BUFFALO YACHT CLUB:REMEMBRANCES AT 150



by Gerould R. Stange CLUB HISTORIAN

2012



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Buffalo Yacht Club One Porter Avenue Buffalo, NY 14201-1097

FOREWORD

The Buffalo Yacht Club reached its sesquicentennial milestone on August 8, 2010, having been founded in 1860 by a handful of Corinthian sailors. The early history of the Club has been well documented in "The History and Lore of the Buffalo Yacht Club" that was published at the time of the Club's Centennial in 1960. Twenty-five years later an overlapping publication, "The First 125 Years," updated the earlier history.

When the celebration of our 150 years was being planned in 2008, I volunteered to update the Club's history from where it left off in 1985. I had amassed several thousand photographs of the Club and related activities since the late 1960s, and I felt that many of these would be an important part of any modern update to the Club's history.

However I didn't realize at the time the enormity of the envisioned project! I wouldn't want to leave out anything significant in the Club's growth and change but was stumped at how best to accomplish the task. I was originally thinking about working toward a deadline of Spring 2011 for a completed history, but as the Sesquicentennial approached I saw the schedule disappear.

Well, it's finally here! Unfortunately many of the old-time members who I would have loved to have as reviewers are no longer with us, and I know there will be areas where my memory of the details differs from others. What I relied on principally was my collection of old issues of "The BINNACLE" that I edited since 1970 and copies of old "Dates & Events" fliers (predecessor of "The Compass") — both of which I used as a diary over the years to record and remember this period of this history.

GRS

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THE EARLY HISTORY IN A NUTSHELL

On August 10, 1860 John S. Newkirk, a sailmaker, was elected the first Commodore of the Buffalo Yacht Club. The first clubhouse was located on the breakwater of the Erie Basin off the foot of Genesee Street, built on piles alongside the breakwater and sporting a wide porch resting atop the breakwater where sailboat races could be observed by friends and family.

Mother Nature was not kind to Buffalo Yacht Club's early facilities. Clubhouses were destroyed by fire, others torn apart by storm winds or washed off their foundations by violent waves. The Erie Basin clubhouse faced security problems from an unfriendly waterfront, and the following clubhouses were located to the north in what is now called the Black Rock Channel.

After three decades of clubhouses, which in retrospect have to be considered temporary because of the inability to overcome the violence of Buffalo's winters, the "Gay Nineties" arrived bringing increased wealth to the city and an upsurge in pleasure-boating with more social programs involving day outings on the water with the ladies, and

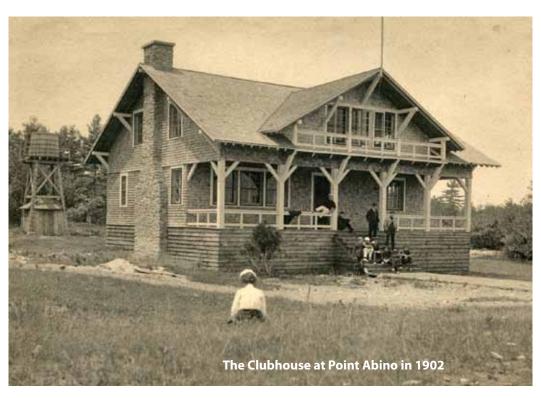


AN ARTIST'S SKETCH OF THE FIRST CLUB HOUSE

partying. Thus in 1893 a new 3-story clubhouse, designed by architect-member H. L. Campbell, was built on piles at the foot of Porter Avenue, closer to land than previous clubhouses. It was accessed from a new public pier constructed by the City, and featured shower baths, ladies' rooms, lounges, a billiard room, manager's office, cafe, a large dance floor, locker room and sail loft. Little did the members in 1893 know that this clubhouse, unlike all its predecessors, would endure! Large motor yachts powered by steam and naphtha began to appear in this era of wealth and prosperity. Early 1902 records showed a fleet of 87 yachts, the largest of which was the *Sagamore*, a steam yacht 186 feet long.



In 1902. Mr. Allan Holloway offered the Club a beautiful piece of property at Point Abino, eight miles west of Buffalo on the Canadian shore, for use as a summer facility. Upon trying to build a clubhouse on the land the Club found it did not qualify to own land or operate in Canada. However a member of the Club. Willard German, was also a member of Parliament, and through his good offices His Majesty King Edward VII issued a special grant permitting the BYC to hold the property and have the water rights to a depth of 6 feet.



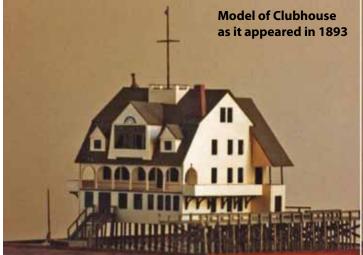
The Point Abino Station remained a minor part of the Club until the 1960s when the first significant basin for member boats was dredged. By the 1980s the Point Abino boat basin had become the major boating facility of the Buffalo Yacht Club, its 125 slips far outnumbering the 40 slips in the basin at the foot of Porter Avenue in Buffalo. During these decades summer activities of the Club centered around Point Abino with little activity in the Buffalo basin and clubhouse until fall when the fleet returned to Buffalo.

In 1909 the Buffalo Clubhouse was moved away from the foot of Porter Avenue during the construction of the Col. Frances Ward Pumping Station, and it eventually wound up immediately to the west of its present

location. It remained here until 1923 when the City gave the Club a 30-year lease to its present land in exchange for giving up its riparian rights* which the Club had enjoyed since 1887. Thus in 1923 the Clubhouse was moved off the piles and onto land where it remains today, a marine railway was constructed for storage of member boats on the lawn, and the outer wall and bridge were constructed.

In the following years the Clubhouse was expanded with the addition of a mast storage and locker room to the north. Activity was curtailed during World War II as many of the members left to serve their country. Some members with power boats who did not join the military were allowed to purchase scarce gasoline for the purpose of assisting the Coast Guard in patrolling the Lake Erie waterfront.

* The "riparian rights" the Club enjoyed trace back to 1887 when New York State granted the Club the use of the lands under water from the north line of Porter Avenue to the south line of Connecticut Street extended.





In November of 1951 a major fire broke out in the Clubhouse which consumed the third floor and attic before it could be put out. 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 how to pay for it as the insurance was completely inadequate under present building costs. An unprecedented enthusiasm to rebuild was expressed by the members and the costs of rebuilding funded with member bonds were oversubscribed. Member architect John Y. Sloan designed the reconstruction, which was one less story than the original building, and enclosed what was the wide porch on the second level.



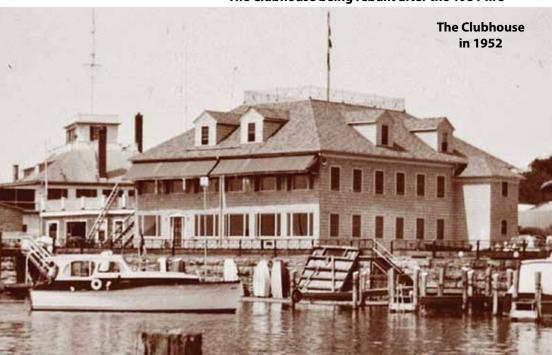
Since 1923 the existence

of the lease with the City at the Foot of Porter Avenue had been a perennial concern. The Club found it had no collateral value when it tried to mortgage the Clubhouse to make capital improvements. As the Clubhouse was on City land it was deemed unmortgageable, and all improvements would have to come from membership dues, assessments and private loans.

In 1973, with ten years left on its current lease, members prevailed upon

the Legislature in Albany to permit the City to sell the land to the Club, and the resultant act authorized the City to sell the land to the Buffalo Yacht Club.

But times had changed. With the nation in the throes of a civil rights revolution, the Club became swept into a long, drawn-out confrontation with civil liberties interests, who challenged the right of the City to sell land to "a private club that practices discrimination." Much wrangling and legal maneuvering ensued as charges, countercharges, threatened actions and finally a discrimination lawsuit were directed at the Club. Towards the end of 1977, the civil rights charges against the Club were dropped as the Club opened membership to women and demonstrated its openness to extend membership to all ethnicities and colors. Thus on April 26, 1978, Mayor James D. Griffin



signed the documents selling the property to the Buffalo Yacht Club for \$49,500. After 118 years the Club at last owned the land beneath its clubhouse!

EDITOR'S NOTE

The preceding history condenses the early history of the Buffalo Yacht Club as a preamble to this book which is intended to cover the period from the Club's purchase of its Buffalo Property in 1977 to it's sesquicentennial milestone in 2010. The reader is redirected to the Club's 1985 history publication, "The first 125 Years," and to its Centennial commemorative history "The History and Lore of the Buffalo Yacht Club," published in 1960. These publications although out of print are available in digital form from the Buffalo Yacht Club Office.

THE CLUBHOUSE AND BASIN — a major period of Change

Following the purchase of the Club property from the City of Buffalo in 1978, the Club was now able to make significant renovations to the clubhouse without worrying about the possibility of the City forcing us out. However we wouldn't tackle anything large for several years to come.

Past Commodore James M. Rhoads—with the honorary title of Ship's Husband—led a group of members who called themselves the "Monday Night Work Group" in a series of projects starting with a complete rebuild of the lower deck men's room and a complete rebuild of the second deck ladies' room. In the following few years they replaced most windows on both decks with dual pane, energy-saving windows. The Club was not air-conditioned at this time and the windows had to be opened during the summer for ventilation. The work group restained the shingles on the outside of the clubhouse and insulated the third deck with its exposed roof beams in 1979. Funding

for all of these projects was largely by member contributions of sweat equity and fund-raising by Ladies Activities rather than by taxing the Club's operating funds.

In January 1982 an unusual winter storm caused a surge of high water to break up the ice cover in the basin, and the freeze that followed devastated the docks. The Club asked the membership to buy bonds to pay for bringing the basin back to usable condition. The repairs involved dredging, removal of damaged piling and replacement of the ruined docks; this resulted in the introduction of floating docks on the south and

east walls of the basin. New basin lighting and concrete sidewalks were also installed at this time with steel railings obtained from a bridge being demolished replacing the ornate, rusted cast iron railings that dated to the 1920s. This unplanned capital expense in the basin further put off major changes to the clubhouse.





A major capital improvement program with a budget of \$250,000 was approved by the membership at the annual meeting in November 1984 to be paid for by a 3-year special assessment and financed by selling bonds to members. The first phase of renovations to the clubhouse was completed before the 125th Anniversary activities commenced in 1985. This consisted of correcting the floor levels on the lower deck of the clubhouse. Previously persons entering the clubhouse had to step up, then upon reaching the entrance to the lower deck lounge had to step down. This was a major safety concern, and there had been serious injuries in the past from falling upon entering

the lounge. To correct the problem the entranceway was redesigned and the entire hallway was dropped to the level of the lounge. A major associated task was rebuilding the main staircase to the second deck. The dining room was improved with a new ceiling that boxed in the ventilation ducts, plus new window treatment. Automatic roll-up awnings were also installed to shade the dining room windows from the late afternoon sun.

In 1986 Jim Rhoads undertook building new offices for the club manager and bookkeeper in the back part of the locker room.

The dining room was air conditioned in 1986 for the first time; this was not in the capital improvement program but was installed and paid for by Ladies Activities contributions.

The entranceway to the Clubhouse was re-designed in 1985. The old entrance, 8" higher at the old floor level, was located where the white-bordered square window (upper photo) is shown. The room above the old entrance, now the library, was formerly the manager's office.

We were now on a roll with improvements! At the spring meeting in 1987 the membership gave the Board the goahead to start the next phase of clubhouse improvement, which would be building a new kitchen and food service area over the locker room, installing an elevator, relocating the coat room to where the service entrance used to be and building a new service entrance and staircase to the kitchen at the northeast corner of the building. New staff lockers and lavatories would be added on the lower deck.

Construction started in February 1988 after bonds were sold to members to pay the construction expenses. The bonds would be redeemed from a special assessment to the members.



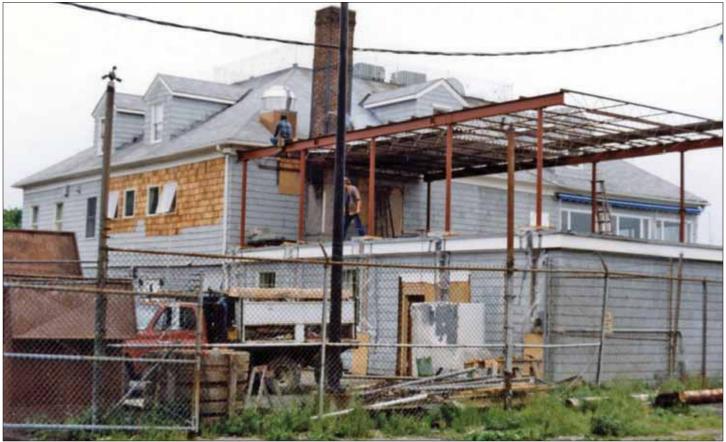


The clubhouse was closed for the entire month of March 1988 while the elevator was installed and the kitchen was expanded and remodeled. New entrances to and from the dining room were all that diners would see of these improvements. The major expansion over the former

locker room was not completed until the end of summer. This included an office for the chef, walk-in refrigerator, walk-in freezer, dry grocery storage and dishwashing station. Beside the new service stairway was a dumbwaiter for moving heavy supplies to the kitchen above.



The kitchen expansion in 1988 was designed to allow future expansion of the dining room out over the remaining part of the locker room below.



The Ladies Activities Committee had started collecting donations in 1986 to pay for an elevator and raised over \$30,000 for this project which at the time was controversial. Without the ladies' efforts, the elevator wouldn't have been in the renovation plans. The new elevator, was installed in the spring of 1988 and dedicated in the fall.

BYC Ladies Activities chairladies Pat Peebles (left) and Ellen Markarian join Commodore Carl Wenger in dedicating the new elevator in the fall of 1988.

The Club's immediate concern in 1989 was low water levels. For the first time in 25 years we had to face the need for major dredging of both the Buffalo and Point Abino basins. Manson Construction, headed by BYCer Norm Manson, began the dredging at Buffalo on May 1st with a goal of achieving an overall basin depth of 7 feet. Thirteen barge loads of dredgings were moved to a containment area at the south entrance to Buffalo Harbor.

In 1990 the former manager's office over the Clubhouse entrance was converted into a library, a project that Richard Brennan had been promoting. Its genesis was the Club's receipt of a collection of nautical and navigational books that had belonged to the late Charles H. (Chick) Larkin, a well-respected ocean navigator and longtime BYC member. The library was dedicated to Chick Larkin's memory.

In 1994 Past Commodore, Honorary Commodore and Ship's Husband James Rhoads passed away. Soon afterward Past Commodore Arthur Raszmann was named to the honorary position of Ship's Husband. Art had assumed the almost-daily overseeing of the clubhouse maintenance as had his predecessor until a year or two before his death.







The new library was dedicated in 1990. Alene Larkin, widow of Charles H. Larkin, is shown here in 1990 between Richard Brennan (left) and Commodore James Pennington.

Early in 1994 the City of Buffalo extended its sanitary sewer system to the west side of the expressway (formerly the Erie Canal bed) and the Club had to install sewage lines to the clubhouse, replacing the septic tank system that had been in use for decades. While the trenching was being done a separate water line for sprinklers was installed. For many years the lack of sprinklers had been a major subject of conversation; we were occupying an historic wooden structure originally built in 1893, and whenever improvements were made it was necessary to obtain variances in recognition of the potential threat of fire. Indeed, when the clubhouse suffered major damage in the 1951 fire, it might have been prevented had the building been sprinklered. The presence of the fireboat W. S. Grattan (later renamed the Edward M. Cotter) was instrumental in preventing a complete loss of the clubhouse.

In August 1994 at a special membership meeting the Club approved its largest improvement project to date, that of installing a sprinkler system throughout the entire clubhouse and at the same time tackling a major remodeling of the dining room including all new furniture and flooring.

The installation of sprinklers was the driving force for this major project, which required closing the clubhouse for January and February 1995. The members authorized \$399,000 for the entire project, to be paid for by a special 3-year assessment. So many members pre-paid their assessment that only \$125,000 in bonds had to be sold to members, and the project was completed on time and under budget. The bonds were redeemed early, members who pre-payed their assessments were given rebates and the other members had their assessments stopped three months early.

In March 1995 members were awed by the new look to the dining room. All new ceilings hid the sprinklers. The dining room sported a new elegance with upholstered arm chairs, all new pedestal tables, some round, some rectangular. New window treatments replaced the drapes, new carpeting graced the floor and a beautiful wood beam ceiling over the dance floor changed the appearance dramatically.



New ceilings hide the sprinkler system installed in 1995.



New chairs for the completely remodeled dining room are delivered.



1995 Commodore Daniel Mullan (right), assisted by his son and Vice Commodore John Quigley, cut the ribbon opening the new dining room.

Credit for the well-designed, well-managed project was given to the "Fab Five" — Past Commodores Arthur Raszmann and Robert Neureuter who oversaw the construction, Kevin Murrett who chaired the design team, Bill Merrill who designed and coordinated the water and sewer line installation and Past Commodore Paul Neureuter who handled the bidding and contractor relations, keeping the project below budget.

1998 Commodore Roy Jordan Sr. left a legacy to the clubhouse during his year at the helm in the form of a fireplace and surrounding trophy cases on the south wall of the lower deck. The beautiful addition which replaced two windows gave the lounge a new ambiance and prompted further improvements to the walls and ceiling of the lounge over the next two years. The fireplace and trophy cases were a personal gift to the membership by Roy and Dorothy Jordan.

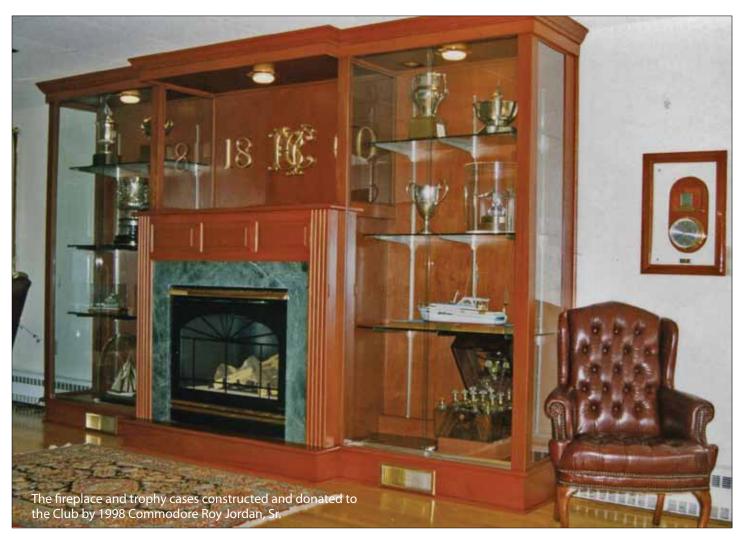
The awning-covered front porch facing the basin, built in 1988, saw *al fresco* dining becoming an option during the summer of 1999. The porch was made handicap-accessible by a ramp at the south end and a new sidewalk connecting to new doors at the basin side of the entry foyer. New porch furniture made dining attractive.



Work by Commodore Roy Jordan and crew in 1999 removed exposed piping and created a new ceiling at the west end of the lower deck lounge.

The millennium year of 2000 brought a new men's room to the clubhouse, the first since Jim Rhoads and company reconstructed the old facility in 1977. The new men's room, designed by resident architect Past Commodore Donald Gorey with input from Ship's Husband Past Commodore Arthur Raszmann, Charles Voit and Howard Winkler, was handicap accessible and featured a spacious shower room.

In 2001 the BYC By-Laws were amended to create the BYC Foundation to allow BYC members to make tax-deductible contributions to civic organizations. It was the

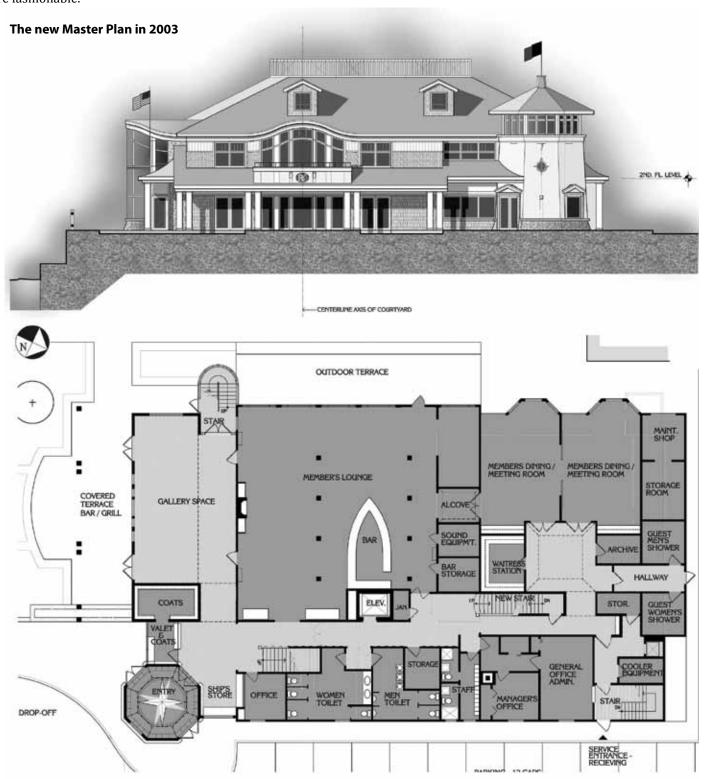


brainchild of Past Commodore Daniel Mullan, and its first chairman was Warren Emblidge, Jr.

In 2001, shortly after the death of Past Commodore Arthur Raszmann, Past Commodore Roy Jordan, Sr. was chosen to succeed him as Ship's Husband.

Lower Deck dining was first started in 2002 under Vice Commodore Richard Wiesen, and proved to be very popular in subsequent years where less-formal dinners became more fashionable.

Following a series of Town Hall meetings in 2001, a sub-committee of the Future Planning Committee was appointed to update the Master Plan for the Buffalo facility. In 2003 an outside architectural firm was hired to flesh out the committee's preferences. The new Master Plan was ready for the membership's approval at the November 2003 Annual Meeting. The plan had many innovations, including, extension of the dining room over the locker room, new meeting rooms on the lower deck, new men and ladies lavatories and shower rooms at the far north side of the



building. A new entranceway and gallery would be added to the south of the building, as was a planned use for the south lawn instead of storing member boats.

As important as the Master Plan at the 2003 Annual Meeting, Commodore Richard Wiesen introduced amendments to the Constitution that did away with the antiquated "Sinking Fund" and created a Capital Maintenance and Repair Fund and a Major Facilities Renovation Fund. The former would henceforth receive no less than \$50,000 each year from dues income, and the latter would receive initiation fees plus the monies in the Sinking Fund. These were coupled with an increase in dues to support capital expenses. The Club would henceforth be operated like a business, setting aside an allowance for depreciation and renovation instead of running like a household where the budget does not anticipate future capital expenses.

Two historically significant things happened as 2004

arrived — a section of century-old basin wall north of the bridge collapsed into the basin, and a new fleet of one-design boats took birth. The wall collapse would eventually result in a major change to the Club's relationship with its Navy neighbor to the north. The new one-design fleet was triggered by the acquistion of ten J/22 sloops

from Newport, RI for which Joseph Gelsomino, Jr. found BYC purchasers. This enlarged the existing group of J/22s racing in Buffalo, and became the keystone for planning for a new use for the lawn south of the clubhouse to complement the Master Plan. (see page 21).

At a special membership meeting in May 2004 the members voted to end boat storage on the lawn to make way for a major South Lawn Improvement project. The last of the winter-storage boats was launched in June 2004 and all of the cradles were sold or moved off site. The construction project started in the spring 2005 with the removal of the marine railway, winch house, transfer car and all tracks on the lawns, rebuilding the basin wall where the marine railway entered the water and installing two large boat cranes each with a 3-ton capacity, suitable for hauling boats such as the J/22. The south end of the lawn was paved with room to store over twenty boats on trailers for dry-sailing during the season, and alternate use for clubhouse parking during the off season. The completed project was dedicated in October 2005.

A section of the basin wall dating back to the early 1900s collapsed into the basin in early January 2004. The Navy claimed ownership of the wall and agreed to repair it. Repair was not yet completed in 2010, the cutoff date for this history.





THE END OF AN ERA

These photos are from Spring 2004 when the last boats to be winter-stored on the BYC Club lawn were launched.

The marine railway dates back to 1923, and had been in an-

The marine railway dates back to 1923, and had been in annual use for winter storage of members' boats.

Each boat had its own cradle fitted with railroad wheels that rode on tracks that extended the length of the lawn. There were three sets of tracks, a transfer car for moving cradles from one track to another, and a launch car for lowering and raising the boat and its cradle into and out of the water. The winch house contained a large, electrically-operated drum winch whose primary purpose was moving the launch car. The boat would float on or off its cradle when it was lowered to its lowest point on its track. At times of low water boats having greatest draft could not be launched or retrieved. Manpower was usually used to push the cradled boats off of and onto the transfer and launch cars, and to push the boats along the tracks. However there were large snatch blocks (pulleys) and manilla rope which could be led to the winch to mechanize the job when necessary.

The number of member boats using the marine railway and lawn storage had lessened from earlier years, partly due to the availability of marinas capable of doing the job, partly due to members no longer wanting to contribute the manual labor involved, and partly because the equipment was old and becoming less reliable.













THE SOUTH LAWN PROJECT

With the removal of the marine railway and tracks the project was underway early summer 2005. Two new 3-ton capacity hoists were installed, each capable of launching trailerable boats, together with a floating dock and ramps alongside in the basin. Additional finger docks along the south side of the basin increased the slip availablity as well.

On October 19, 2005 the completed project was dedicated with a demonstration of the hoists by launching the Club's J/22 sloop named *Commodore Newkirk* (after the Club's first commodore in 1860.) Much of the lawn area away from the clubhouse was paved to provide summer storage for the boats using the hoist for "drysailing" and much needed parking for cars using the clubhouse during the non-boating season.





At the 2004 membership meeting Past Commodores Thomas Blanchard and Anthony Daly presented a plan for expanding the basin using floating docks which would be installed on the channel side of the outer wall. In November the membership approved spending \$60,000 from the Major Projects Renovation fund to purchase and install the 14 new floating docks. This addition substantially enlarged the basin for the first time since in was created in the 1920s.



Also in 2004 the Board decided to give its Club manager additional responsibilities. For many years the manager had essentially been a dining room manager without further duties. The employees other than those in the dining room and kitchen had new bosses every year as the officers advanced from one position to another. A new manager, Sigmund Szymanski, was hired with the responsibility of the office staff and Point Abino as well as the dining room. After a 2-years trial, the Board reevaluated its decision and approved a "matrix" model having three managers. Thus in 2006 Donald Warfe was hired as Manager of Dining and Entertainment, office secretary Tearria Wright was promoted to Operations Manager and bookkeeper Joette Baumgarten was promoted to Accounting and Human Services Manager. The three managers would henceforth sit in at the Board meetings and have a real part in the running of the Club.

For the first time, docks were installed on the channel side of the outer wall in 2006. The floating docks expanded the basin by 14 slips—about a 30% increase in capacity.



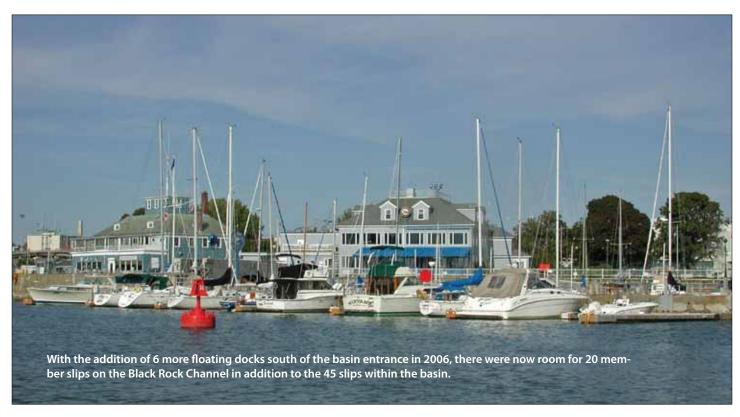


An outdoor summer dining option on the deck over the locker rooms was introduced in 2006. Ship's Husband Roy Jordan and an assembled crew constructed a raised platform and installed railings for the outdoor tables. Another innovation of Don Warfe's was the use of an outdoor grill alongside the lower patio to serve Tuesday and Wednesday sailors a hot dog and hamburger menu following their races.

In 2007 the Lake Erie Interclub Cruise ("Erie-Dover") celebrated its 50th anniversary. A celebration of tradition, friendship and competition, the Interclub had become one of

the premier regattas on the Great Lakes! The three founding clubs— Erie Yacht Club, Buffalo Canoe Club and Buffalo Yacht Club— each were visited during the six days of racing, the fleet also visiting Port Dover, Port Colborne and Point Abino.

2007 saw the addition of six more floating docks on the outer wall and gave us the opportunity to show off our much improved basin facility with the hosting of our first major regatta, the North American Beneteau 36.7 Regatta.



The North American Beneteau 36.7 Regatta brought 47 boats to Buffalo in 2007 from as far as Annapolis, Chicago, Quebec and Texas. Our Club hosted 400 to 500 people for four plus days! The publicity BYC got in nationwide boating publications was extraordinary. Hundreds of sailors went back to their clubs from as far away as Texas telling their friends how great was Buffalo, and especially the Buffalo Yacht Club!







THE J/22 FLEET

In September 2003, Joe Gelsomino, Jr. learned that Sail Newport in Rhode Island was upgrading its fleet of J/22 boats and was accepting bids on its ten old boats. A fleet of keel boats in the Club had been a dream of Joe's for some time, and he envisioned reestablishing the mooring field across the channel to accommodate such a fleet. "What an opportunity!" was his first reaction, and he started contacting BYC members he thought might be interested. Before long he had

commitments for all ten boats, the group's bid was accepted and in November the boats were in Buffalo. Two of the boats were purchased and then donated anonymously to the Club for use by members not owning boats and by junior sailors for racing. All of the new boats were reconditioned over the winter and joined the local racing fleet the following summer.

Joe proceeded to seek permits from the various government agencies to reestablish the mooring field so there would be a place to anchor these new boats.







In the summer of 2004 another fleet of J/22s became available, this time a fleet of twelve boats from the Coast Guard Academy! Utilizing the experience from successfully dealing with Sail Newport, several individuals moved quickly to acquire the entire Coast Guard fleet which were sold to aspiring racers. With the addition of all these new boats there were now close to thirty 1/22s racing at Buffalo, and a sanctioned racing fleet was formed at the BYC, J/22 Fleet #73, of which Joe Gelsomino became its first captain. Soon there was talk about the possibility of using the Club's lawn area, that had only been used previously for large boat winter storage, for dry-sailing a group of the J/22s.

The dry-sailing facility arrived in $2005\,$

with the completion of the South Lawn Project, and seventeen J/22s on trailers were ready for weekly launching for the fleet's Tuesday evening races. J/22 Fleet #73 now consisted of 33 boats — an historical record for the BYC in one design fleets. The last major one-design fleet in the Club was Highlander Fleet #25 which saw its heyday in the 1960s and 1970s when it reached a maximum roster of 24 boats.

Not relaxing its momentum, J/22 Fleet #73 won the bidding to host the J/22 Eastern Great Lakes Championship regatta in 2006. This became the first application of the new dry-sailing facility for a group of visiting racers and their boats. The event was so successful it was repeated in 2007, 2008 and 2009.









The J/22 regatta got a new name, "Raw Bar Regatta" from the seafood extravaganza that became the expected culmination of its racing events. The dinner featured a huge raw bar with oysters, clams, crabs and mountains of shrimp. This was so popular that the fleet latched onto the new name, knowing that it could not always host the Eastern Great Lakes Championship, but its format

Then in the Buffalo Yacht Club's Sesquicentennial Year, J/22 Fleet #73 was privileged to host the J/22 North American Championship Regatta as its "Raw Bar Begatta." This event brought to Buffalo fifty boats from as far away as Texas and Monteal, and added to BYC's now proven ability to host outstanding regattas.

needed to be preserved.



In the fall of 2009 Bud Jordan (Roy Jordan Jr.) started a high school racing program at the Buffalo Yacht Club basin using Charles Obersheimer's fleet of Tech dinghies, boats which had been used for several years for frostbite racing at the Club in the late fall and early winter. With spring and fall classes scheduled, the BYC is entering for the first time a new phase of civic involvement—that of public sailing instruction.







THE BUSY SUMMER OF 2010

The Sesquicentennial events of 2010 showed off the Buffalo Yacht Club's basin and lawn improvements in a grand manner. Each event found the lawn area covered with large tents for the parties that followed the racing.

In June the Past Commodore Ira G. Ross Great Race for the James H. Righter Trophy started the water events, bringing ten racing teams to Buffalo from North and South America to compete in the sanctioned match racing event.

This was followed by the Erie-Dover fleet's terminus at the end of June. Again the basin was full of racing boats and happy sailors.

July brought the Lake Yacht Racing Association's (LYRA) Regatta to Buffalo. This was only the second time in the event's 126-year history that LYRA's annual regatta was held on Lake Erie, its usual location moving among ports on Lake Ontario. Almost the entire lawn and parking areas were covered with tents for its activities.

And finally in August the J/22 North American Championship capped the very ambitious year of hosting regattas.





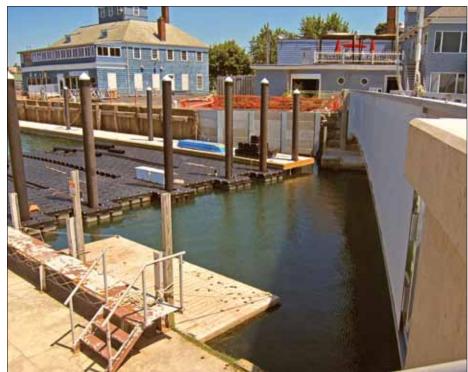




As this period of the Buffalo Yacht Club's history wound down, one of the last visages of the "old days" was being replaced. The bridge to the outer wall, built in 1923, was replaced by Navy contractors who were at the same time repairing the collapsed basin wall. Although the new bridge is similar in appearance to the old, it's not the same in spirit. The old bridge of structural steel and concrete has given way to galvanized steel, concrete and fiberglass. The hewn stone wall that collapsed in December 2003 was being replaced with precast concrete retained by vertical steel H-beams. The old wall, still existing south of the bridge, dates to the late 1800s. Your historian and many others in the Club wish the wall had been restored using the collapsed material, and the old bridge kept intact. But it was beyond our control, and we will have to remember it the way it was—in pictures.

Prior to 2000 the Buffalo Yacht Club enjoyed full usage of the water space north of the bridge to the outer wall. The picture above is from 1979 during the Club's hosting of the Lake Erie Race Fleet. It was typical at the time to raft larger sailboats below the bridge.

The photo below was taken in 2011 and shows the replaced bridge and the Navy's new floating docks occupying this same area. Note that the collapsed wall repair is still not complete.



THE COMMODORE'S BREAKFAST

"Gentlemen, the sun is over the yardarm. Join me in the main dining room to splice the main brace."

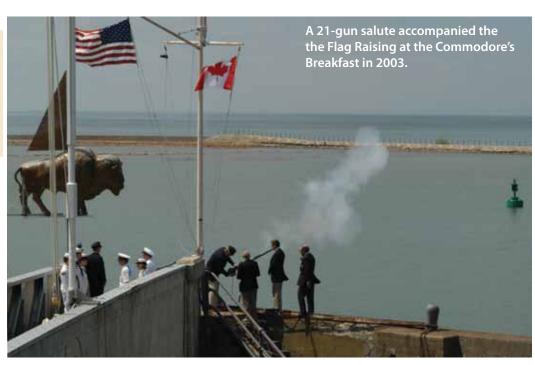
With these words, the Buffalo Yacht Club Commodore has ushered in each boating season since 1935. The occasion is the Commodore's Breakfast held on the Sunday preceding the Memorial Day Weekend.

Commodore George Manning initiated the custom of a Commodore's Breakfast in 1935.

The purpose of the occasion is many fold: as a send-off to an eagerly awaited boating season, as a demonstration that the BYC is a living and vibrant testimony to a dynamic Buffalo, and as an opportunity to pay last respects to shipmates who have died during the preceding year by tossing a rose onto the waters as their names are called.

Past Commodore James Rhoads served as chairman from 1969 to 1993 at which time Steven McGanka took over, continuing the tradition through 2005. Under the leadership of Rhoads and McGanka the complexion of this event became one in which the members took great pride. By many it has been considered the most impressive of all BYC activities.

In 1985, the 125th Anniversary Year and 50th Commodore's Breakfast, the ceremonies reached a pinnacle. New flag poles and their flags were dedicated to the Armed Forces, the Buffalo Police and Fire Departments, and BYC Ladies Activities. Flowers were dropped into the waters by military helicopter in memory of Marines killed in Lebanon, and from the fireboat *Edward Cotter* in memory of firefighters killed in a large Buffalo fire. A fly-by with military jets occurred at the end of the ceremony.







In 1985 the spouses of members were for the first time invited to attend the outdoor ceremonies. Prior to 1985 the Commodore's Breakfast was strictly members-only. In 1966 Ethel Schueckler had organized the BYC ladies to meet elsewhere during the Commodore's Breakfast, and many BYC ladies attended these functions which were held at other clubs. The spouses were still not allowed to participate in the breakfast which followed the outdoor ceremonies. This changed in 2000 at which time the Breakfast became less of a stag party and more a traditional social event.

Homer Fay organized a group of horn players in the late 1980s to provide music for the Commodore's Breakfast, and they have continued to perform yearly to this date. It containied only two BYCers, Homer and Michael Kovach. The others were musician friends of Homer's who played in the Buffalo Silver Band (a traditional British brass band) of which Homer was active. He called the BYC group "The Brantwood Brass" (Homer lived on Brantwood Road in Amherst). When Homer passed away in 2002, Mike Kovach took over the lead, and following Mike's death in 2005, the band has performed at each Breakfast without BYC member participation.





The Gun Crew has been an noteworthy part of each Commodore's Breakfast. They deliver a 21-gun salute from the cannon on the outer wall as the colors are raised by an honor guard of Naval Sea Cadets. David Metzger was Captain of the Gun Crew in 1985. He was succeeded by Frederick ("Spider") Davis in 1993 and by James Atkinson in 2006.

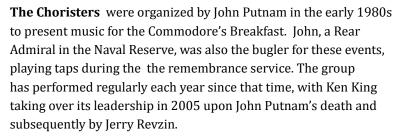
(Top) **1973 Gun Crew:** (I-r) Barny Welch, Symon deZeeuw, Art Lancaster and Chick Larkin.

(Center) **1989 Gun Crew:** (l-r) Barny Welch, Dave Metzger, Spider Davis, Mike Kraft and Bruce Gunn.

(Bottom) **2003 Gun Crew:** (l-r) Tom Tepas, Spider Davis, Mike Remmes and Jim Atkinson.







Area government, Naval and Coast Guard leaders have been traditional guests at the Commodore's Breakfast, and many toasts of mutual respect accompany the meal. Prior to 2004 the guests would join the BYC officers and past commodores on the roof of the locker room overlooking the bridge and flag pole for the outdoor activities. For most of the Breakfasts after 2004 the covered porch facing the basin was used instead of the roof.



Breakfast Chairman Steve McGanka



Chorister director John Putnam







SOME POPULAR FACES AT COMMODORES' BREAKFASTS—1976 TO 2010

- 1 PC Robert Graf
- 2 Chick Larkin
- 3 John Getman
- 4 Bill Townsend
- 5 Alan Coho
- 6 Ham Maynard
- 7 Walter Floss
- 8 Elizabeth Olmsted Ross
- 9 Reid Pettis
- 10 Howard Neureuter
- 11 Bob Minkel
- 12 Lou Eber

- 13 PC Paul Neureuter
- 14 PC James Sears
- 15 Roland Ewald
- 16 Clem Arrison
- 17 John Steve
- 18 PC Theodore Hanes
- 19 Raymond Clair
- 20 Bob Coleman
- 21 Steve Janis
- 22 Nick Economou
- 23 Al Wild
- 24 John Radziwon



SOME POPULAR FACES AT COMMODORES' BREAKFASTS—1976 TO 2010

- 25 Dave Johnson
- 26 Kean Stimm
- 27 PC Ira Ross
- 28 PC Charles Obersheimer
- 29 PC John Hill
- 30 PC Euene Leslie
- 31 PC Harold Allen
- 32 Ed Munschauer
- 33 Dick Brennan
- 34 Frank White
- 35 Charlie Obersheimer
- 36 PC Bill Bredenberg
- 37 Jim Clauss
- 38 Ed Zureck
- 39 PC Charles Jennings
- 40 PC AD Palmer
- 41 Hans Wolter
- 42 Fred Whaley

- B Ed MacCleverty
- 44 PC Daniel Mullan
- 45 PC Howard House
- 46 Don Gregory
- 47 Mike Markarian
- 48 Bob Adams



SOME POPULAR FACES AT COMMODORES' BREAKFASTS—1976 TO 2010

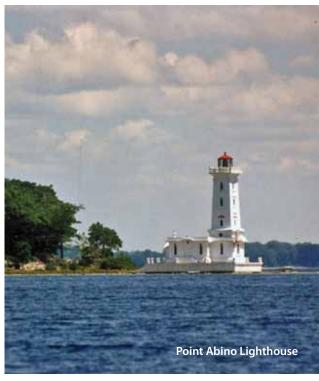
- 49 PC Michael Ryan
- 50 PC Richard Wiesen
- 51 PC Michael Sendor
- 52 Bob Schmidt
- 53 Dan Tauriello
- 54 Pat Lucci

- 55 Ron Overs
- 56 PC Fred Hofmeister
- 57 John Montague
- 58 Ken Fox
- 59 Jeff Hayes
- 60 Merrick Hayes
- 61 Tom Hess
- 62 Phil Savage
- 63 Jerry Revzin
- 64 Tom Frank
- 65 Jim Griffin
- 66 Dick Sinnott
- 67 Bill Graf
- 68 PC Donald Dickerson
- 69 PC Donald Gorey
- 70 Bill Braun

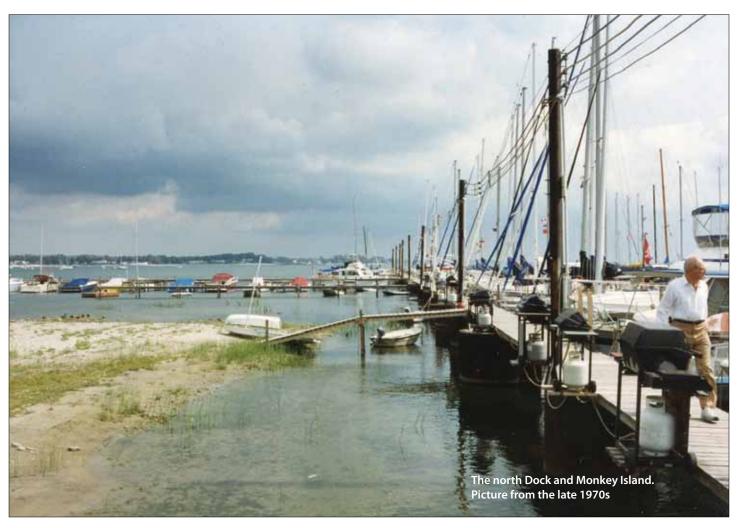
HEYDAY AT POINT ABINO

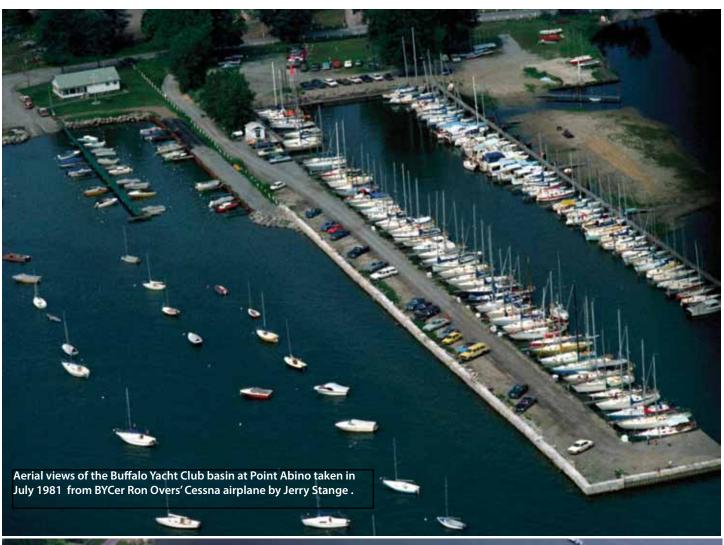
In the 1970s and 1980s the summer station at Point Abino was enjoying its heyday. The basin was full—102 large boat slips were occupied for the 1985 season, plus 25 slips for small boats on the T-dock. The requests for slips far outnumbered their availability. The Priority List was carefully observed as members buying new (often bigger) boats had to make sure they could be accommodated since many boats were reaching the limits imposed on the slips—if you bought a larger boat than would fit into your assigned slip you were in trouble!

In 1986 the basin underwent its first physical expansion since it was fixed in size in the early 1970s by the addition of sheet piling. Ten slips were added by extending the North Dock, which previously ended at the T-dock, all the way out to Harvey's Barge. And in 1988 with a little additional dredging



ten slips were added on the north side of the extended North Dock, with a channel going around Harvey's Barge and intersecting the main channel. The basin reached its







maximum size in 1990 when there were 16 slips on the north side of the North Dock — a total of 130 slips in the basin, plus the T-dock. Gates to the basin area were installed to control the parking problem which had become acute.

In the 1980s the basin was idyllic during the week, with a half dozen or more families living aboard their boats—mostly power boats. On summer weekends the pace would pick up dramatically. On Sunday mornings the Highlanders would race in the Bay and on Thursday evenings there would be a free-for-all with a variegated fleet of Highlanders, Sharks, J-24s and assorted cruising auxiliaries. The Sunday and Thursday races were run by the one-design race committee assisted by the LARCs (ladies aides to the race committee), using the BYC's committee boat *Bluenose*.

On the west side of Abino Road in 1985 the building and grounds were kept in good condition mostly through the efforts of members and their families. Come spring, a group of BYC stalwarts would begin undoing winter's damage, applying paint where needed and doing repairs on the list from last season. Always in need of attention were the restrooms, kitchen and dining room.

The Ladies Activities group under the guidance of the Rear Commodore's wife usually prepared the flower beds for the season. They took great personal pride in the appearance of the grounds. Each August there was a Ladies Luncheon held at the Point, under the chairmanship of the Rear Commodore's wife, from which the proceeds were used to beautify the grounds and add furniture for the members'





In 1982 Roy Jordan Sr.

brought tennis to the Club, and activity west of Point Abino Road began to increase. Roy had organized a group of BYC tennis players to subscribe to a "club within a club" which invested the \$35,000 needed for the construction of tennis courts without dipping into scarce BYC funds. Previously the buildings were used throughout the summer mostly by a few families who rented the dorm rooms in the wings either side of the "big house," plus the activities of junior sailors and the Sunday morning and Thursday evening sailors.



The new swimming pool project in 1985 included a wading pool for children at one end and a hot tub at the other end. The covered cabana alongside the tennis courts was added several years later.

In 1985 the land activity at Point Abino got another big boost with the second of Roy Jordan Sr.'s subscription projects—this one the building of the swimming pools. Members were given the opportunity to purchase a lifetime family membership in the pool for \$475. Like with the tennis courts, the cost of the pool was completely underwritten without tapping the limited capital funds of the Club. Members who hadn't purchased one of the original memberships could buy yearly pool privileges which would be used for pool maintenance. The pool brought a number of non-boating members to the Point from Buffalo to use the Club's land facilities.

Oldtime members were aware that the porch at Point Abino in front of the dining room and kitchen was the coolest place to be on hot summer afternoons; often there was a breeze there when none existed in the Bay. As the facilities were slowly improved, more members would come to the Point to picnic when there weren't any planned Club parties.

Point Abino was the site of all major summer parties of the Buffalo Yacht Club during this period. The Queen City Regatta, started in 1978, annually brought a fleet of sailboats—usually more than 60— from Buffalo to the Point on a Friday evening in August. Typically the Mayor of Buffalo and often local Ontario

politicians would be present. The fleet would race to Buffalo on Sunday following an enjoyable weekend at the Point. (See Queen City Regatta, page 46).



An event dating from the 1960s

was the popular Lobster Roast every August at the Point. It was a big deal in those days to have live Maine lobsters flown in from New Hampshire for the event. Jim Rhoads built a mammoth new gas grill north of the kitchen which was christened at the annual Lobster Roast in 1985. Ten years later the Lobster Roast would be replaced by a Pig Roast as the major summer party at the Point.

In the late 1970s John Hill [1984 Commodore] instituted a land activity at Point Abino—a race from the Club to the lighthouse and back each Labor Day. There were groups for runners and walkers in several age groups. This became an important activity of the Labor Day Weekend. A few years later the Buffalo Canoe Club joined in the race and the format evolved into having the race start in front of one club and finish at the other, rotating roles each year. The finishing club hosted all of the participants to a picnic lunch following the race.

Special sailboat races were always excuses for big parties at the Point. The "Great Race," with its origins in the 1970s, achieved major status in the 1980s and the post-race activities turned into big parties. (See page 48.) The Navy League, co-sponsor of the "Great Race," put on a big Ox Roast one year as well as the first Pig Roast held at the Point. Another popular event started in the late 1980s was the Commodore's Challenge Race, where the BYC commodore and the BCC commodore would each choose a team of ladies from their club to race each other in Abino Bay aboard wellmatched BORSAW cutters. Held on a Sunday afternoon, the event would produce a large spectator fleet.







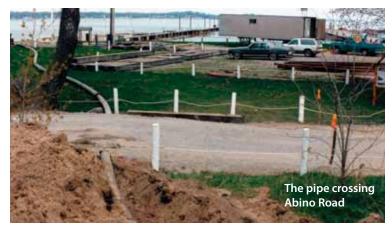
The Pig Roast format

became the major Point Abino summer party in 1986, replacing the Lobster Roast which had moved to the Buffalo clubhouse. Other popular party events for many years were chicken barbecues and kebob roasts, utilizing the large gas grill constructed by Jim Roads in 1985 which was now covered from the elements. For the major party events large tents would be erected on the lawn. Over 300 people attended the Pig Roast held in 2000.



Major dredging of the Point Abino Basin was undertaken in the spring of 1989 in response to record low water predicted for the boating season. Suction dredging was used by Ontario Construction for the job. Soil was first removed by drag line from the berm, trucked across the road and used to create dikes for a dewatering

pond in the area in front of the sand hill. Then a suction dredge was moved into to the basin and the dredged soil was pumped across the road through 10-inch pipe to the spill area. After the spill area had settled, the water remaining was drained back into the Lake leaving the land below the sand hill about two feet higher than it was previously.













In 1991 a full-time employee for

the Point was hired for the first time, Roger McNeil. Before that there were caretakers hired during the season but no full-time BYC employees. The Club previously paid a part-time person ("House Mike") to look in once in a while during the winter to check for vandalism. Projects started in the fall had to wait until spring to be resumed. Roger McNeil was an all-round handyman, and he was assigned renovation projects to be done throughout the winter. In time he assumed many functions never before done by employees at Point Abino, including organizing and doing the grunt work for many of the social functions.

In the fall of 1996 a barge with self-contained crane was purchased for the purpose of servicing the docks using our own employees. Previously a marine contractor ("Dock Mike") was hired each spring and fall to install and remove the docks. With the barge and crane our employees took over this work. During the following two winters new steel docks were constructed by BYC employees to replace the wooden docks which were quite rickety and required much maintenance. The new docks were a major improvement to the basin.





In 1996 the Club started holding informal "fun races" on Sunday afternoons in Abino Bay. These were designed particularly for the large boat sailors who did not want to race seriously but enjoyed the competitive experience. Fleet Captain Richard Fohl was put in charge, and a committee kept informal handicap records of participation, giving winners demerits and also-rans a boost in their ratings. The serious racers did not appreciate the system but most participants loved it. These races were often followed by a cookout held at the turnaround at the end of the berm.

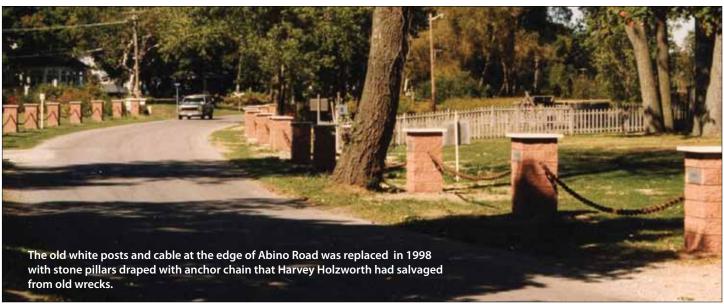
In 1997 our neighbor the Bertie Boating Club asked us to join them in approaching the Provincial and Canadian governments with a proposal to build a major breakwall to protect both basins. Bertie contemplated expanding its basin by adding a second berm to the south, and the breakwall would protect both of our facilities from east winds. The proposal was not acted upon, but the subject of east wind protection became a major talking point in future plans for BYC's facilities.

1998 saw changes to the BYC image on both sides of Abino Road. The old rotted wood posts defining the fence line were replaced with concrete block posts connected by anchor chain. Individual members donated the cost of a pillar and had their name and the name of their boat engraved on a plaque on the pillar. The posts also defined the entrances to the Club roads on either side. Harvey Holzworth presented the Club with two large ship's anchors to set off the new fencing. One was placed alongside the entrance to the basin, and the second was placed in front of the flagpole west of the road. An additional set of concrete block posts was installed at a passageway between the basin and the Bertie Boating Club next door—named the "Friendship Gate."



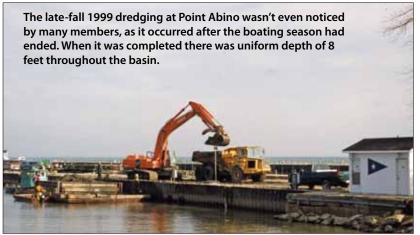
"Family Fun Races" were started in 1996 to encourage sailing together among the non-racing members of the Club.













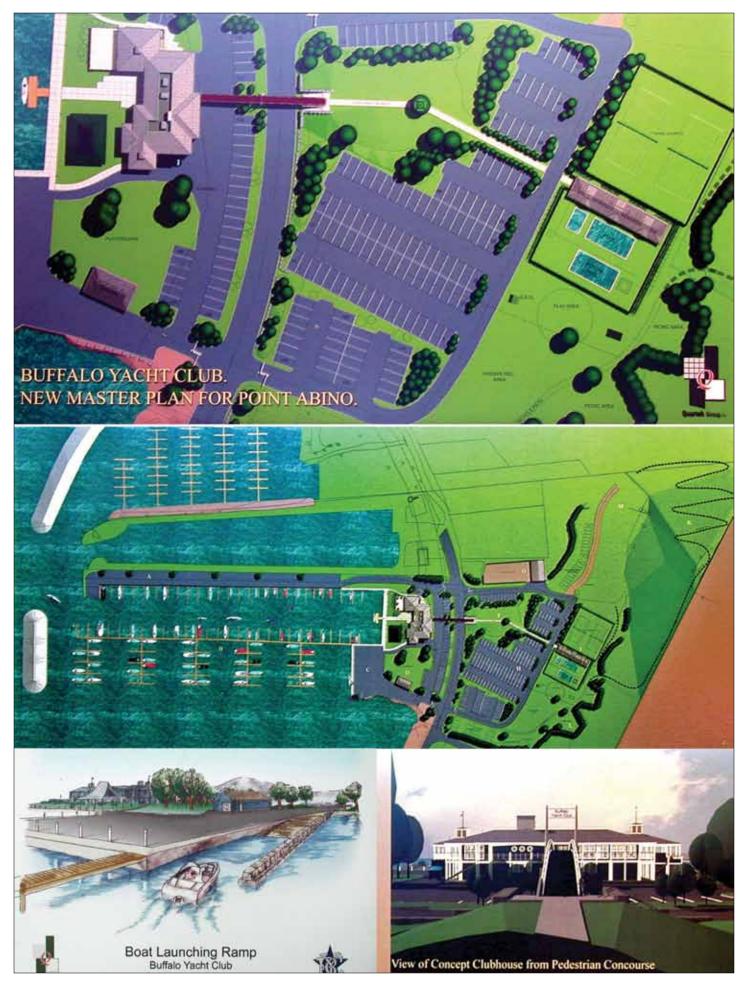
In 1999 record low water predictions for the year 2000 made dredging of the basin a priority. The previous dredging in 1989 had been mostly a correction for years of silting, but this time we needed to go deeper. Fortunately there was heavy equipment already in Abino Bay that could do the job—that being used to build a new launch ramp east of Crystal Beach.

The dredging started shortly after the slips were removed in October, and encompassed the whole basin, the channel out to and including the rock pile, the north channel and slips. The contractor, Ontario Construction, scooped up the bottom and dropped it on a barge which was hauled to the berm, loaded into dump trucks and carried to the field below the sand hill, south of the swimming pool and tennis courts.

A brouhaha erupted in 1998 when Commodore Jordan proposed construction of condominiums on the Club property. The plan was consistent with an earlier 1969 Master Plan for the Point, and would have been paid for by members purchasing the units which could only be resold to BYC members. The plan was discussed throughout the season and drew high disapproval among neighboring property owners before dying a quiet death.

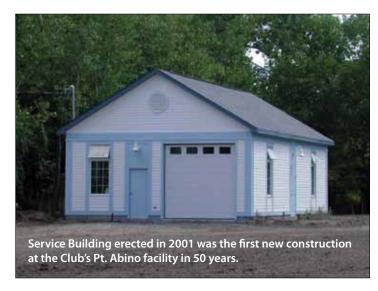
An after-effect of the condo proposal was the development of a new Master Plan for Point Abino. In addition to assessing member interest in development of the facilities it would demonstrate our interest in making major improvements to our property to support our requests for an extension of our water lot lease which was to expire in a few years.

The new Master Plan for Point Abino was presented to the membership at the 2000 spring meeting and was well received. The new Master Plan would extend the basin to the north where Monkey Island is and add weirs offshore to protect the basin from east winds. It called for a new two-story clubhouse to be built on the water side of Pt. Abino Road facing the basin, with a bridge crossing over Abino Road from the second level of the clubhouse for access to the large parking area in what is now the lawn. On the west side of the road in addition to parking would be a shower/lavatory facility between the tennis courts and swimming pool, and a maintenance and service building.



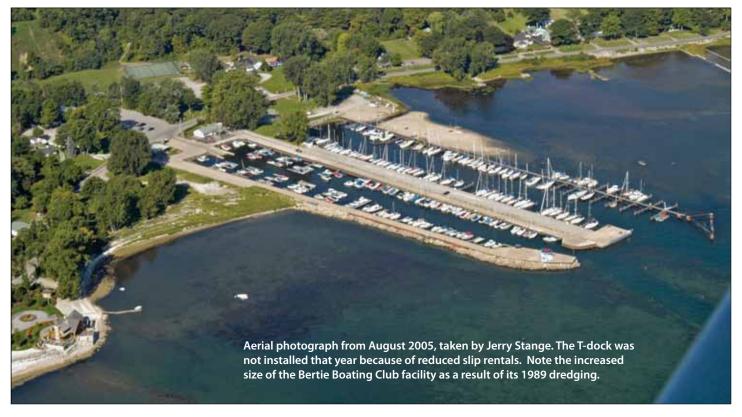
Implementation of the Master Plan began the following spring with plans to build a maintenance building to the rear of Bertie Boating Club. The Maintenance and Service Building was the first new construction at Point Abino in over 50 years when it was erected in 2001. It contained an office for the fulltime employee, now given the title of manager. None of the other recommendations of the Master Plan were attempted as problems with the water lot lease became convoluted. There was also a dispute in the recognized boundary of the shoreline. Local municipalities and Provincial authorities began fighting among themselves over who had jurisdiction over water rights, and the BYC together with others in a similar situation were left not having an extension nor knowing where we stood. For six years we operated on a yearto-year agreement with the Province and finally in February 2009 we received a Crown Lease which runs until December 31, 2026 and provides for a ten-year option to renew.

By 2002 the unthinkable started occurring: excess slips for the summer at Point Abino! Ever since the basin was first created in the 1960s all slips were taken and those wanting slips for larger boats often had take temporary assignments if they weren't high enough on the Priority List. Tightened security at the bridges between the U.S. and Canada following the September 11, 2001 terrorist attacks was a big reason for reduced activity at Point. Also, large-boat racing skippers now preferred keeping their boats in Buffalo as the racing activity with the Buffalo Harbor Sailing Club had replaced the combined BYC and BCC fleets at Point Abino as the key racing venue at the eastern end of Lake Erie. In the remaining



years of the millennium decade more and more slips became unassigned in the Pt. Abino basin, and this affected all activities at the Point. The parties were not as well attended and as a result were scaled back. The staunch, elderly group of live-aboards, mostly powerboaters, were giving up, leaving the Point unusually quiet during the weekdays. Even Junior Sailing moved to Buffalo in 2002—an experiment that didn't work well for the very young sailors, and they returned to the Point the following summer.

To make the Point more attractive to non-boating members in the next few years, several changes were made. The "club within a club" membership arrangements for the swimming pool and tennis courts were abandoned, making the facilities open to all members without extra charge.





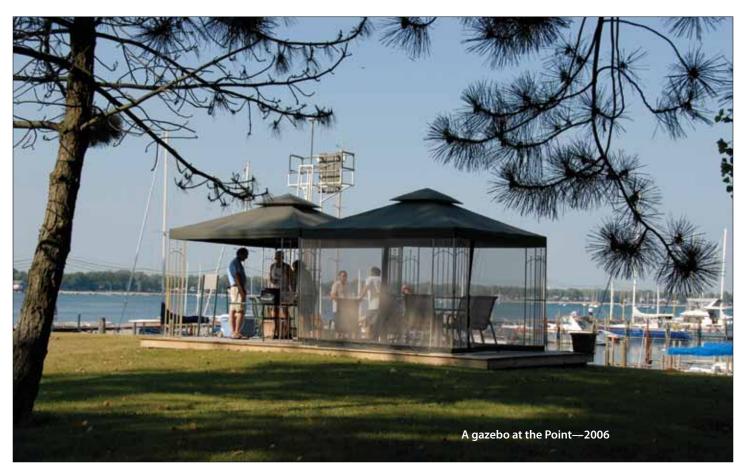
In 2006 the parties at the

Point took another hit: tightened regulations of Ontario's Alcohol and Gaming Commission meant the BYC would no longer be able to sell or serve alcoholic beverages on the Club property. This meant

all parties and activities at the Point would henceforth be BYOB (bring your own bottle).

Also in 2006 a gazebo was built close to the basin to offer a shady spot for boat owners and their families to congregate without going across the road to the main buildings. A major reconstruction of the kitchen made

the Point more attractive to the boating families who were encouraged to use all the facilities more. What had been a cramped "camp-like" kitchen dating back several decades was enlarged and three complete kitchens were installed with ranges, refrigerators and lots of cabinets and counter space. New dinnerware was a welcome part of the upgrade.



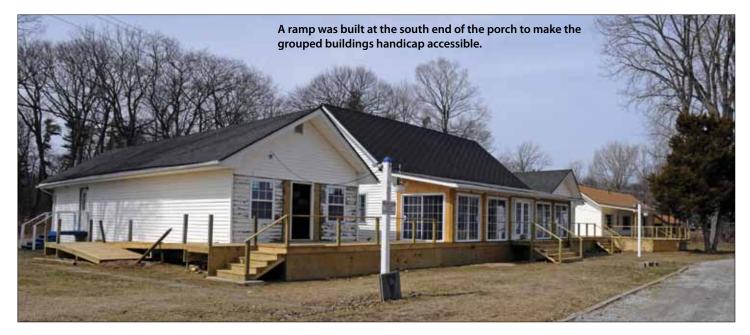


The following year plans were drawn up for a major facelift of the string of buildings which would tie them all together with a common porch. Shortage of capital funds put off the execution of this project until 2008 when it got off the ground and was completed in 2009. The new look enlarged the "big house" by raising the old porch (which had been screened in many years ago) to the level of the adjoining room, and extending level porches on both sides to the far side of the kitchen. In the central area between the ladies restroom and the dining room a patio was created. French doors permitted walking though the big house without leaving the level. At the swimming pool side there was a ramp up from ground level which made the entire building complex handicap accessible. Further

improvements in 2010 included replacing old windows, adding new doors and bringing the buildings up to date.

Although the basin was not nearly as active as before, it still was necessary to maintain proper depths in the basin, and the Club invested in its own dredge, hopefully to use both at Buffalo and Point Abino. The dredge made its appearance in 2009 and was immediately taken to the Point where the channel was dredged to a ten-foot depth throughout. After wintering in Buffalo, the dredge was returned to the Point the following year where the basin got a good deepening.

in 2009 a major step was taken to reverse the decrease in Point Abino activity that started in 2002 following the September 11, 2001 tragedy at the World Trade Center. A new class of membership, the Point Abino member, was adopted.



Point Abino members would be Canadian citizens only, and although they could use the Buffalo dining facilities they were expected to fill our vacant slips in the Point Abino basin and bring a new camaraderie to the Point. Ten new Point Abino Members brought their boats, previously docked at Port Colborne, to the basin in 2010, reversing the downward trend in slip occupancy.

A new employee position was created at the end of 2009, that of Point Abino Station Program Director. Ruth Sparks would serve the dual function of running the Junior Sailing operation and promoting Point Abino membership to Canadian boaters from as far north as Toronto. The Point Abino Station of the Buffalo Yacht Club was again on the upward move!



The Club purchased its own suction dredge in 2008 for use in keeping the basin and channels at Point Abino at suitable depths for the members' boats.



Members enjoying the expanded porch area before the project's completion in 2009.



THE QUEEN CITY REGATTA

In an effort to further Yacht Club involvement in the development of our waterfront community, 1978 Commodore William Roche inaugurated the Queen City Regatta as an invitational regatta open to all sailors regardless of club affiliation or non-affiliation. This was a first in the area, as all other area racing was restricted to club members. The race would be for a new cup to be called the Mayor's Cup. Past Commodore John Meyers agreed to be chairman. American Steamship Lines donated the trophy which was designed and produced by Smith Metal Arts Inc., a firm headed by [1986 Commodore] John Alevras.

The first race was scheduled for Saturday, August 13, 1978 and took the fleet from Abino Bay to Buffalo Harbor on a "Z" course, visiting Waverly and Seneca shoals. A total of 73 sailboats, some from Point Abino and many from Buffalo Harbor and down the Niagara River, converged Friday evening at the Point Abino basin for a fish-fry and dancing. Saturday started with a flag ceremony at which the BYC officers and past commodores in their white uni-





forms participated. The boats were divided into six divisions including Main & Jib (non-spinnaker.) Provisional ratings were assigned to boats not having assigned handicaps. Buffalo Mayor James D. Griffin presided over the presentation of trophies at the Buffalo clubhouse following the race. The trophy was designated to reside on permanent display at Buffalo City Hall.

Two years later the event was expanded to two days of racing with course races on Saturday off Point Abino and the Mayor's Cup race to Buffalo on Sunday. One-Design fleets were encouraged to participate with the small-boat fleets running a separate course in Abino Bay on Saturday.

This format for the annual event brought many large sailboats—usually more than 60—to the Point on a Friday evening each August. A flag raising ceremony preceding the mandatory skippers meeting in front of the porch on Saturday morning was always on the agenda. On Saturday the fleet raced for the Queen City trophies, donated by supporters such as Molson's beer, Goldome Bank, Power Drives and Independent Health. Saturday evening featured dinner and parties into the night. Then on Sunday morning, often following a hot breakfast, the fleet would depart for Buffalo, racing for the Mayor's Cup, which would be awarded in a late afternoon ceremony at the Buffalo clubhouse.

In 1985 over 150 boats from all over eastern Lake Erie took part in the regatta. In subsequent years the attendance waned, in part because of the dramatic increase in sail racing activities in the Buffalo Harbor area, mostly those orga-



On the porch Saturday morning before the first race in 1986 were (I-r) Rear Comm. Carl Wenger, Buffalo Mayor Jim Griffin, Port Colborne Mayor Bob Saracino and Sheriff Tom Higgins.



nized by the Buffalo Harbor Sailing Club which had become the principal large-sailboat racing venue on eastern Lake Erie.

In BYC's Sesquicentennial Year 2010 — for the first time since 1978 — the Queen City Regatta for the Mayor's Cup was not scheduled. This was due to an overload of major special events such as the Club's hosting of the LYRA Regatta.



THE "GREAT RACE" — THREE LIVES

In the early 1970s the "Great Race" began as an informal match race between BYC sailors and Naval Reserve members over a friendly rivalry at the BYC bar. See "The First 125 Years," "NAVY-BYC Relations" for humorous accounts about these very social conflicts that always ended with a big party at Point Abino. **This was Life One.**

Life Two. In 1980 things took a different tack when the Navy itself decided to challenge the Buffalo Yacht Club to a match race. This time the Navy brought in the Naval Academy sailing team to race Bob ("Bear") Graf and his BYC team. The Naval destroyer *USS Owens*, visiting the Great Lakes at the time, steamed over to Point Abino to make sure the Navy did not lose the race. They didn't. The publisher of the Buffalo Evening News, James H. Righter, donated a new perpetual trophy to the local council of the Navy League. The trophy's deed of gift stated it was to encourage match racing on the Great Lakes, and the Buffalo Yacht Club was designated the repository of the trophy and the organization to conduct the "Great Lakes International Challenge Cup Race."



"Get Navy" was the cry in 1980 when the Buffalo Yacht Club team headed by "Bear" Graf match-raced a team from the U.S. Naval Academy. In the following year, the Navy observed the race from the Destroyer *USS Owens* off Point Abino.





James H. Righter Trophy



In the following years the competition was broadened to include sail-offs among multiple yacht clubs and multiple academies with the top yacht club and top academy contending for the Cup. A round-robin format was adopted to determine the final challengers after each team sailed match races against all competitors.

Race came in 1990 when the Black Sea Russian Naval Academy was

The first heyday of the Great

Sea Russian Naval Academy was represented, and in 1991 when a team from the Italian Naval Academy arrived. Seven teams competed in 1990 with academy teams from Russia, the N.Y. Maritime Academy and the U.S. Naval Academy, plus yacht club teams from the Buffalo Yacht Club, the Buffalo Canoe Club, the National Yacht Club (Toronto) and the Port Dover Yacht Club. The National Yacht Club was the winner. In 1991 eight teams competed: academy teams from the

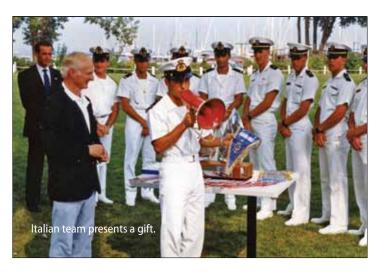
Flag ceremony at the BYC Buffalo Basin in 1990 with the Russian flag flying from the port yardarm.

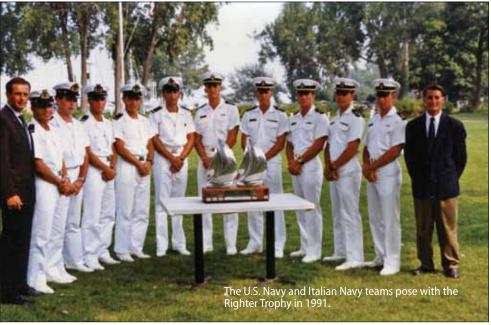
Steven McGanka presided when the Russian team was presented a U.S. flag at the opening ceremonies for the 1990 Great Race.



Italian Naval Academy, the N.Y. Maritime Academy, The U.S. Naval Academy and the U.S. Coast Guard Academy, plus yacht club teams from the Buffalo Yacht Club, the Buffalo Canoe Club, Port Dover Yacht Club and Ashbridge's Bay (Toronto) Yacht Club. The Buffalo Canoe Club was victorious. The visits of the Russian and Italian teams were coordinated by the People-To-People Sports Committee, a group fostering sports participation throughout the world.

After these back-to-back competitions in 1990 and 1991, the large committee of Naval Reservists and BYC members who worked for months before each event planning and securing sponsors, ran out of steam. The next two years were skipped without holding competitions, and in 1994 the only academy team, the U.S. Coast Guard Academy team, was victorious, racing against teams from the Buffalo Yacht Club, Buffalo Canoe Club and Buffalo Harbor Sailing Club. Then in 1995 a team from the U.S. Naval Academy secured the Righter Trophy, sailing against teams from same three yacht clubs as the previous year.









The Great Race's Third Life began in 2003 in the form of the "Past Commodore Ira G. Ross Great Race for the James H. Righter Trophy."

This followed seven years of dormancy during which nobody was eager to grasp the reins. Past Commodore Roy Jordan was given credit for the rebirth, with enthusiasm and a cash infusion by BYC member Elizabeth Olmsted Ross who wanted to recognize her late husband, Ira G. Ross, BYC's 1960 commodore, who was an advocate of match racing.

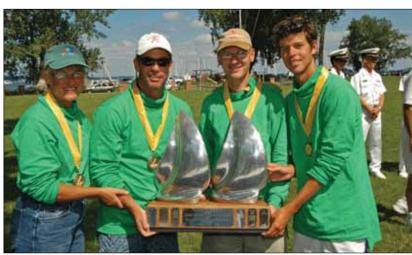
The match race's format morphed into an open invitation match race between teams from military academies and yacht clubs, and in 2003 it was between four teams: U.S. Naval Academy, SUNY Maritime College, Buffalo Yacht Club and Buffalo Canoe Club. BYC's large fleet of J/22 sailboats assured an even playing field for serious match racing, and a new emphasis was placed on match race credentials and procedures, with a team of internationally-recognized umpires controlling the races. New sets racing sails were purchased for use on the borrowed boats. The 2003 Great Race was a smashing success with the Buffalo Yacht Club the overall winner.

2004 found six three-man teams sailing matched J/22s: Buffalo Yacht Club, Buffalo Canoe Club, Buffalo Harbor Sailing Club, Youngstown Yacht Club, U.S. Naval Academy and SUNY Maritime College. The Buffalo Canoe Club triumphed this time.



The 2003 Past Commodore Ira G. Ross Great Race's chairman Robert Coleman (left) is shown with Commodore Richard Wiesen and race sponsor Elizabeth Olmsted Ross.

Victorious Buffalo Yacht Club team in 2003 (from left) Ann Farmelo, Tim Jehle, John Cosmann and Brendan Jordan.



Timothy Hunt took over the chairmanship of the Great Race in 2005 and moved it to a new level of professionalism. In addition to the Righter Trophy this year the match racing added the Stolze Cup to the competition—a match racing competition of the Lake Ontario Yacht Racing Association (LYRA) which is a qualifying event for YRUGL's (Yacht Racing Union of the Great Lakes) top match racing event, the Richardson Cup. The teams invited to compete came from the Buffalo Yacht Club, Buffalo Canoe Club, Royal Hamilton Yacht Club, SUNY Maritime College, Buffalo Harbor Sailing Club and Youngstown Yacht Club. BCC had a repeat victory.

After the event the Chief Umpire suggested that the BYC submit the results of the competition and its organizing structure to the US Sailing Association for their review and possible submission to the International Sailing Federation (ISAF) to make this an International Graded Event.





The Great Race competition in 2006

was listed in the US Sailing's Match Racing Calendar with an ISAF Grade of 4 — the Great Race had achieved its goal of big-time racing! The 2006 Great Race attracted competing teams from as far as Ireland and combined competition for the Richter Trophy with that for the Stolze Cup. It was followed at the end of September by BYC's first hosting of YRUGL's top match racing event, the Richardson Cup. This brought a record eleven teams to Buffalo Harbor from throughout the Great Lakes for this prestigious championship event.

A US Sailing Umpire Training Course

preceded the 2007 Great Race. The race was now an ISAF Grade 3 event, and attracted eight competing teams from the US and Canada, with an outstanding group of international umpires to oversee the race.

Now well established and with a good international record, the "Past Commodore Ira G. Ross Great Race for the James H. Righter Trophy" continues to provide top quality match racing, with competing teams and experienced umpires coming from all over the world. In 2008 a visiting umpire from Japan was on hand to observe the competition, and in

2010 the winning team was from Brazil—the first winner from outside the US and Canada. With BYC's hosting of the event we have always had our own local teams competing—a stepping stone for local racers who aspire to greatness.

When Timothy Hunt took over the organizing of the event in 2005, he was a newly elected BYC Director. He continued heading it's organizing complexity while serving as Fleet Captain, Rear Commodore, Vice Commodore and Commodore in the following years, and as a Past Commodore he continues with it as "a labor of love."

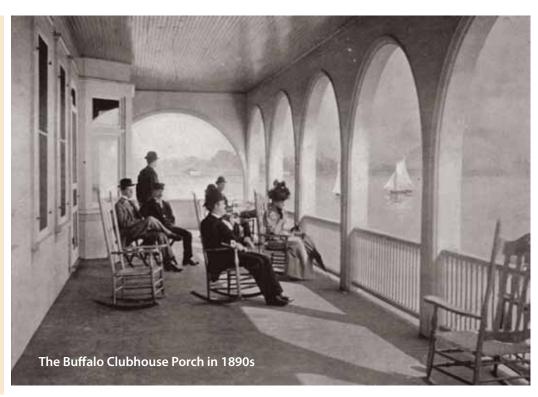
Match racing in these regattas has been both very exciting for the sailors and the specators — it has been racing at its best in Lake Erie!





BUFFALO YACHT CLUB'S SOCIAL LIFE

The early days of the
Buffalo Yacht Club were
pretty much a men-only
operation. Women were
only allowed in the early
clubhouses when there was
a special social activity.
This changed in 1893 when
the first large, permanent
clubhouse was built, but
even then the clubhouse
was usually off-limits for
women except on weekends
and holidays.



Parties at Buffalo

In 1903, the BYC held its first formal ball under newly installed Commodore George W. Maytham. It was held at the Hotel Iroquois, and reportedly there were so many members and guests in attendance that it was not only a great social success but a financial one as well. On Friday, February 24,1905 the next Ball was held, this time at the Hotel Niagara. We find a statement dated 1927 to the effect that the "25th Annual Ball" took place that year, so it appears that with the

exception of a few years this affair was a regular event from 1905 to 1927. There appears to have been no "Annual Balls" from 1927 until 1947 when the custom was revived under Commodore Charles J. Jennings and made a permanent part of the BYC agenda.

The balls from the 1950s and into the 1960s were held in the Hotel Statler (later the Statler-Hilton), and were followed by an Afterglow Breakfast at the Clubhouse. The Annual Ball in 1964 was held at the University Club.

It wasn't until 1968 that the Ball was held for the first time in the Clubhouse at the Foot of Porter Avenue. Accompanying the move of the ball to the Clubhouse, The Ball's name began a series of transformations, eventually metamorphosing into today's "Commodore's Ball." The changes started with the 1969 Ball being promoted as the "Red Sleigh Ball." This was followed by such names as the "Traditional Ball" in 1971, the "Evergreen Ball" in 1973, the "Snowflake Ball" in 1975, the "Holiday Ball" in 1977 and the "Commodore's Holiday Ball" in 1978. The name "Holiday Ball" stuck for a couple of years, then the 1982 party was labeled the "Commodore's Ball, " and this name persisted through the rest of the eighties.



The name "Commodore's Ball" was somewhat of a misnomer since it has been interpreted to honor the retiring commodore at a time when a new commodore has already been elected and is officially running the Club's business even though he would not be formally sworn into office until January.

The "Past Commodore's Dinner-Dance" was another formal party, held in April to honor the retiring Commodore. It was started in 1955 and ran annually through 2002. The first featured a skit prepared by Past Commodore Howard Stimm to spoof outgoing Commodore Ernest "Shorty" Holzworth, and in coming years the party evolved around elaborate skits about each retiring commodore. (See "The Lost Art of the Buffalo Yacht Club Skit," available in digital format from the BYC office.) The skits were a labor of love for a dedicated group, the author included, who enjoyed weekly gatherings for two months preceding the party to enjoy dinner together and rehearse. For many years this party was used to host the commodores and vice commodores of local yacht clubs, and included the ceremonial induction of the honoree into the Blue Gavel—the international organization of past commodores.

Member interest in participating in skits waned in the 1980s and the parties started to include less-fancy "roasts" during the 1990s. The annual event was dropped completely in 2003 with Immediate-Past-Commodore recognition combined with the "Commodore's Ball" four months earlier.

Large powerboats dominated

the basins prior to the 1970s and summer social events were more party-oriented than in later years. In 1952 the Club started holding "Harbor Lights" parties in June, the first few on the Buffalo Harbor breakwalls and later in the Buffalo basin. Decorating themes were popular and there would be boat parades and contests for best boat decorations and costumes. (See "The First 125 Years.")

In the 1980s the Harbor Lights parties had disappeared, and the chief summer social activities were tied in with regattas, particularly the Queen City Regatta and the Great Race, both of which were held at Point Abino.



Elaborate posters with 3-dimensional sculpture advertised the Past Commodore's Dinner-Dances in the 1970s and early 1980s. Shown here, Past Commodore Donald Gorey is presented with the poster in 1978 by party chairman Al Wild.





The Buffalo Basin and Clubhouse during summertime from the 1960s until the 1990s were quiet places. The Club's partying crowd, mostly powerboaters, spent their summer weekends and vacations at Point Abino and there were many empty slips in Buffalo that were rented to

members who maintained slips

at both facilities.

Come September, however, the powerboaters would return to the Buffalo Basin en masse for the opening party of the fall season called "Homecoming." It was an informal party, and would be followed in October by either





an Oktoberfest with emphasis on German food and dress, or a Halloween costume party with elaborate costumes.

In recent years there have been more summer social activities in Buffalo than at Point Abino—partly due to increased delays at the bridge and partly due to the expansion of the Buffalo Basin. Summer parties at the Clubhouse and on the lawn have flourished, while parties at the Point have been often underattended.

Caribbean-themed parties became very popular at the Buffalo Clubhouse after the turn of the millennium. With the new clean lawn area—no longer obstructed by rail tracks—the Club took full advantage of the long days for outdoor dining under tents. No longer were BYC partygoers interested in renting or designing special costumes—bright Caribbean shirts were the name of the game.











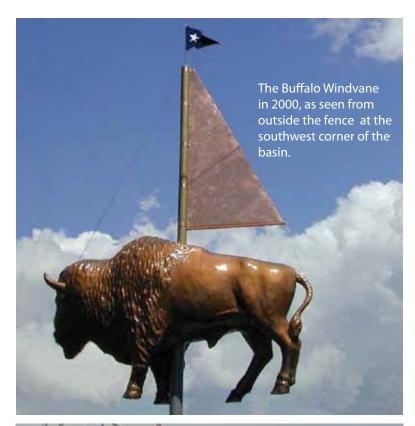
Buffalo Yacht Club's BUFFALO

In 2000 Greater Buffalo experienced a community art exhibit called "Herd About Buffalo." Corporations and organizations purchased and decorated 7-foot long fiberglass buffalos which were displayed all summer in various locations around Buffalo and its suburbs. The 153 decorated buffalos were auctioned in the autumn to support charity (Roswell Park Cancer Institute). Tom Doran headed BYC's Herd About Buffalo Committee backed up by Claudette Eggert and Katie Johnson-Hoffman who was also on the organizing committee.

BYC members made donations to purchase one of the "raw" buffalos and hire a local artist, Michael Bosworth, to create the Club's entry which was in the form of a functional weathervane. Located initially at the southwest corner of the basin, it rotated on nylon ball bearings and contained a large copper sail topped with a BYC burgee. When it came time to auction the buffalos, a group of BYC members put up the cash and made a winning bid to secured the buffalo for the Club, which the following year was relocated it to the bridge in front of the clubhouse. In 2004 its copper sail was removed and a Plexiglas tail substituted, but its performance as a weathervane, never good to start with, was not improved as had been hoped. In 2007 the buffalo was removed from the bridge and given a new home near the main clubhouse entrance.

Katie Johnson-Hoffman poses alongside the "raw" buffalo at the 2000 Commodore's Breakfast shortly after its arrival.





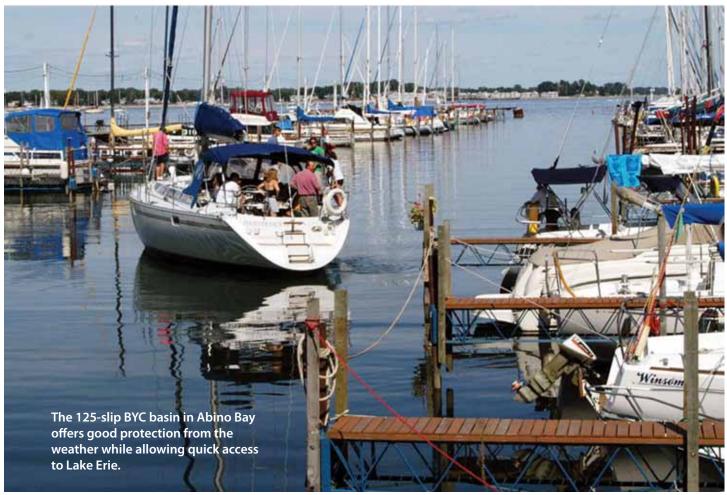




Activities at Point Abino

Point Abino was the Buffalo Yacht Club's location for summer social and boating activities for the past fifty-plus years. Abino Bay, overseen by the historic lighthouse, offered excellent protected waters for all water sports, swimming and raft-ups. The Club's land east of Abino Road in addition to the 125-boat basin allowed picnic activities on Monkey Island and at the end of the berm. And west of Abino Road the shaded lawn and porches were well suited to parties and informal off-the-water activities.



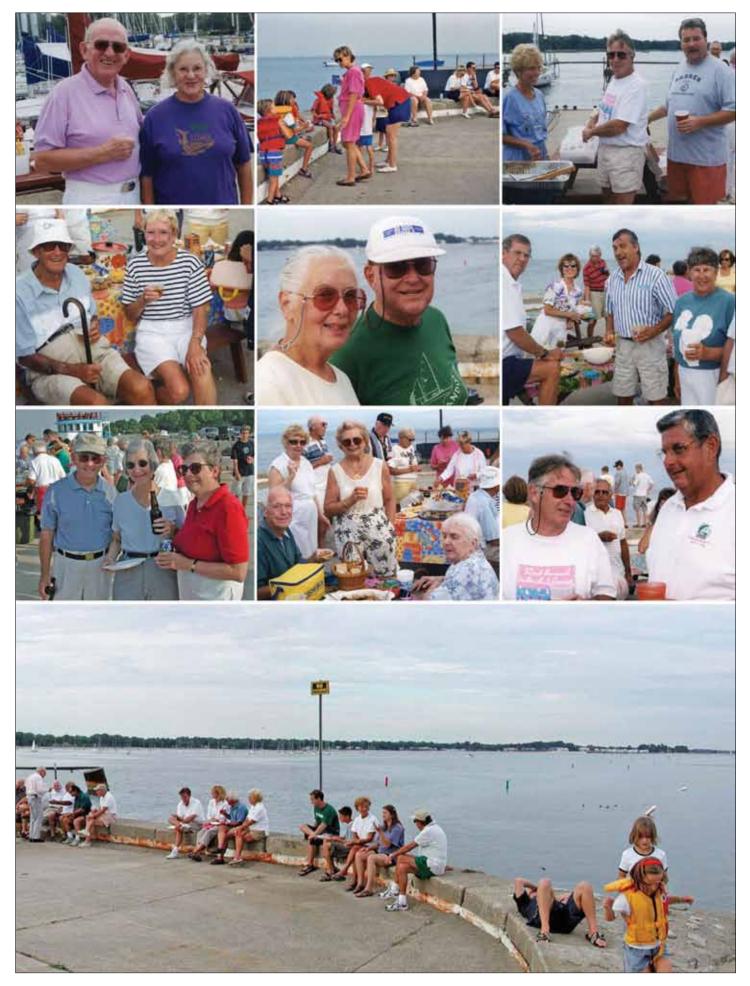






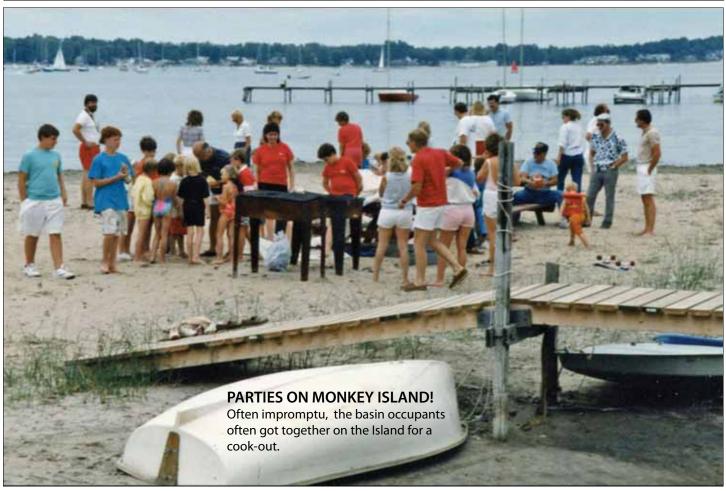












BYC MEMBERS AND SPOUSES

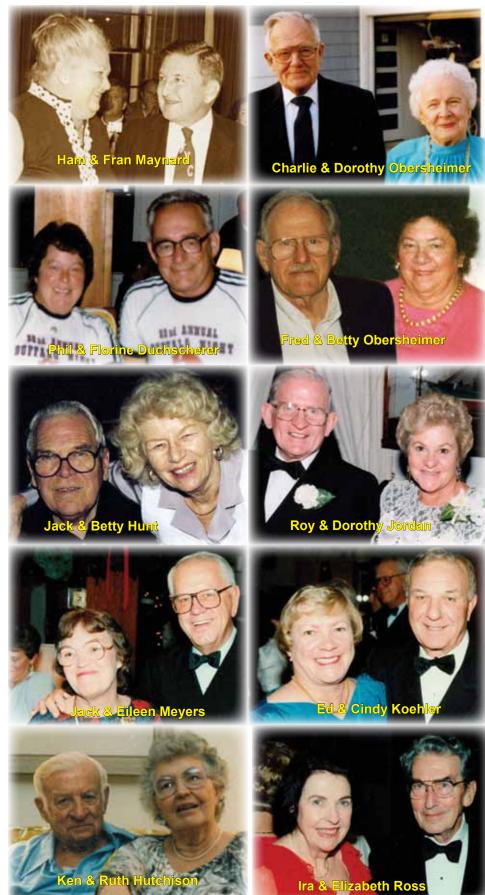
I've been taking pictures for The BINNACLE since I started editing the quarterly journal in 1970. For a number of recent years I have also taken formal pictures at each Buffalo Yacht Club Commodore's Ball of members and spouses attending in their finery. To these I have added other pictures in my collection when I didn't have an appropriate Commodore's Ball picture.

These pictures inspired me to prepare this arrangement for the October 2010 issue of The BINNACLE which I repeat here. I have added pictures from the Sesquicentennial Ball that occurred after the October BINNACLE was published.

I make no claims at being thorough nor attempting to be— I was often frustrated by members and/or their spouses who took great effort to avoid my camera.







Remembering Buffalo Yacht Club's Social Life — 1985 to 2010





Remembering Buffalo Yacht Club's Social Life — 1985 to 2010













Remembering Buffalo Yacht Club's Social Life — 1985 to 2010



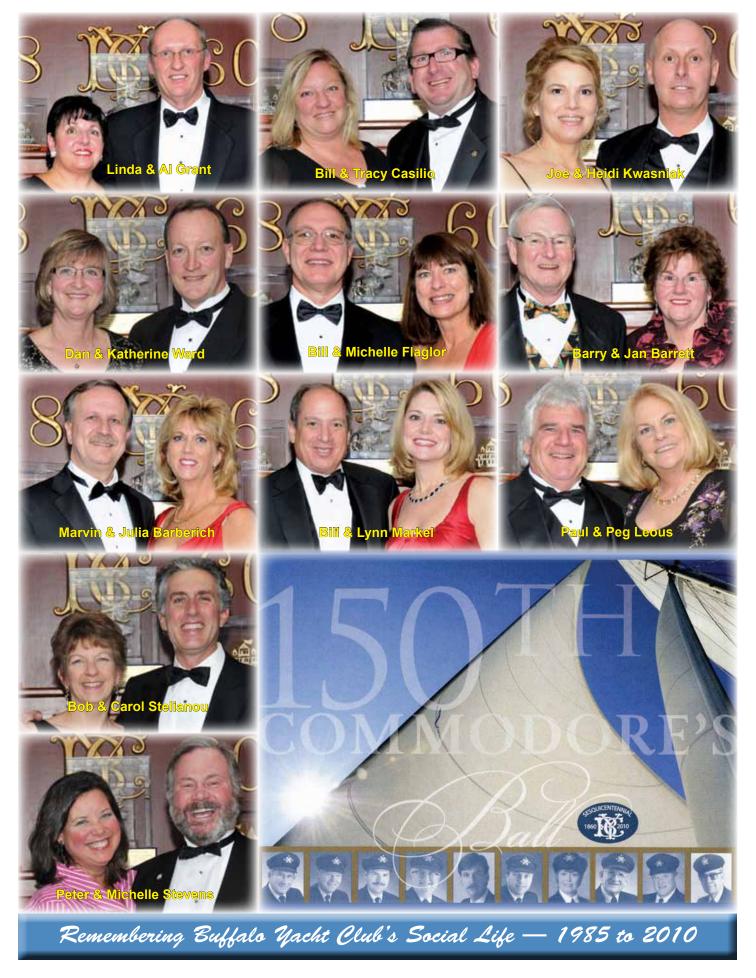
BUFFALO YACHT CLUB





BUFFALO YACHT CLUB





RECOGNITIONS AND ACHIEVEMENTS

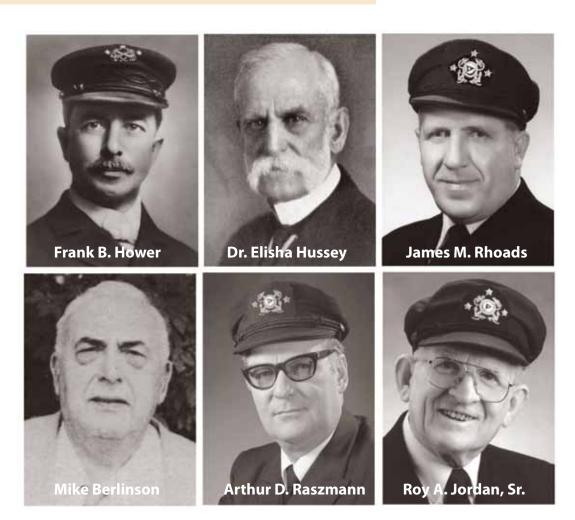
Honorary Commodore

The title of Honorary Commodore was originally created in 1898 to honor Commodore Frank B. Hower after completing seven years as commodore. The Club reached a peak of vitality in 1891 including construction of our present Clubhouse in 1893.

In 1927 the Club again activated the title to pay respect to 1913 Commodore Elisha P. Hussey. Dr, Hussey, one of the Club's most memorable commodores throughout BYC history, was commodore during the local celebration of the Commodore Oliver Hazard Perry Centennial

at which the restored War of 1812 hero's flagship *Niagara* was towed to Buffalo.

The title remained dormant until 1985 when it was reactivated to honor 1969 Commodore James M. Rhoads as part of the Club's 125th Anniversary activities. Jim Rhoads was another "larger than life" presence on the Buffalo Yacht Club scene, earning the recognition of Ship's Husband in 1977 for his continuing shepherding of major improvement projects at both Point Abino and Buffalo. His contributions to offshore sailboat racing were immeasurable. From the early 1960s until the 1990s he donated myriad hours as well as considerable personal funds to provide his power-boat *Los Caminos* as the committee boat for all local races as well as Lake Erie Races and the Interclub Cruises (Erie-Dover). His meticulous attention to detail as a race committee chairman and his devotion to the safety of his fleets were exemplary.



Ship's Husband

The title of Ship's Husband was conceived in 1952 when the Club was looking for a suitable means to recognize Myer (Mike) Belinson, who personally undertook the restoration of the Clubhouse after the devastating fire of November 1951.

After Mike died in 1976, the Board vested the title on Past Commodore James M. Rhoads to recognize his continuing volunteer efforts in maintaining the Clubhouse and basin.

After Jim Rhoads' death in 1994. Past Commodore Arthur D. Raszmann was named Ship's Husband, and after his death in 2001 he was succeeded by Past Commodore Roy A. Jordan, Sr.

The "pay" for the position of Ship's Husband is a dedicated parking spot outside the Clubhouse.

James M. Rhoads Outstanding Member Trophy

This award was donated by Jim Rhoads in 1985 for annual presentation at Trophy Night to a non-racer who makes BYC's racing possible. The first recipient was in 1986 to Roland Ewald who for many years was the backbone of the one-design race committee that ran the Sunday and Thursday races from the BYC committee boat *Bluenose* at Point Abino.

Awardees:

2003—Tom Lewin 1985—Roland Ewald 2004—Joe Gelsomino, Jr. 1988—George Stubblebine 2005-Mike Kraft 1990—Paul Neureuter 2006—Tim Hunt 1991—Roy Jordan, Jr. 2007—John Pettis 1993—Bruce Gunn 2008—Ted Johnson 1994—Dick Sinnott 2009—Peter Johnson 1995—Roy Jordan, Jr. 2010—Tom Lewin 1996—Dick Sinnott 2002—Andrew Dunbar



Dick Sinnott receives the James M. Rhoads Outstanding Member Trophy in 1996 for his dedication to the Offshore Fleet. His Boat *Happy* became the committee boat for a number of years after Jim Rhoads retired the *Los Caminos*. Regatta chair Joe Gelsomino, Jr. is at his left, Rear Commodore Frank Kania at his right.

The Four Ladies Trophy

The trophy was unveiled at Trophy Night in November 1982 and was to be awarded beginning in 1983 to whichever of the founding yacht clubs of the Interclub Series makes the best showing in the races. The deed of gift was officially signed in November 1986. The trophy is named "The Four Ladies Trophy" and honors the four ladies who were the backbone of the *Los Caminos* crew for many years— Neda Rhoads, Kae Macris, Natalie Economou and Eileen Meyers. The trophy consists of a Steuben Glass eagle on a custom base carrying appropriate engraving. The

trophy was sponsored jointly by the BYC Offshore Fleet and Past Commodore James Rhoads, captain of the *Los Caminos*, who has provided for many years the Offshore Fleet's committee boat which is used for BYC's regular races as well as for the "Erie Dover Race" as the Interclub Series is informally known.



1985 photo of The Four Ladies Trophy. From left, Kae Macris, Commodore Robert Neureuter and Annette Rhoads.

The Hunt-Obersheimer Bo's'n Bell Award

In 1992 Warren Hunt and Past Commodore Charles L. Obersheimer presented the Bo's'n Bell to recognize annually a BYC Club member exclusive of officers and directors. The spirit of the deed of gift was "...all successful organizations, clubs and other service groups require and prosper not only through those who receive recognition in the form of title or other official definition, but through the undying devotion and zeal of many who, with no thought of reward, receive little or no accolade for their unstinting and ongoing contributions."

Designees were:

| 8 | |
|---------------------|--------------------|
| 1993—Vince Dunn | 2003—Mike McGee |
| 1994—Ed Munschauer | 2004—Mike Kraft |
| 1995—Art Raszmann | 2005—John Pettis |
| 1996—Dick Brennan | 2006—Jerry Revzin |
| 1997—Jerry Stange | 2007—Tom Tepas |
| 1998—Hank Loskorn | 2008—Joe Gelsomino |
| 1999—Nick Economou | 2009 —Mike Jordan |
| 2000—Dan Mullan | 2009—Mike Ryan |
| 2001—Don Gorey | 2010—Dick Wiesen |
| 2002—George Melrose | |



1992 photo of Warren A. Hunt (left) and Past Commodore Charles L. Obersheimer with the new Bo's'n Bell trophy they donated to the Buffalo Yacht Club.

The Bo's'n Bell itself has a history: It arrived at the Club in about 1918 aboard the Yacht *Saracen*, a 38 foot, 8 ton sloop built by George Lawley & Sons to the highest yacht standards. It was first owned by a Dr. Kendrick, then by Paul Green, son of Buffalo architect E. B. Green; then Past Commodore Elisha P. Hussey; and Past Commodore Howard Stimm.

Charlie Obersheimer purchased Saracen from Howard Stimm in 1929—a deal consumated two days before the great stock market crash. About two years after Charlie acquired the boat, Dr. Kendrick's son-in-law came to him with the bell, explaining how the doctor had taken the bell off the yacht when he sold it, had always felt badly about it, and wanted the bell back aboard Saracen. Charlie sailed Saracen until 1938 when it was sold to Cleveland owners. Charlie Obersheimer kept the bell for his next boat the Badger and later the Escape which Charlie owned until 1948 when the Escape was sold to Past Commodore Theodore Hanes—minus the bell.

Charlie later gave the bell to John Getman, and Warren Hunt subsequently obtained it from John. Upon hearing its history, Warren must have felt the same way Dr. Kendrick did— he wanted the bell back in the Buffalo Yacht Club!

Charlie build the stand and Warren made the bell pull for the trophy, which also contains the Deed of Gift attached to the bottomside.





















BYC'S NEWER TROPHIES

Some of the Buffalo Yacht Club's trophies go back to the nineteenth century and many to the early 1900s. The previous Club histories have gone into details that we are not attempting to repeat here.

The Stubblebine Memorial Trophy

After George
Stubblebine's death
in 1989, Highlander
Fleet #25 donated
a perpertual trophy
in his honor to be
awarded to the owner
of the one-design boat
that participated in the
greatest percentage
of races for its class
during the year. In
case of ties the award
would go to the
boat with the least



successful score. The first winner was Ken King who sailed his Highlander *Frolic*. The deed of gift called for the trophy to be awarded to an offshore boat in the event there were no one-design fleets racing.

The Vice Commodore's Cup

At the Commodore's Breakfast in 1992 Seymour H. Knox III, prominent Buffalo businessman and owner of the Buffalo Sabres hockey team, presented to the Club a beautiful silver trophy which bore the inscription, "Buffalo Yacht Club Vice Commodore's Cup 1911," which he and his brother Northrup R. Knox found among other memorabilia in the family estate's attic. The Knox brothers felt the Cup should be returned to the Club where it could be appreciated and perhaps "returned to active duty."

The story: An active racing sailor of the Buffalo Yacht Club in the second decade of the twentieth century was Lewis G. Northrup, maternal grandfather of the Knox brothers. Captain Northrup was a very capable sailor as is attested by his having won the prestigious Gardner Cup, at that time raced each Fourth of July "by cabin class sailing yachts," in 1910 as owner of *More Trouble*, then in 1916 at the helm of *Spider*, and again



Seymour H. Knox III returned the Vice Commodore's Cup to Commodore Oliver Perry Hazard at the 1992 Commodore's Breakfast.

in 1919 with a third yacht *Virginia*. All three boats were "Q" boats—gaff-headed sloops of 37 to 44 feet in length and carrying between 750 and 900 square feet of sail.

In July 1915, Captain Northrup further distinguished himself and the Club by sailing *Spider* to victory at the international meet of the Interlake Yacht Racing Association, winning 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.

The exact history of the "Vice Commodore's Cup" is not known, but it is likely that Captain Northrup took permanent possession by winning it three years in succession—a common practice at the time for retiring perpetual trophies. The Club put it back into competition in 1993.



Metzger Memorial Award

This award was presented at the 1993 Commodore's Breakfast in memory of David Metzger who for years headed the Gun Crew. It is intended to recognize "BYC's Outstanding Youth of the Year," and was awarded initially to Warren Emblidge III. The cannon in the trophy was made by Past Commodore James Rhoads.

1977

Comm. Donald E. Gorey

Blizzard of '77 strands people at BYC clubhouse for several • days • Sheet piling at Pt. Abino extended 500 feet to the shore head • finishing the berm improvement • New flag pole at Pt. Abino installed • Folding doors added in dining room to permit segregated party • Heavy weather characterizes Erie-Dover series • Highlander Nationals hosted • New roofing installed on Porter Ave. clubhouse • First woman member of BYC (Marie Oberacker) • Large potted plants added to clubhouse decor • Jim Rhoads named Ships Husband • Symon deZeeuw named Commodore Emeritus.

1978

Comm. William J. Roche

Fall storms and bad winter • Common Council approves Sale of Property; Club buys property for \$49,500 • BYC buys fleet of three 420's for junior sailing • First Queen City regatta, the brainchild of Bill Roche, is hosted by BYC • New Naval Reserve center is constructed across street.

1979

Comm. Arthur R. Smith

Second Sailor's Table is engraved • New heat-saving windows are installed in clubhouse • Phyllis Schibler named Club manager • Ladies second deck lavatory rehabilitated and furnished; also men's lavatory on second deck • Perch spawning in Abino Basin causes problems preparing basin for summer season • Club rededicated as Historic Site.

1980

Comm. Edward C. Koehler

Queen City Regatta modified into two day affair • Great race brings destroyer *USS Owens* and Annapolis sailing team to Pt. Abino • BYC historical quilt made by Ladies Activities and raffled • Lower deck lounge of clubhouse refurbished with new draperies • new bar stools, new furniture • Third deck of clubhouse insulated.

1981

Comm. Eugene V. Leslie, M.D.

Hard Rock Paving completing their sand contract of many years, and restoring sandhill area for club use • Restoration of "Big Room" and ladie's room at Point; parking circle added • Members stain shingles of clubhouse at Porter Ave. • Kathy Barnett replaces Luba Pfieffer in office.

1982

Comm. Howard H. House

Buffalo's Sesquicentennial Year • Ice devastates docks at Porter Ave Basin in January • Basin dredged, new floating docks installed, and new railings & sidewalks added • Tennis courts built at Point Abino • Popcorn machine at Point Abino • Canadian Fireball Regatta hosted Pt. Abino channel dredged; men's room relocated.

1983

Comm. Harold K. Allen

New lighting of second deck completed • New lease for Abino water rights extends to 2010 • Comm. & Vice Comm. race with ladies as crew • First employees outing hosted at

- First employees outing nosted at Point West Point Choir entertains
- Successful Horse Race party aids Junior Activities.

1984

Comm. John L. Hill

Jim Zazadil named Club manager • Hills leave for world cruise Polish tall ship *Zawisza Czarny* visits Buffalo • BYC and BCC Commodores race with ladies as crew • BCC joins BYC in Labor Day lighthouse race.

1985

Comm. Robert W. Neureuter

125th Anniversary Year • "Honorary Commodore" title given Jim Rhoads
• Reconstruction of Clubhouse foyer, staircase and entrance • Remodeling of dining room ceiling, and new carpeting added • Gala Anniversary Ball at Hyatt Regency Hotel • 50th Commodore's Breakfast with ladies present; special dedications and tributes • Giant rafting party in Abino Bay • Luncheon recognizes Club's civic friends. • "The First 125 Years" published • Tony Vuich named Club manager.

1986

Comm. John S. Alevras

North dock extended to Harvey's Barge and channel dredged for docking on the north side • Swimming Pool installed at Point Abino • Barge removed from Peace Bridge pilings • New manager's office and accounting office built in part of locker room.

1987

Comm. Carl H. Hensler

Capital Improvement Project 87 approved • Major renovation of lower deck ladies room • Annual memberships in tennis and swimming pool started.

1988

Comm. Carl N. Wenger

New kitchen and rear stairway constructed over the locker room • Elevator installed • Fleet of Nutshell dinghies added for Junior Sailing.

1989

Comm. John E. Swain

Major dredging of both basins undertaken • New covered patio added to the basin side of the Clubhouse.

1990

Comm. James W. Pennington

"Great Race" includes a team from the Russian Maritime Academy
• George Batrouny hired as Club manager • New children's playground at Pt. Abino dedicated to Jim Sears • New club library dedicated to Chick Larkin.

1991

Comm. Thomas L. Leising

Italian Naval cadets participate in "Great Race" • Roger MacNeil hired at Pt. Abino station • Jonathan Mayer replaces Joachim Piplack as chef.

1992

Comm. Oliver Perry Hazard

Hunt-Obersheimer Bosun Bell Award established • John Spann hired as chef.

1993

Comm. Paul R. Neureuter

Joette Cecala [Baumgarten] hired as bookkeeper • Replica of Columbus' caravel *Nina* visits Buffalo • Tall ship H.M.S. Rose visits Buffalo.

1994

Comm. J. Edmund de Castro, Jr.

Planning for major clubhouse improvements.

1995

Comm. Daniel C. Mullan

Major dining room remodeling with new furniture • Clubhouse sprinkler system installed • Clubhouse connected to city sanitary sewers.

1996 Comm. John J. Quigley

Barge for Point Abino dock installation/removal built • New steel docks for Pt. Abino constructed • Kyle Durkin replaces John Spann as chef • Late October storm damages two boats still in Buffalo Basin.

1997

Comm. Francis F. Kania

Roger MacNeil promoted to manager of Pt. Abino station • Steel docks installed at Pt. Abino • Chris Damiami named chef • BYC has it's first Web Page.

1998 Comm. Roy A. Jordan, Sr.

New roadside post & chain treatment at Point Abino, and "Friendship Gate" with Bertie Boat Club dedicated • Art Raszmann named Ship's Husband • Ron Overs named chaplain • Schooner *America* visits Buffalo • Fireplace with trophy cases constructed on lower deck.

1999

Comm. R. Anthony Daily

Lower deck lounge gets new ceiling and window treatments • Major dredging of the Abino Basin in November.

2000

Comm. Thomas D. Blanchard, Jr.

New Master Plan for Point Abino adopted
• Buffalo windvane joins "Herd of Buffalo."

2001 Comm. Richard T. Fohl

Tearria Monin-Wright replaces Kathy Barnett in office • John Benders named chef • Service/Maintenance Building at Pt. Abino constructed • BYC Foundation established • First BYC woman commodore elected.

2002

Comm. Gail J. MacCleverty

Ice storm causes considerable damage to trees at Point Abino • Lake Erie shallop "Scajaquada" launched.

2003

Comm. Richard A. Wiesen

"Great Race" returns as Past Comm. Ira G. Ross tribute • New Master Plan for Porter Ave. adopted • New capital funds replace sinking fund • Junior Sailing program expanded • Dan Flanagan becomes chef.

2004

Comm. Michael J. Sendor

Basin wall collapses • Sig Szymanski replaces George Batrouny as General Manager • New J/22 fleet started at Club.

2005

Comm. Michael J. Ryan

Kovach Room on 2nd deck created with fireplace and new door • Ken LaCourse hired as chef • Chris Rosetanni hired at Point Abino • South Lawn Project replaces marine railway with twin dry-sail hoists • Floating docks for outer wall purchased.

2006 Comm. Charles R. Voit

New management team structured: Operations ManagerTearria Wright; Dining/Entertainment Manager Don Warfe; Accounting/Human Services Manager Joette Baumgarten • Tom Reinard hired as chef • Outdoor dining area installed over locker room • Floating docks on outer wall installed • J/22 Fleet 73 hosts Eastern Great Lakes Championship • YRUGL Richardson Trophy event hosted • New website created.

2007

Comm. Robert A. Dobmeier

Additional floating docks on outer wall installed • Dave Snedden hired as Buffalo dockmaster • Erie-Dover celebrates 50th anniversary • New kitchen at Point Abino • Usage fees for pool & tennis courts eliminated • Beneteau 36.6 North American Regatta hosted • J/22 Eastern gets new name "Raw Bar Regatta" • PC Ira G. Ross Great Race gets ISAF Grade 3 status in match racing.

2008

Comm. Robert R. Gage

BINNACLE goes to color • Electrical service at Pt. Abino required emergency replacement • Dredge purchased and used to restore depths at Pt. Abino • New expansion plan for Clubhouse presented • New format for Queen City Regatta • Porch expansion at Point Abino undertaken.

2009

Comm. Timothy M. Hunt

Flag Officers Dinner Dance restored for treating visiting commodores • Fourth consecutive Raw Bar Regatta run • New sailing programs instituted for high school, college, adults • Major windstorm damages new floating docks.

2010

Comm. William J. Bredenberg

Heavy winter damage at Point repaired before season start • New class of membership: Pt. Abino Member, helps fill slips at Point • Sesquicentennial activities begin with Commodore's Breakfast • BYC hosted the LYRA, 2nd time on Lake Erie • BYC hosted J/22 North American championship • BYC Foundation Inc. (501(c)(3) established.

| C | ommodores | Vic | e Commodores | Red | ar Commodores | F | leet Captains |
|------|--------------------|------|---------------------------|------|--------------------|------|--------------------|
| 1977 | Donald Gorey | 1977 | Symon DeZeeuw | 1977 | William Roche | 1977 | Arthur Smith |
| 1978 | William Roche | 1978 | Arthur Smith | 1978 | George Fitzgerald | 1978 | Edward Koehler |
| 1979 | Arthur Smith | 1979 | Edward Koehler | 1979 | Eugene Leslie | 1979 | Steven Janis |
| 1980 | Edward Koehler | 1980 | Eugene Leslie | 1980 | Howard H. House | 1980 | Harold Allen |
| 1981 | Eugene Leslie | 1981 | Howard House | 1981 | Harold Allen | 1981 | John Hill |
| 1982 | Howard House | 1982 | Harold Allen | 1982 | John Hill | 1982 | Robert Neureuter |
| 1983 | Harold Allen | 1983 | John Hill | 1983 | Robert Neureuter | 1983 | John Alevras |
| 1984 | John Hill | 1984 | Robert Neureuter | 1984 | John Alevras | 1984 | Carl Hensler |
| 1985 | Robert Neureuter | 1985 | John Alevras | 1985 | Carl Hensler | 1985 | Carl Wenger |
| 1986 | John Alevras | 1986 | Carl Hensler | 1986 | Carl Wenger | 1986 | John Swain |
| 1987 | Carl Hensler | 1987 | Carl Wenger | 1987 | John Swain | 1987 | Roy Jordan, Sr. |
| 1988 | Carl Wenger | 1988 | John Swain | 1988 | Roy Jordan, Sr. | 1988 | James Pennington |
| 1989 | John Swain | 1989 | Roy Jordan, Sr. | 1989 | James Pennington | 1989 | Thomas Leising |
| 1990 | James Pennington | 1990 | Thomas Leising | 1990 | Olliver Hazard | 1990 | Paul Neureuter |
| 1991 | Thomas Leising | 1991 | Ollver Hazard | 1991 | Paul Neureuter | 1991 | Thomas Morsheimer |
| 1992 | Olliver Hazard | 1992 | Paul Neureuter | 1992 | Edmund deCastro | 1992 | Daniel Mullan |
| 1993 | Paul Neureuter | 1993 | Edmund deCastro | 1993 | Daniel Mullan | 1993 | John Quigley |
| 1994 | Edmund deCastro | 1994 | Daniel Mullan | 1994 | John Quigley | 1994 | Frank Kania |
| 1995 | Daniel Mullan | 1995 | John Quigley | 1995 | Frank Kania | 1995 | Tony Daily |
| 1996 | John Quigley | 1996 | Frank Kania | 1996 | Anthony Daily | 1996 | Thomas Blanchard |
| 1997 | Frank Kania | 1997 | Roy Jordan, Sr. | 1997 | Anthony Daily | 1997 | Thomas Blanchard |
| 1998 | Roy Jordan, Sr. | 1998 | Anthony Daily | 1998 | Thomas Blanchard | 1998 | Richard Fohl |
| 1999 | Anthony Daily | 1999 | Thomas Blanchard | 1999 | Richard Fohl | 1999 | Gail MacCleverty |
| 2000 | Thomas Blanchard | 2000 | Richard Fohl | 2000 | Gail MacCleverty | 2000 | Richard Wiesen |
| 2001 | Richard Fohl | 2001 | Gail MacCleverty | 2001 | Richard Wiesen | 2001 | Michael Sendor |
| 2002 | Gail MacCleverty | 2002 | Richard Wiesen | 2002 | Michael Sendor | 2002 | Claudette Eggert |
| 2003 | Richard Wiesen | 2003 | Michael Sendor | 2003 | Michael Ryan | 2003 | Charles Voit |
| 2004 | Michael Sendor | 2004 | Michael Ryan | 2004 | Charles Voit | 2004 | Gerald Revzin |
| 2005 | Michael Ryan | 2005 | Charles Voit | 2005 | Gerald Revzin | 2005 | Robert Dobmeier |
| 2006 | Charles Voit | 2006 | Robert Dobmeier | 2006 | Robert Gage | 2006 | Timothy Hunt |
| 2007 | Robert Dobmeier | 2007 | Robert Gage | 2007 | Timothy Hunt | 2007 | William Bredenberg |
| 2008 | Robert Gage | 2008 | Timothy Hunt | 2008 | William Bredenberg | 2008 | Emanuel Gambacorta |
| 2009 | Timothy Hunt | 2009 | William Bredenberg | 2009 | Emanuel Gambacorta | 2009 | Jeanne Spampata |
| 2010 | William Bredenberg | 2010 | Emanuel Gambacorta | 2010 | Jeanne Spampata | 2010 | Theodore Johnson |

Secretaries

Treasurers

| 1977 | Richard Mikulec | 1977-86 | Richard Holcombe |
|---------|--------------------|---------|--------------------------------|
| 1978 | Steven Janis | 1987-88 | Richard Bailey |
| 1979 | Carl Bamberg | 1989-91 | Steven McGanka |
| 1980 | John White | 1992-98 | Gail McCleverty |
| 1980 | Michael Kovach | 1999-01 | Thomas Ray |
| 1981 | Robet Neureuter | 2002 | Katherine Jackson |
| 1982 | John Alevras | 2003-04 | Paul Johnson |
| 1983 | Carl Hensler | 2005 | Brian Geary |
| 1984-85 | John Swain | 4006-08 | Margaret Mary "Peaches" Wagner |
| 1986-87 | Thomas Gaffney | 2009-10 | Richard Berger |
| 1988-90 | Thomas Morsheimer | | |
| 1991 | J. Edmund deCastro | | |
| 1992-01 | Homer Fay | | |
| 2002 | Michael Kraft | | |
| 2003-06 | John Cosmann | | |
| 2007-10 | Trey Barrett | | |
| | | | |

Directors other than Bridge

| 1977 | Edward Koehler, Arthur Raszmann, Gerould Stange, | 1995 | Thomas Blanchard, Joseph Winiecki, Michael Kovach, |
|-------|--|------|---|
| | William Larson, John Lauria, George Fitzgerald, Montford | | Martin Harris, Michael Kraft, Frederick Cohen, Edmund |
| | Schrader, Steven Janis, Carl Bamberg, Roger Williams. | | deCastro, Richard Sinnott, Ronald Fierle, Keith Alford. |
| 1978 | Edward Koehler, Oliver Hazard, Michael Markarian, | 1996 | Keith Alford, Richard Fohl, Martin Harris, Michael Kraft, |
| | Donald Peebles, Gerould Stange, William Larson, Bruce | | Frederick Cohen, Edmund deCastro, Richard Sinnott, |
| | Gunn, Montford Schrader, Donald Gorey, Eugene Leslie. | | Ronald Fierle, Daniel Mullan, Richard Wiesen. |
| 1979 | Oliver Hazard, Michael Markarian, Donald Peebles, | 1997 | Keith Alford, Richard Fohl, Michael Kraft, William |
| | William Larson, John Hill, Howard House, Jerome | | Kneeland, Richard Wiesen, Richard Sinnott, Ronald |
| | Grosjean, Montford Schrader, Bruce Gunn, William Roche. | | Fierle, Daniel Mullan, John Quigley, Thomas Ray. |
| 1980 | Oliver Hazard, Michael Markarian, Donald Peebles, Arthur | 1998 | Keith Alford, Frank Kania, Michael Kraft, William |
| | Smith, Raymond Clair, Ronald Hoffman. | | Kneeland, Richard Wiesen, Richard Sinnott, Ronald |
| 1981 | Albert Fitzgibbons, John Wallace, Arthur Smith, William | | Brooks, Thomas Ray, Thomas Tepas. |
| | Larson, Michael Kovach, John White, Raymond Clair, | 1999 | Michael Sendor, Charles Voit, Roy Jordan, Michael |
| | Ronald Hoffman, Edward Koehler, Constant Galus. | | Kraft, William Kneeland, Richard Wiesen, Richard |
| 1982 | Albert Fitzgibbons, John Wallace, Merrick Hayes, John | | Sinnott, Ronald Brooks, Thomas Tepas. |
| | Swain, Constant Galus, Michael Kovach, John White, | 2000 | Michael Sendor, Charles, Voit, Anthony Daily, Thomas |
| | Raymond Clair, Ronald Hoffman, Eugene Leslie. | | Doran, Claudette Eggert, William Kneeland, Jeffrey |
| 1983 | Albert Fitzgibbons, John Wallace, Merrick Hayes, John | | Vogel, Ronald Brooks, Thomas Tepas, John Montague. |
| | Swain, Constant Gallus, Howard House, Bernard Blum, | 2001 | Thomas Blanchard, Charles Voit, Michael Ryan, |
| | Robert Harper, Joseph Ulman. | | Thomas Doran, Claudette Eggert, William Kneeland, |
| 1884 | Edgar MacCleverty, Merrick Hayes, Constant Galus, | | Jeffrey Vogel, David Johnson, John Montague, Daniel |
| | Robert Harper, Joseph Ulman, Harold Allen, Thomas | | House. |
| | Gaffney. | 2002 | Joseph Gelsomino, Charles Voit, Michael Ryan, |
| 1985 | Gail MacCleverty, Robert Coleman, Thomas Flaherty, | | Andrew Dunbar, Thomas Doran, William Kneeland, |
| | Thomas Smith, Thomas Gaffney, Bernard Blum, Robert | | Paul Johnson, Homer Fay, David Johnson, Thomas |
| | Harper, Joseph Ulman, Harold Allen, John Hill. | | Ray, John Montague, Richard Fohl. |
| 1986 | Gail MacCleverty, Robert Neureuter, Robert Coleman, | 2003 | Joseph Gelsomino, Andrew Dunbar, John Farmelo, |
| | Thomas Flaherty, Thomas Smith, William Graser, Kenneth | | William Bredenberg, Gerald Revzin, Gail MacCleverty, |
| | King, Thomas Morsheimer, Walter Russ, Roy Jordan. | | Trey Barrett, David Johnson, John Montague. |
| 1987 | Cooper Lansing, Pat Lucci, Robert Coleman, Thomas | 2004 | Joseph Gelsomino, Andrew Dunbar, John Farmelo, |
| | Flaherty, James Pennington, William Graser, Kenneth | | William Bredenberg, Richard Wiesen, Robert |
| 4000 | King, Thomas Morsheimer, Walter Russ. | | Dobmeier, Trey Barrett, David Johnson, Michael |
| 1988 | Cooper Lansing, Pat Lucci, Ollver Hazard, Thomas Leising, | 2005 | Jordan. |
| | Paul Neureuter, Carl Hensler, William Graser, Kenneth | 2005 | Robert Gage, Timothy Hunt, John Farmelo, William |
| 1000 | King, Walter Russ. | | Bredenberg, Joseph Russo, Paul Johnson, Trey Barrett, |
| 1989 | Richard Bailey, Cooper Lansing, Carl Wenger, Pat Lucci, | 2006 | David Johnson, Michael Jordan, Michael Sendor. |
| | Oliver Hazard, Paul Neureuter, James Christensen, | 2006 | Brian Geary, Michael Ryan, Emanuel Gambacorta, |
| 1000 | Michael Markarian, Gerald Revzin, Frank Colantuono. | | Jeffrey Hayes, Peter Johnson, Gregory Zadrozny, Trey |
| 1990 | James Atkinson, Frank Colantuono, William Courtney, | 2007 | Barrett, David Johnson, Michael Jordan. |
| | Anthony Daily, Edmund deCastro, John Swain, James Christensen, Michael Markarian, Gerald Revzin. | 2007 | Brian Geary, Charles Voit, Michael Ryan, Emanuel Gambacorta, Jeffrey Hayes, Peter Johnson, Gregory |
| 1991 | James Atkinson, Frank Colantuono, William | | Zadrozny, James Atkinson, John Montague. |
| 1221 | Courtney, Anthony Daily, Michael Kraft, Robert Miller, | 2008 | Frederick Cohen, Aaron Kiel, Jeanne Spampata, Jeffrey |
| | JamesChristensen, Michael Markarian, Gerald Revzin, | 2000 | Hayes, Peter Johnson, Gregory Zadrozny, Robert |
| | James Pennington, John Murty, John Sanderson. | | Dobmeier, James Atkinson, John Montague, Richard |
| 1992 | James Atkinson, Frank Colantuono, Thomas Doran, | | Berger. |
| 1772 | Anthony Daily, Michael Kraft, Thomas Leising, Robert | 2009 | Robert Gage, Frederick Cohen, Aaron Kiel, Peter |
| | Miller, Thomas Higgins, John Quigley, Paul Wilson. | 2007 | Stevens, Theodore Johnson, Charles Obersheimer, |
| 1993 | Thomas Blanchard, Scott Haugland, Frank Kania, | | Robert Dobmeier, James Atkinson, Paul Weiss, Roy |
| .,,,, | Anthony Daily, Michael Kovach, Olliver Hazard, Michael | | Jordan Jr. |
| | Kraft, Thomas Leising, Thomas Higgins, Martin Harris. | 2010 | Andrew Ryan, Frederick Cohen, Mark Stuhlmiller, |
| 1994 | Thomas Blanchard, Joseph Winiecki, Anthony Daily, | | Timothy Hunt, Peter Stevens, Charles Obersheimer, |
| | Michael Kovach, Martin Harris, Michael Kraft, Frederick | | Alan Aquilina, James Atkinson, Thomas Lewin. |
| | Cohen, Richard Sinnott, Thomas Higgins, Paul Neureuter. | | |
| | | | |

BUFFALO YACHT CLUB COMMODORES—1979 TO 2010



1979 Arthur R. Smith



1980 Edward C.Koehler



1981 Eugene V. Leslie, M.D.



1982 Howard H. House



1983 Harold K.Allen



1984 John L. Hill



1985 Robert W. Neureuter



1986 John S. Alevras



1987 Carl H. Hensler



1988 Carl N. Wenger



1989 John E. Swain



1990 James W. Pennington



1991 Thomas L. Leising



1992 Oliver Perry Hazard



1993 Paul R. Neur<u>euter</u>



1994 J. Edmund de Castro, Jr.

BUFFALO YACHT CLUB COMMODORES—1979 TO 2010



1995 Daniel C. Mullan



1996 John J. Quigley



1997 Francis F. Kania



1998 Roy A. Jordan, Sr.



1999 R. Anthony Daily



2000 Thomas D. Blanchard, Jr.



2001 Richard T. Fohl



2002 Gail J. MacCleverty



2003 Richard A. Wiesen



2004 Michael J. Sendor



2005 Michael J. Ryan



2006 Charles R. Voit



2007 Robert A. Dobmeier



2008 Robert R. Gage



2009 Timothy M. Hunt



2010 William J. Bredenberg

