out of the meeting came liberal offers by members to provide temporary heat, electricity, temporary construction, clean up, equipment, insurance appraisals and, not least, a live wire construction committee.

From this time on, Directors' Meetings were held in various members' homes and at other Clubs, and general meetings at hotels.

Finally on December 18, at a General Meeting, the Board of Directors was authorized to proceed with temporary repairs and work out plans for rebuilding the Clubhouse.

In spite of the emergency the social season went right on and the Annual Ball was held in the Statler Ballroom with a more enthusiastic membership than ever.

1952

THIS WAS, perhaps, the most active year of B.Y.C. After all, there is no more powerful stimulant than a taste of disaster and B.Y.C. members rallied to support every activity of the Club—actually begging to be given a job or a committee assignment.

Commodore Howard F. Stimm led off by publishing an Organizational Chart. B.Y.C. seems to have grown to a complexity comparable to the N.Y.C. R.R. Even so, it was indicated that the Chart was not complete, even though there were well over a hundred members on committees and assignments.

How fortunate we were to have had Capt. Stimm, “The Arm Twister,” in charge. After all, a proper working hierarchy was necessary to recreate the Clubhouse after the disastrous fire of 1951.

Captain Belinson worked hard as the indefatigable and knowledgeable superintendent of the Club’s reconstruction. It is said that he was on hand every day at 7 a.m. to see that there was no soldiering on the job and that all the nails were driven in straight, even doing most of the pipe fitting and plumbing with his own hands.

The Club was fortunate in having the advice of Carl Nagel and Jim Donnelly on the Finance Committee. With their counsel, a system of financing the Club rebuilding program was set up on the basis of Certificates of Indebtedness in units of \$50. or more, paying 5% interest and callable in a certain pattern by lot as ordered by the directors.

At a general meeting, the Plan was unanimously adopted (a rare thing at the B.Y.C.) and then was so generously over-subscribed that an upper limit of \$500. was made for any one member.

Within one year, the redemption of half of the outstanding certificates was accomplished and at the end of the next year, the balance was taken up, leaving the Club free from indebtedness. (This was a big surprise to many for originally many thought their certificate was going to be a donation.)

What a vital crew B.Y.C. Members proved themselves. Entertainment was in no sense neglected, as will be apparent from the following list of events: Trophy Party (186 sat down to dinner), Past-Commodores’ Dinner Dance, Commodore’s Breakfast, Anchors Away Party, Harbor Lights Party, Shipwreck Party, Regatta Committee Dinner Dance, New Members Introduction Night, Young People’s Summer Dance, Halloween Party, Annual Ball, Children’s Party, New Year’s Crossing the Line Party, Surprise Night, Mixed Card Party, and Card Nights. Point Abino affairs are not included but were already setting a pace for the forthcoming year.

The Club mourned the death of Edward Oldman, life member and Past-Vice-Commodore for 1907-1910. He knew how to sail and enjoy it, and he loved the B.Y.C. He was an enthusiastic power boat man from 1908. His old *Angler* never saw weather too rough to venture out. In 1951 he came out of semi-retirement to take charge as chairman of Point Abino which thrived under his guidance.



Sea Gull. These sloops were 18' l.o.a., 6' beam, centerboard, planked hull, hard chine. They were able day sailers.

HOWARD F. STIMM
 Commodore—1952
 Treasurer—1932 to 1951.



Howard F. Stimm has probably set a record for active membership in the B.Y.C. He has been a prodigious and consistent worker in all of the club's activities; but more than this, he has held every office which the club has to offer with the exception of secretary. Few projects have been ventured in the past thirty years that have not seen Howard either at the helm or pushing hard at the stern to put them over. The same is true of the volume you are now reading. Without Howard's enthusiasm it would never have been published. Every member of the B.Y.C., past, present and future, owes tribute to his guiding hand.

COMMODORE HOWARD F. STIMM TROPHY

For seaworthy cabin power cruisers in a test of piloting and seamanship in an invitation predicted time and log race to members of Corinthian Yachting Organizations—so reads the inscription on the Cup.

Winners:

1952	<i>Fran—Mar</i>	Frank C. Ernst	1957	<i>Saracen</i>	Charles L. Obersheimer
1953	<i>Bobcat</i>	Richard F. Moser	1958	<i>Marilyn</i>	Robert Fortier
1954	<i>Bobcat</i>	Richard F. Moser	1959	Cancelled	
1955	<i>Saracen</i>	Charles L. Obersheimer	1960	<i>Saracen</i>	Charles L. Obersheimer
1956	<i>Miljac</i>	John Grant			

THE CLUB enjoyed its best financial health in years. Under Commodore Earl Root a salty atmosphere was encouraged. Large numbers attended all affairs and there were 70 or 80 every night for dinner.

B.Y.C. yacht *Interlude*, a 40' Owens cutter with Capt. John Demetre, Adam F. Eby, and E. H. Holzworth, flew the B.Y.C. Burgee in three major Southern races and gave a very creditable performance. They placed third in the Nassau Cup Race.

In 1923 the Club had signed a 30-year lease with the City. In 1950 the Club faced the need for major improvements and, not wishing to undertake this program until a further lease was assured, began negotiations for its renewal. In 1953 a renewal was secured for 30 years, until 1983. The new lease contains such provisions as were possible to make for further renewals, and future renewals were therein recommended.

One of the major improvements was the new bar which opened officially in 1953.

One 1953 "Binnacle" reports: "The 'Cracker and Whistling' contest was won by Ray Stangle; George Nelson took the honors in both the 'Raft Race' and the 'Balloon Dance'."

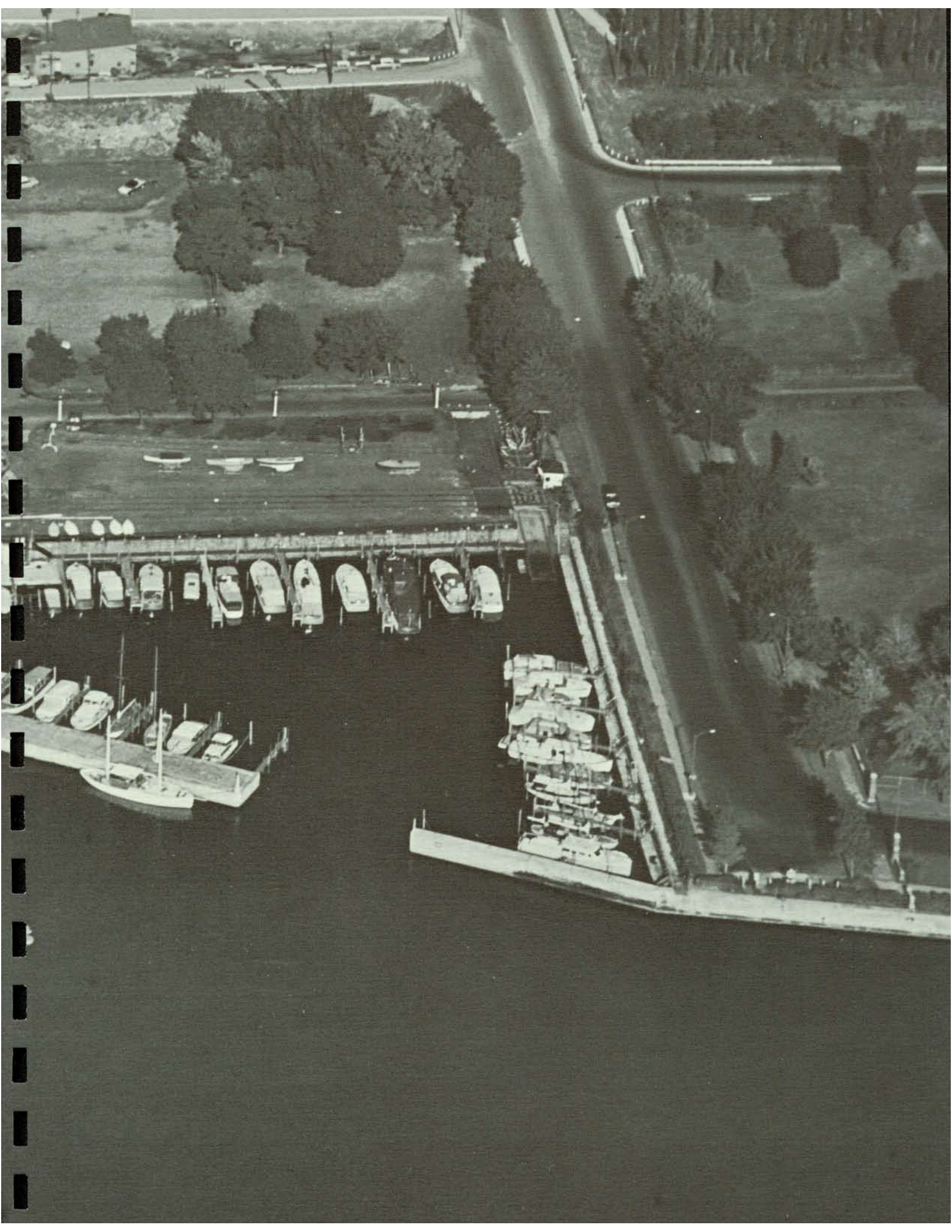
COMMODORE WILLIAM J. GUNNELL MEMORIAL TROPHY

Won by:

1950	<i>Xanadu</i>	Robert Maytham	1955	<i>Starlight</i>	Walter J. Minnick, Jr.
1951	<i>Challenge</i>	Robert Prochnow	1957	<i>Andiamo</i>	Earl Obermeyer
1952	<i>Challenge</i>	Robert Prochnow	1958	<i>Uncle Sam</i>	Theodore Haynes
1953	<i>Challenge</i>	Robert Prochnow	1959	<i>Wunderbar</i>	Robert E. Bergner
1954	<i>Starlight</i>	Walter J. Minnick, Jr.			

1953





1954

COMMODORE E. H. HOLZWORTH

COMMODORE E. H. "SHORTY" HOLZWORTH had been active in B.Y.C. affairs for a considerable time and had been skipper of a number of well-known B.Y.C. sailing boats. In 1929 he had the schooner *Abino Ark*; next the fast ten meter 60' *Sea Lark*, she was a familiar sight at Put-In Bay races for a number of years. In 1941 he owned the sloop *Stowaway*, which was followed in 1949 by *Buccaneer*, and finally by the 56' sloop *Trade Winds*.

A GREAT LAKES SAGA

On June 18, the 70' schooner, the *Buccaneer*, its 2000 square feet of canvas bellying before a fair wind, hove in at B.Y.C. after a 850 mile sail from Holland, Michigan.

A 21-gun salute, ordered by Major E. J. Leary, U.S.A., Ret., greeted the ocean-going ship as she nosed gracefully through the Niagara Ship Canal alongside the outer dock of the Club basin.

As the one-pound cannon boomed, E. H. "Shorty" Holzworth, president of Frontier Bronze, Niagara Falls, looked out the companionway and waved a cheery greeting.

"It's been a rough trip," he boomed across the basin, "but she made it in fine style."

The *Buccaneer*, two-masted with a beam of 18' and a draft of eight, was purchased by Mr. Holzworth from Frank Ford of Chicago. Built in 1935, the sleek schooner was originally designed for exploration off the Gulf Coast.

Holzworth, 6'5" tall, and weighing a trim 260 pounds, appeared to be just the skipper the ship needed. A former terror in the plaid of Carnegie Tech, Holzworth planned to do a lot of sailing, storm or no storm, to give the ship a good general workout.

The *Buccaneer* encountered heavy sailing almost immediately after leaving Holland. The wind reached a fair velocity and the sun disappeared until six days and 800 miles later in the Port of Buffalo. The *Buccaneer* rode heavy winds and rolling seas with comfortable ease.

Schooner, *Buccaneer*, Capt. E. H. Holzworth. 1. Past-Commodore Chas. J. Jennings. 2. Chas. C. Butchart. 3. Past-Commodore Howard F. Stimm. 4. Past-Commodore Felix E. Prochnow. 5. Commodore E. H. Holzworth. 6. Past-Commodore Dan C. B. Kraft. 7. Aileen Holzworth. 8. Bill Story, Cook. 9. E. Harvey Holzworth. 10. Jack Holzer. 11. Dr. Howard C. Smith, Jr. 12. Clyde A. Lausted. 13. Red Graham. 14. Ros Buck. 15. P. J. Hunt, Sr. 16. Charley Wilson.



“BUZZ” JOKL MEMORIAL TROPHY

Given by Lee Jokl in memory of his son, and subject to a deed of gift, this trophy is limited to B.Y.C. members. The cup was for a series of three races each year by International 21s, the winner being chosen on a point system. From 1954-1956 the races were held off Buffalo; in 1957-1958 at Point Abino. At present the fleet is about nine boats.

Winners:

1954	<i>Wunderbar</i>	Robert E. Bergner	1958	<i>Wunderbar</i>	Robert E. Bergner
1955	<i>Wunderbar</i>	Robert E. Bergner	1959	<i>Wunderbar</i>	Robert E. Bergner
1956	<i>Wunderbar</i>	Robert E. Bergner	1960	<i>Wunderbar</i>	Robert E. Bergner
1957	<i>Andiano</i>	Earl Obermeyer			

THIS WAS A YEAR of solid, if not sensational, accomplishment under the energetic leadership of Commodore Maytham, Vice-Commodore Kemper, Rear-Commodore Creighton, and Fleet Captain Paxhia.

Wooden docks in the Basin were replaced by steel. It was expected that these last would have a long life and that they would largely, if not entirely, do away with the costly job of ice chopping in the winter. The Clubhouse was completely redecorated, Esther Poore and her Committee lending skillful hands. Membership increased moderately during the year.

A sinking fund was set up as a cushion for less productive years. As has happened so often in the past, the Constitution and By-Laws were brought forth, given careful scrutiny and a thorough refurbishing.

1955



“C” Class Sloop, *Caper*, Ralph H. Haag.



International Twenty-One, *Awake*, Clifford L. Muzzey.

New Basin rules and a new priority system for slips were put into effect. It was believed that a fairer method of berth allocation had been accomplished.

Captains Haag and Muzzey of the Regatta Committee promoted an active racing season. The number of prizes were limited relative to the number of boats in a particular race. This enhanced the competition and made each prize doubly sweet.

Over the years the mooring area between the ship channel and the Break-wall had become a hodge podge. Old moorings had been abandoned, new ones put down over others, many without adequate scope, and there were even outsiders who dared anchor in this hallowed spot.

It had been the dream for many years that this area should be rearranged, classified for ownership, size of boat, depth of water, etc.

The job was finally undertaken by Richard Koegler and an able committee. Working with two transits on a base line and dinghy they carefully checked the moorings. From the data collected, an accurate chart was made to large scale and all available moorings carefully indicated. A copy of this chart was given to the government and thus again, our claim was staked out and officially recorded.

The files for this year include a letter addressed to B.Y.C. from President George J. Trimper of the American Power Boat Association. After a lapse of many years B.Y.C. was welcomed back into Association membership. President Trimper noted that the Trophy Case of B.Y.C. contained a beautiful A.P.B.A. cup that had not been utilized for some time. He suggested that B.Y.C. sponsor a predicted local race under the Association's sanction.

Point Abino blossomed under the magic touch of Fleet Captain Creighton, together with leg work by Captains Rochester and Getman. Rooms were solidly booked, parties successfully carried off, the channel dredged to four feet, bunks, stoves, etc., refurbished and reset.

Holzworth's 23 ton sloop *Tradewinds* first in the Basin, April 2nd; next, Howard Stimm's *Genevieve M.*

A famous article: "Sailing, There is Magic to It" by Bob Heussler—see June 1955 "Binnacle."

A Planning Committee was established, and its accomplishments were expected to become an important factor in the improvement of our Club properties.

PAST-COMMODORE EDWARD N. SMITH TROPHY

Given by Marion B. Smith in her husband's memory for seaworthy cabin sail yachts.

Winners:

1955	<i>Starlight</i>	Capt. Walter J. Minnick	1957-1958-1959	Not raced for.
1956	<i>Satyr</i>	Capt. Robert Reuter	1960	<i>Secret</i> Capt. James H. Daniels

JUNIOR SAILING

THE CLUB'S FLAG OFFICERS: Richard T. Kemper, Theodore C. Hanes, Emanuel Paxhia and John S. Monson, kept B.Y.C. on an even keel and a straight course.

1956

Under the guidance of DeLancey Rochester, the activity of Junior Sailing began and during the winter the Club appropriated \$500. for the purchase of three Custom Craft Kits. Del Rochester, Ralph Haag, Ronald Hoffman and Douglas Schmall met regularly with about eight Junior sailors on the third floor. They built boats from the kits and held sailing classes. By spring the enrollment had swelled to about 16.

The fledglings sailed races at Point Abino on summer weekends for the Mary Rochester Cup.

MARY ROCHESTER CUP

DeLancey Rochester donated a cup for the junior sailors, and named it for his wife. It has been raced for at Point Abino for four years, as follows:

1957	Charles Obersheimer, Jr.	1959	James Getman
1958	Charles Obersheimer, Jr.	1960	Richard Sloan

ITALIAN SLOOPS

The Club's fleet was augmented by two sister boats of the Canguro Class—Paxhia's *Aurae* and Ted Holland's *Not Named*. These boats were designed by Bruno Veronese, of Genoa, Italy, and built by Emmons at Brewerton (Lake Oneida), N. Y. They are light displacement sloops, fin keeled, all outside ballast: 32½' l.o.a., 24½' l.w.l., 8'3" beam, 5'6" draft. They carry 432 square feet of canvas. They go to weather very well.

The U. S. Engineers assigned the Club a further anchorage area to the south of the present one. B.Y.C. established a "Winter Station" in Florida; those present: The Holzworths, Hedleys, Riefs, Monsons, Reimans, Nortons, Franklins, Lees, and Keefes.

ERIE-DOVER RACE

On June 30, 1956, after a lapse of six years, B.Y.C. again entered one of the oldest fresh-water cruising events on record. Frank Tindle's *Dutchess*, Ray Adams' *Dutch Love*, and Jim Daniels' *Secret*, participated in the race from the Erie Yacht Club starting at 5:00 a.m. The 1956 race was marked by relatively light air, and the Buffalo fleet finished well down the line in over-all standing. However, *Dutch Love* was first in Class B Division.



Capt. Emanuel Paxhia's *Aurae*.



J. S. N. Sprague's *Blue Nose*

PAST COMMODORES' CLUB

B.Y.C. became the first Eastern Chapter of the International Order of the Blue Gavel, a club for past commodores.

The organization, originated in Seattle by a group of live wire ex-commodores of the Pacific Coast, granted B.Y.C. a Charter and asked the Club to organize a District. A Charter was then issued for the Niagara District and the following Yacht Clubs are now members: Buffalo Canoe Club, Buffalo Launch Club, Sandy Beach Yacht Club, LaSalle Yacht Club and Niagara Sailing Club. Howard Stimm was first District President, followed by Adam Eby. B.Y.C. was further honored in 1959 when Stimm was elected as Vice-President of the International Organization.

FRANK DORAN

In his 40 years with the B.Y.C., Frank Doran formed many fine memories among his numerous friends.

He loved sailing and his first contacts at the Club were as a volunteer crew member. Later as a much-sought-after guest crew member, his judgment often meant the winning of the race.

Among those with whom he sailed were Capts. Pete Soderquest, Dr. Hewson, Hal Chamberlin, George Nassel, Frank Wilson, Howard Stimm, and "Doc" Werheim.

In 1934, he was elected an honorary member and Executive Secretary which post he held until 1948. During this time he kept the Club books with meticulous care, checking every invoice, taking each discount and adding his share of high principles to each administration. He retained his honorary membership and the members' high esteem until his death, October 22, 1956.

JUNIORS, AUDREY, AND INTERNATIONAL 21'S

1957

THE B.Y.C.'s 97th year started with immediate activity after the election of Commodore Theodore C. Hanes. Sunday night parties, consisting of special dinners followed by programs of movies, etc., kept traffic at peak heights during the winter months. A very elaborate Past Commodores' Dinner and Dance with well-rehearsed skits featured the early spring social activities, followed by the Commodore's Breakfast.

Eight International 21 sloops crossed the line in the June Series. Later some of the racing activities were transferred to Point Abino.

Frank Harms demonstrated his abilities as program manager of WBUF by packing his auxiliary ketch, *Elske*, with B.Y.C. members, costumed as Indians and pirates. They effected a landing at the Buffalo Canoe Club dock at Point Abino—all to aid and abet the celebration of an anniversary of our neighbor Club.

The Club bought two Tech Dinghys, by Beetle Boat Co., of Boston; a third was bought individually. Junior sailing instruction was carried on by Jack James, Judy Goodwin and Douglas Schmall. The class sailed a regatta at Point Abino with Buffalo Canoe Club and Youngstown Yacht Club. For this series of races, B.Y.C. put up Junior Sailing Championship Inter Club Cup. It was won by Buffalo Canoe Club.

ERIE-DOVER RACE

In 1957, the traditional Erie-Dover Race was delayed 24 hours by Hurricane "Audrey." Throughout the fleet, including boats from the Erie Club, Cleveland Yacht Club, Buffalo Canoe Club and B.Y.C. crews experienced a wild, sleepless night. But at 5:00 a.m., July 1, a fleet of 18 yachts started across Lake Erie for the Canadian shore—on one of the fastest Erie-Dover races in history. "A" Division moved out ahead at the start, but "B" boats had them in sight all the way across. When the fleet arrived at Long Point, the wind hauled into the North, making the last leg a very close reach. Jim Daniels' *Secret* won by a narrow margin, followed by Ray Adams' *Dutch Love* and Frank Tindle's *Dutchess*, so the B.Y.C. fleet was high in the over-all standings.

In 1957 three trophies were set up for International 21's:

JUNE SERIES

Winners:

1957	<i>Wunderbar</i>	R. E. Bergner	1958	<i>Andiamo</i>	E. Obermeyer
1959	<i>Wunderbar</i>	R. E. Bergner	1960	<i>Awake</i>	Clifford L. Muzzey

JULY FOURTH TROPHY

Winners:

1957	<i>Awake</i>	Clifford L. Muzzey	1958	<i>Wunderbar</i>	Robert E. Bergner
1959	<i>P-M</i>	Ham Daughaday	1960	<i>Wunderbar</i>	Robert E. Bergner

B.Y.C. LABOR DAY TROPHY

Winners:

1957	<i>Andiamo</i>	E. J. Obermeyer	1958	<i>Andiamo</i>	E. J. Obermeyer
1959	<i>Wunderbar</i>	R. E. Bergner	1960	<i>Wunderbar</i>	R. E. Bergner

FREDERICK C. OBERSHEIMER

This is an appropriate date to consider one Frederick C. Obersheimer. As he approaches you on the dinghy dock, he bulks pretty large. He has been under sail continuously for 30 years and he must have begun at heaven-only-knows what age, for he certainly is boyish enough now. First, *Corsair*, a 16' Sun Ray class; second, a Moon Class sloop; third, a Snipe; fourth, *Golliwog*, a 23' sailer formerly owned by Vincent Astor; fifth, *Circe*, a 37' International six meter sloop; sixth, *Elizabeth*, a lightning class boat; seventh, *Little Sister*, an International six meter sloop; eighth, *Baby Sister*, an 11½' dinghy; ninth, *Interlude*, a 41' Owens racing cutter.

1958

AN ACTIVE YEAR under Commodore Paxhia. The long-talked-of ice house was built, and while this construction was under way the front of the locker room was face-lifted and new bronze ports were installed in place of the former helter-skelter windows.

INTER-CLUB CRUISE

In March of 1958 the Erie Yacht Club, the Buffalo Canoe Club and B.Y.C. decided to form an association and run the First Annual Inter-Club Cruise course for Eastern Lake Erie. Following the Erie-Dover race, the fleet sailed to Port Maitland, Ont., and from there to Point Abino, followed by the Niagara Frontier Regatta at Abino Bay. Ray Adams' *Dutch Love* won "B" division in the Erie-Dover run. *Dutch Love* also captured the Buffalo Yacht Club Invitational Cup in the race from Dover to Point Abino. Merle Crowell's cutter, *Devshire*, from the Erie Yacht Club won the over-all high point Courier Express trophy, followed by *Secret* in second place. Frank Tindle's *Dutchess* won third place in the Frontier Regatta, and so again Buffalo was well represented among the winners.

1958 also saw a new, powerful 40' cutter added to the B.Y.C. Fleet, the owner and skipper of *Interlude*, Fred Obersheimer. In her first year at the B.Y.C. *Interlude* won the Michael Trophy, the Colonel's Trophy and the Gardener Cup and became the favorite in Interclub Competition in 1959.

In 1958, Buffalo Canoe Club was host for another Junior Regatta between B.Y.C., Buffalo Canoe Club and Sandy Beach Yacht Club. In this Regatta about 15 boats participated, about five from each club. Buffalo Canoe Club won.

Under the stimulating leadership of Messrs. Harms and Graham, various new types of entertainment were carried on Saturday nights. Ice skating in the Basin stimulated an increase in social activity with a residual and much-appreciated effect on bar and restaurant.

Socially—the Past-Commodores' Dinner Dance Skit, titled "Hanes-a-Poppin," gave a never-to-be forgotten hour of colorful, riotous entertainment.

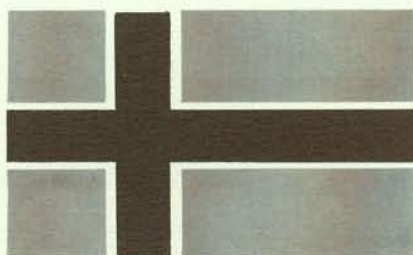
A new feature of entertainment was introduced, the B.Y.C. handicap at Fort Erie Race Track at which time B.Y.C. Day at the races was celebrated, with the membership present as guests of the Fort Erie Jockey Club. It is hoped that this will be an annual event.

Point Abino Station of B.Y.C.





Fred Obersheimer's *Interlude*



TO NORWAY FOR SILVER

In the Spring of 1958 Capt. Obersheimer and *Little Sister* received an engraved invitation from Koenig Norske Seilforening (Royal Norwegian Yacht Club) to participate in a series of races for six meters, to be held that Summer in the area of Oslo Fjord. The invitation was accepted and *Little Sister* was put aboard a Norwegian steamer at Montreal. The races, eight in number, took place between July 1st and 23rd, one series at Hanko, 40 miles south of Oslo, the other at the Swedish Port of Marstrand. There were eight boats in these races, representing Norway, Sweden, England and the United States. *Little Sister* was the only U. S. entry. Her crew was: Capt. Fred, his wife Elizabeth, son Charles (15), Bob White of Royal Canadian Yacht Club, and Bertie Gumprecht of Sewanahaka Corinthian Yacht Club. *Little Sister* brought home two silver cups—a First Place cup in Sweden and a Second Place cup in Norway.

Capt. Fred said the races—from the point of view of courses, judging arrangement, etc., were “impeccable.” There were no protests. As to the reception in general, the Red Carpet was rolled out. Captain Fred and Elizabeth were invited for dinner by King Olaf aboard his private yacht *Norge*. They were met on the quay by the Royal Barge and at the gang plank by the Captain of the *Norge*. Once aboard they discovered they were the only guests invited who were not of the Royal entourage.

Betty Obersheimer recalls dinner on the *Norge*: They were met, dockside, by the Royal Barge, sailors at attention. After coming aboard they were escorted by an officer to the main cabin where their host, his family and guests received them, formally. There were about ten present, including the Crown Prince and Princess Astrid. American martinis were served in their honor. The table was a sight not soon to be forgotten: polished mahogany, sparkling silver, crystal, snow-white napery and flowers. The talk was largely of sailing. Olaf was racing his own eight meter in this series. At one point—during the meal the Crown Prince looked Mrs. O. straight in the eye and with a “Skoal,” drained his glass. Now, under these circumstances, the toastee must hold the eye of the toastor and, “bottoms up.” Mrs. O. says that she did not technically follow this procedure—to her embarrassment.

In the six-meter races sailed at Hanko, Norway, July 1959, *Little Sister* was skippered by Finn Ferner, a Norwegian yachting ace. She won the final race in the four-day Royal Norwegian Yachting Club International Regatta, and also earned the King's Cup.



Fred Obersheimer's *Little Sister*.

RUSSELL AND MARGARET HAHN

In 1949, Mrs. Hahn took over the bookkeeping previously done by Frank Doran and it had become almost a full time job. The activities of the Club had increased with Club parties, private parties, and social events. Mrs. Hahn took over management of social activities and Russell Hahn became the volunteer accountant, spending nearly every evening keeping the books up to date and paying the bills. In 1950, Russell was elected Secretary so he could have the title as well as the work. Then in 1952, he was elected Treasurer, which position he occupied until his death in 1958.

Russell and Margaret worked together as a team in handling their responsibilities as officer and hostess. By their devotion and loyalty to the Club and its members, they became endeared to the hearts of all B.Y.C. members.

COMMODORE NELSON OLDMAN

1959

NELSON OLDMAN whose family has a 111 year history on the Niagara Frontier took office in April. His great-grandfather, William, a master boiler-maker, served his apprenticeship at Clyde Bank, Scotland, and when he was in his thirties, he accepted an invitation from the King Iron Works of Buffalo. His passage was paid and over he came. On June 17, 1863, William began his own business at 32 Illinois Street, Buffalo, under the name Oldman Boiler Works. This business, at the same address, is active today, and has been carried on by three successive generations of Oldmans.

The 1959 Interclub Cruise, with yachts from the Erie Yacht Club, Buffalo Canoe Club, and B.Y.C., opened with a most unusual auxiliary event. The fleet of 20 yachts began at dawn in fresh easterlies through shifting variables to a finish at Port Dover, with the entire fleet within hailing distance at the finish. *Secret* returned the trophy to our Club by a narrow margin. Trophies within our own Club were well divided in 1959. Fred Obersheimer, with *Interlude*, won both the Michael Trophy and the Maytham Wheel. *Secret* won the Colonel's Cup and a newcomer, Karl Smither, took the Gardner Cup with the sloop *Thermis Royal*.

THREE NEW BOATS

Welles Moot's new boat, *Soubrette*, joined B.Y.C. Fleet about May 15th; a Triton Class sloop 28' on deck, draws 4' and sleeps four, a plastic, fibre-glass, moulded hull, with all modern fixtures and conveniences. Welles sailed out of Marblehead, as a boy in 1896. He and his brothers started with dories and, finally, came to their 28' sloop *Soubrette*. After one of their cruises off the coast of Maine, some complaint was made to Father Moot as to the sleeping accommodations on *Soubrette*—simply planks to lie down on at night. Father Moot, having snorted his displeasure at this complaint, remarked something to the



ED-O



Ira Ross' *Tanuki*

effect that the next generation was getting so effeminate it wouldn't have any legs. In 1932 Welles brought *Ariel*, a 52', 22 ton schooner, from Marblehead to B.Y.C. and she won the Gardner Cup.

An important addition was made to B.Y.C.'s fleet by Ira Ross' purchase of the 37' Zeeland steel ketch, *Dutch Maid*. She is a sister ship to Frank Tindle's *Dutchess*. *Ekeko*, the fast Raven, his other boat, will do the racing for the Ross fleet and the new gold plater, renamed *Tanuki*, will make the cruises.

A still further addition to the fleet was Peter Schmitt's new 42' ketch, *Calypso*, a wonderful yacht designed, built, and finished in Holland, luxurious in color and appointment she is, without question, a regal addition to the B.Y.C. fleet.

HARRY G. SMITH

The Log of Harry G. Smith is interesting and revealing. Coming into the Club as a Junior Member in 1900 he maintained continuous membership for a period of roughly 60 years, the last 40 years as a Life Member, a record unequalled in the annals of the B.Y.C. He has served in almost every capacity on every Committee up to Commodore, which office he has modestly declined time and time again. He was Vice-Commodore in 1914 with Theodore V. Fowler, as Commodore.

He is an outstanding Skipper and a man of boundless energy whose friendships include not only his contemporaries and those in his own spheres, but extend to countless persons in all walks of life.

His sailing career began in 1900 with a two masted, 20', open sailing craft purchased in Detroit from the Westcotts, and has continued through the years, during which time he has owned and sailed the best. Graduating from the Skiff Class, he sailed the beautiful sloop *Brenda* in 1902—designed and built the sloop *Tige* in 1905—built the sloop *Swastika* in Buffalo in 1907, and later changed her to *Yawl Rig*—won the Gardner Cup with the Class "Q" yacht *Gray Jacket* in 1914. He was one of a group which brought the Swampscott Dory Class here in 1916. Then came the beautiful Class "P" sloop *Joyant* in 1917. He designed and built the sloop *Peter* in 1931, later getting into power with yachts *Ki-Ki* and *Krinket I* and *Krinket II*. And there was *Golliwog* too.

He is presently a member of the Board of Directors and his contribution to the B.Y.C. over the years is beyond measure. He has brought honor and distinction to our Club and is held in high esteem by all privileged to know him.



Harry G. Smith, Sailor, Sage, Elder Statesman.

B. Y. C. CENTENNIAL YEAR

1960

THE CENTENNIAL YEAR, 1960, was one of unusual activity, both ashore and afloat. Our club hosted the participants in the Inter-Club Cruise which, after four days of competitive sailing, rendezvoused the fleet in our basin for the Centennial.

The B.Y.C. Point Abino Station was operations base for the Lake Erie District Lightning Regatta. Cruiser competition was as active as that among the sailers. The Karr Parker, H. F. Stimm, and American Power Boat Association Trophies were hotly contested by B.Y.C. skippers. Winners of all events for 1960 are listed under the specific trophies with the other skippers whose names are engraved thereon.

The Past Commodores' Breakfast, Harbor Lights Party, the Inter-Club Centennial Celebration, our traditional Lobster Party, and the Trophy Dinner and Dance, were well attended and all sparked with an enthusiasm which a Centennial seems to engender. It was a great year in the annals of B.Y.C., and our sights are set on expanding the boating activities, the clubhouse facilities, and the Point Abino Station, as we look forward to an exciting new era in our realm of the seas, lakes and rivers.

Flag bedecked halyards on spars rising from the basin indicate the fleet moored during the Centennial Celebration. Tents were erected and handled an overflow of crowd of nearly 600 who wine and dined in honor of our hundredth year.





Cruisers and sailing boats lie along outer dock after Centennial "sail-by."



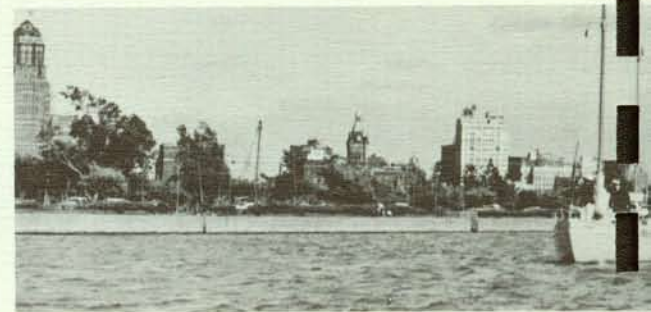
Decorated clubhouse seen through the spars and stays of the visiting fleet.



Every available slip and mooring was occupied by members' and visitors' craft.



Breeze-whipped pennants and signal flags brighten the basin.





North slip Naval Militia Station in background jammed with Inter-Club Cruise yachts.



Sailing crews enjoy well earned respite after four days of grueling competition.



Cruisers nestle the outer dock. On July 3rd threatening skies cleared to permit rousing celebration.

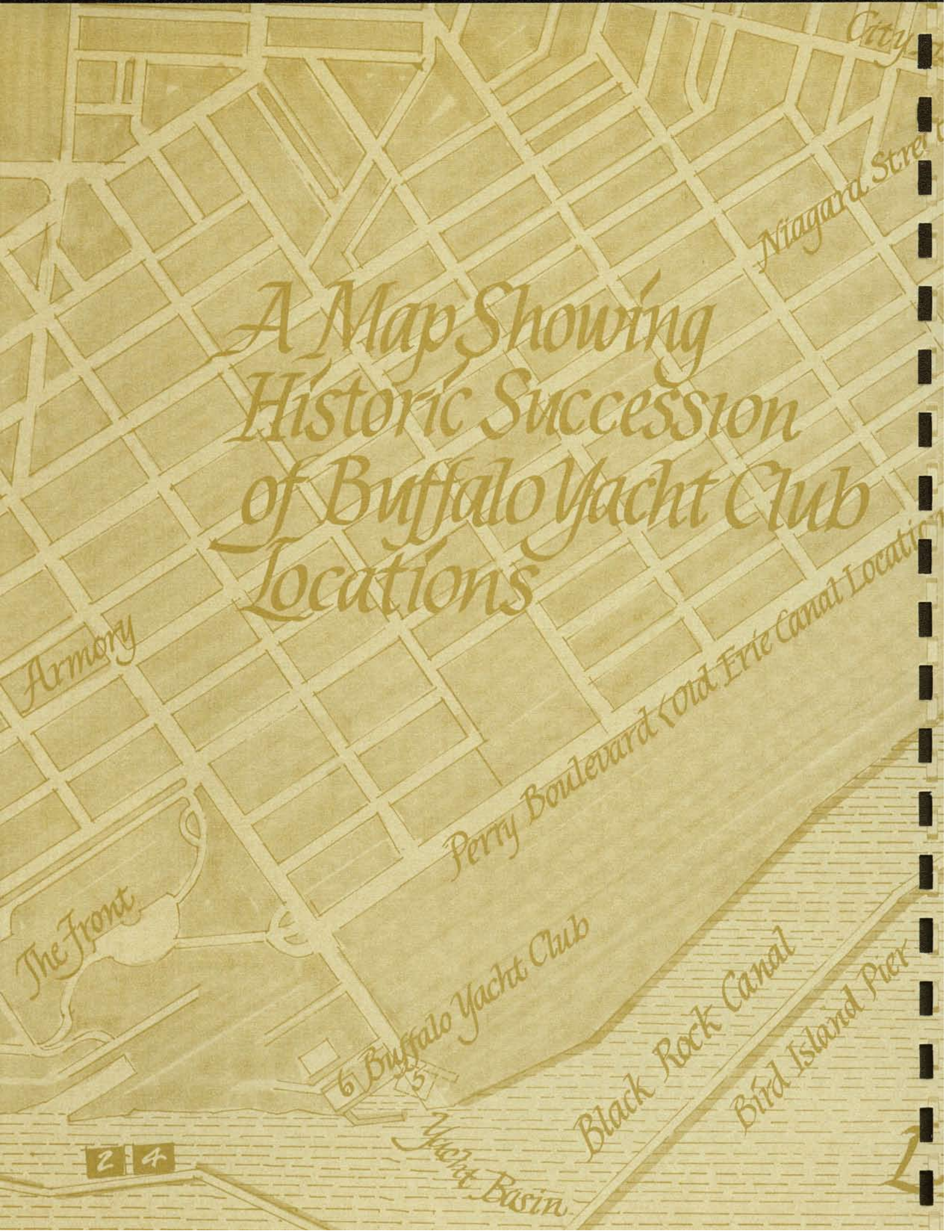


Commodore Ross' *Tanuki* at dock side terminating "parade of boats."



In majestic procession before Buffalo's towering skyline, the Buffalo Yacht Club fleet sails the "Commodores' Review" to honor one hundred years of service to boating.

*A Map Showing
Historic Succession
of Buffalo Yacht Club
Locations*



Armory

Niagara Street

The Front

Perry Boulevard (old Erie Canal Location)

6 Buffalo Yacht Club
5

Black Rock Canal

Bird Island Pier

Yacht Basin

2 4



Niagara Square

Terrace

Chippewa Street

Buffalo River

★ First Buffalo Light

★ Chinaman's Light

Erie Basin

1 3

Erie Breakwall

★ Present Buffalo Light
Buffalo Breakwall

Donnelly Wall ~ 1899

LAKE ERIE

