

PYC

- 1959 - 60 The Annual Meeting was held on September 30 at the Portland Yacht Club. Commodore Richard Y. Chadwick presiding. There were 280 members on the roster and there were 36 on the waiting list, an all time high.
- 1961 The brass anchor which currently hangs over the fireplace was given to the club by Sandy and Sally Fowler. Hurricane Donna struck the area in the fall.
- 1962 Club Director, John M. Robinson and a distinguished crew sail the Newport-Bermuda race in John's Concordia Yawl "Diablo" to a corrected third place in Class, seventh in Fleet. The crew included: Bill Poole, Sandy Fowler, Bill Moody, Ricky Picking, Widgery Thomas and Buzz Merritt.
- 1963 In 1963, a hard bound yearbook was published, the first "in a long, long time." Dougal MacDonald was Commodore and Merle Hallet led the industrious committee responsible for its preparation. It was noted that "the cover took longer to plan, but cost slightly less than the four parallel highways to Brunswick." It contained pictures of officers, committees, events, yachts in the squadron in addition to two well researched histories of the Club from 1869-1960 by Ralph T. Gould, and a history of the Monhegan Island Race from 1927-1946 by Walter D. Moore, Jr. It contained 124 pages. Rear Commodore John M. Robinson and a skillful PYC Crew sailed John's Concordia yawl "Diablo" to a first in Class, first in Fleet and Leading first time win in the Marblehead - Halifax N.S. Race.
- 1964 Ensign Fleet 8 Chartered. Owing to the acceptance and success of the one design 22' Pearson Ensign Sloop, owners and future owners met and formed at PYC, a charter to become affiliated with the National Ensign Class Association; one of some fifteen organized throughout the country. There were currently 15 boats in the Fleet racing throughout Casco Bay. Eventually there would be more than 1,600 built. Another Yearbook was published. It was hard bound with 108 pages containing a similar format as the 1963 book but without the histories. A Complete remodeling of the Club provided much needed space for a new kitchen and bar along with a men's and women's dressing rooms.
- 1965-66 The interior of the Clubhouse was completed with winterization and re-decoration. One design sailing emerges with strong turnabout and Ensign Fleets at the Club. As a result of outstanding participation in the 1965 Ensign Nationals, in Larchmont, N.Y., PYC will host the Nationals in the fall with participation from fleets located in various parts of the country.

- 1965-66
(con) In the spring of 1966, another one design class was adopted to bridge the gap between the 10' Turnabout (which had no jib) and the 22' Ensign. The 15' Albacore was selected by a committee headed by Vice Commodore John M. Robinson. It was tried in February and found "they maneuvered amongst the ice flows, to have great pep and buoyancy, and adequate stability". They were well constructed, fast and reasonably priced. Seventeen were ordered through Handy Boat, fourteen of them PYC members. For whatever reason, the Class did not have a sustained longevity. Again in 1966, under Commodore John P. Holmes, the Club published another yearbook containing 120 pages.
- 1969 In April to mark the 100th Anniversary of the Club Robert Ogg, President of Danforth Company, presented the Club with an indenture gift of the Ships Wheel of the Yacht America "for the purpose of encouraging yacht building and naval architecture and the cultivation of nautical sound".
- 1970 Ormand Sandel hired as a full time steward. He was a retired Navy Chief , easy going, precise, and well liked. Sandy retired in 1982 and passed away in 1991.

PYC incurred costs of \$1,008.00 during summer as a result of oil spill in harbor. (Oil tanker "Tomano" hit Soldier's Ledge in Hussey Sound)

Membership for non-boat owning widows of deceased members.

Bermuda Winners Dinner - buffet honoring the skipper and crew of the Yacht Aesop for recent victory in 1972 Bermuda Race. Aesop was owned by member Arnold Potter and sailed with PYC crew.

First Annual PYC Old Fashioned Lobster and Clam Bake - Featuring Jim Lumsden (and a number of good natured clams and lobsters).

Commodore W. Scott Fox, Jr.'s letter re: oil spill and how to process a claim. "Tomano" oil spill resulted in oil clinging to floats, pennants and yachts in anchorage. Oil company re-imbursed owners for clean-up costs.

Merle Hallet wins Ensign Nationals.

The pier was wrecked by ice. Sewer interceptor constructed across the property.

Ensign Nationals - August 22, 23 and 24. 34 boats participated representing 14 Fleets around the country. Ensign Hull #1 was on display. It was won by Mike Madeiras, Fleet 5 Rhodes with 29.75 points. Merle Hallet close second with 30.75 points.

Letters of complaint re: Monhegan Race. These involved dispute over winning boat not sighting Monhegan buoy when rounding.

Plaques available inscribed with "Lindsay's Law" - "When draft exceeds depth of water - you are aground". These are available from member, S. Lindsay Lord to any member admitting to going aground.

Letter and file form re: Basket Island. Basket Island given to Nature Conservancy by Elizabeth Brown Dessau in 1967. Deed from Roger A. Perry to Mrs. Dessau and original deed of 1907 running to Josephine D. Perry. Copy proposed agreement between the Conservancy and PYC pursuant to which PYC designated forever as the Conservancy's Caretaker Agent.

Acceptance of gift of new "Joe Gough Memorial Trophy" for Best One Design Sailor each year. Approved transfer of the Maine Yachting Racing Association headquarters to the PYC office, to pay \$300.00 annually for the service.

An activities yearbook reviewing of all the regatta events at PYC was published with pictures, results and comments. It contained 32 pages. William W. Poole was Commodore. The book was dedicated to Joe Gough, an ardent and enthusiastic sailor of Ensign Fleet 8. He passed away on 2/1/74.

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1975

Suggestion made by Lindsay Lord for an Antique Boating Regatta; placed in hands of a Bicentennial Committee with suggestion it be held on July 4, 1976.

Special meeting of Board of Directors to determine plan of action for Junior Yacht Club building. Decided remodel existing main clubhouse into multipurpose building to house the Junior Yacht Club.

October 25, 1975 Mortgage Burning Party.

Building Committee instructed to hire an architect to plan addition to north end of building. Still working on obtaining walk-in cooler and now to be part of new addition. Naval architect and member, Lindsay Lord, to draw up plans for addition over dining room, to be called "Captain's Cabin".

Ormand "Sandy" Sandell Fund letter.

Walk-in cooler and new refrigerator to be delivered.

Seminars: "Racing Class for Adult Beginners"
"Racing Tactics"
"Sailing Class for Women"
"First Aid 12 Miles Out"

Waterfront and clubhouse snuggled down in anticipation of Hurricane Belle.

~~Special meeting of PYC to consider addition to clubhouse to provide Junior Activities and Sailing Program as well as improved Senior Facilities. Also discussed finance method. Motion that the Board be authorized to spend \$90,000.00 to implement the recommendations Chairman Luce and this be financed by a \$40.00 assessment for each of next three years and the balance mortgaged with payments to liquidate the mortgage being made from annual dues. Secret ballot: motion failed by vote of 47 "no" votes against 30 "yes" votes.~~

It was about this time that sailors began "moving-up", leaving the ensign fleet and sailing the cruiser/racer class from 24-30'. They joined MORC (Midget Ocean Racing Class) sailing under a handicap rule. The Manana Race (boats under 30') was enriched, ultimately giving that race several divisions.

Early in season Lindsay Lord presented a very extensive cruise program involving virtually every weekend of the summer plus a two week cruise and a nine day cruise. No further record is made regarding this schedule.

Nature Conservancy notified that PYC does not like paying \$400.00 per year to the Town of Cumberland as owner of Basket Island. Intends therefore to terminate its previous agreement. Request a new contract eliminating the tax consequence.

Steve and Martha Warren hired to run the dining room. (Proprietors of Truffel Hound at Sugarloaf in winter) Very fine food. Were with us for about seven years.

Voted to accept of Report of Long Range Planning Committee and to take affirmative action regarding concepts voiced by the report. Voted to increase dues to \$300.00 immediately and to \$350.00 next year. Decided to reconsider this action. Additional recommendations of committee involved needed Clubhouse repairs and improvements. Estimated at \$152,000.00. It included repair of old PJYC house for use by Steward, excavations, put in foundations, repair support structures under Clubhouse, 14x58 foot one story lobby and office area, relocate stairs, build storage and locker space and second floor addition. Financing would be with a mortgage for 10 years. Maintain present membership levels - 300 Regular members at \$300.00 each member; Senior members \$200.00 each; Junior members (21-25 years) \$200.00 each and Non-resident members \$150.00 each. Investigate marina potential. Hire an assistant steward who would eventually manage club. P.C. Dougald MacDonald was chairman.

Dues set at \$300.00 for 1979. Later to increase to \$350.00 when justified.

Revised Basket Island agreement with the Nature Conservancy. It continues PYC's stewardship obligation but eliminates any financial or police responsibility.

Naval architect Lindsay Lord prepared and submitted plans for expansion and remodeling of Falmouth PYC Clubhouse. Plans approved.

Voted to borrow up to sum of \$255,000.00 from Sun Savings and Loan at 10.5% for said remodeling.

New class of membership established "Senior Membership". Reduced fee based on no boat and no voting privilege.

The formation of the Casco Bay Racing Association threatens to take away the dominance of PYC in race organization.

Expansion /remodeling of clubhouse completed by May 15, 1980.

Obtained first refusal on Bryant property at rear of existing parking area.

Final club expansion \$219,000.00.

With the advent of the Loran navigation system becoming affordable to boat owners, member Robert F. Preti, having a keen interest in navigation as a result of his naval aviation background and experiences, put together a book of cruising routes along the Maine coast. It incorporated the T.D. location co-ordinances of navigational aids in a series of selected routes. In 1981 he published his first edition with subsequent additions, the final edition in 1988. His book was very popular and widely used by members and non-members alike. It sold in Marine retail stores in addition to PYC. All proceeds benefiting the Club.

The question of gambling machines came before the Board. Voted unanimously and emphatically not to be involved in that activity.

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1981

Dues are moved to \$400.00 year with initiation fee set at \$400.00 for the year of 1981.

First annual PYC used gear and equipment sale. Members would tag gear and bring to Club and buy or trade items for mutual benefit.

Director James Mason Austin, wife Maureen and son David killed in tragic incident. A trust fund will be established. The entire Board attended a large funeral in Yarmouth.

First annual New Years Day Open House. The Club provided a very spiked artillery punch and members brought their favorite hors d'oeuvres.

Year round use of facilities a concern. Potluck suppers on various topics considered. Rules and regulations adopted for off season use of Club.

Off season use of premises use by members only considered. Trial rules laid down.

John Lippoth, son of member Donald Lippoth, is lost at sea during a boat delivery to Florida.

Crew of Coast Guard vessel Eagle visits PYC, as part of Portland 350th celebration.

Monhegan Race start and finish breaks with tradition and is moved to Portland Harbor for the 350th Portland Celebration.

The Junior Program had a total of 58. The Club now owned 9 O'Day Widgeons, purchased from members of the Club.

The old wooden committee boat needs repairs estimated at \$17,000.00. To be done in 1983.

1000 boats participated in the various sailing regattas sponsored by the Club during the 1982 season.

Frank Carmen, a retired Coast Guard Commander, was brought on board as Steward to replace Ormand "Sandy" Sandell.

Bryant property purchased at \$100,000. This adds 82,000 square feet at rear of existing premises. No restriction on usage. Members to be assessed \$80.00 in July of 1983 and \$80.00 in January 1984 which provided \$50,000.00. Balance of \$50,000 mortgaged for ten years. Board prohibits parking though.

Policy adopted on joint ownership of yachts when additional owners are not members of Club.

Bob Preti publishes a 66 page list of Loran T.D.'s from Falmouth to Rogue Island. Cost \$8.00. Proceeds to go to the Club.

Visiting yachtsmen pay \$5.00 a day for use of facilities.

Largest Monhegan Race with 142 boats in the event.

Town of Falmouth appoints a Harbor Commission for the purpose of selecting a full time professional Harbor Master and to organize the moorings off the Falmouth shoreline. It ultimately developed into a mooring fee for residents and non-residents. The theory of members of the Club were "quasi-residents" of Falmouth, owing that the Club paid high real estate taxes to the town. It fell upon deaf ears. A non-resident member paid 5 times the amount of a resident member - allowable under state law.

At the Annual Meeting there was much discussion on the proposed dues increase to \$500.00 with initiation fee being also \$400.00. The charge was made that the Club was becoming an "Elitist Club". In spite of conscientious management, costs were simply increasing. The increase overwhelmingly passed.

The Club issued Regulations on the Use of the Clubhouse for Social and Business Purposes.

A swimming pool committee was formed to investigate the desirability/feasibility of constructing a pool on PYC premises. The committee withdrew the proposal in October, 1984., and the Board agreed to take no further action on the matter. Results of the membership survey on this issue were: Favor: 37 Open: 77 Oppose: 125 No opinion: 5

Member Don Lippoth gives Club bronze Sou'wester Hat Trophy in memory of son lost at sea. John Tarling "Best All Around Sailor" is first recipient for the Fall Series.

Responsibility for organizing annual Monhegan Race falls to Vice Commodore and Race Committee heretofore. It had been a volunteer non-Board member. Policy to start with the 1985 race.

Governance of Club re-defined and adopted for Directors. They are labeled to their respective areas of responsibilities such as house, waterfront, race, cruise, membership, entertainment and junior activities officers. Past Commodore leads Nominating Committee. Past Commodore's Clambake on Basket Island is adopted each year by Board.

Two sets of rules were drafted concerning the use of the Clubhouse by members and non-members; 1. During the "commissioned season", and 2. During the noncommissioned season.

Newsletter adopted to convey the business of the Board to the membership. Rear Commodore's responsibility.

Popular and informal Thursday Night Races upgraded. Now drawing over 60 boats and 3 Classes: 1. Racing class up to 28 feet. 2. Racing class 28 feet and up. 3. Cruising Class (no spinnakers) . A handbook for the volunteer race committee suggesting pre-determined courses to be available.

Noted concern: one of the launch attendants boxer underwear shows from under his short pants.

Policy formulated for use of Committee Boat by other organizations and clubs.

Jim Stanley and a talented PYC crew sailed his J-35 from Marblehead to Halifax, N.S. in 53 hours 48 minutes winning their division of 24 boats. The yacht averaged 8.9 knots per hour and hit 12 knots on occasion.

Monhegan adds cruising division. Approximately a 60 mile course to Biddeford Pool then to L.N.B. to mile ledge off Seguin to Bell One and finish. There is an excellent turnout. Finish moved back to Hussey from Portland Harbor.

Club weathers hurricane "Gloria" in September.

New state law impacts on control at "Bottle Clubs" such as PYC with respect to minors. Letter goes out to membership informing restrictive guidelines.

Secretary J. Porter Hennings retires after 20 year association.

Committee boat on last legs. Discussion to purchase a new one. A sensitive issue as \$117,500 needed to satisfy capital needs. Board recommends dues to be \$595 for 1986.

Board voted to extend credit to members who are in temporary financial difficulty provided a satisfactory payment schedule can be agreed upon by all concerned.

Considerable debate about how to handle divorced and separated spouses re: use and access to Club facilities. To be handled on a case basis.

Computerization of Club bookkeeping and records is underway.

\$2,000.00 budget for construction of a library.

Purchase of the vessel McAndrews Hymn for use as a Race Committee Board was approved for not more than \$38,500. The boat was named "Lindsay Lord" in appreciation for the naval architect's contributions to the Club.

120 boats participated in the Monhegan Race. Concern over events cost to the Club. Sponsorships are discussed.

Hal Moore, the Club's oldest member, is recognized for his collection of historical items, including a half-model of the "Sayonara", the first yacht to win the first Monhegan Race.

Lindsay and Ruth Lord are on hand for the commissioning of the new committee boat the decommissioning.

Dues set at \$625.00. Initiation fee set at \$835.00.

5/14/86 MRS GEO H. MORRILL (FORMER MEMBER'S WIDOW)
GIVES HEAVY BRASS CANNON TO CLUB IN MEMORY OF
HER HUSBAND. IT IS USED FOR SPECIAL OCCASIONS,
COMMISSIONING ETC.

Steve and Marty Warren do not renew restaurant contact due to increased seasonal obligations at Sugarloaf. They will be sorely missed for their popular and excellent culinary skills. Member George Tonnini assumes responsibility for dining room. A food and beverage officer is added to the Board. Food minimum goes from \$25.00 per month to \$40.00.

Dues recommended to \$625.00 per year at Annual Meeting. Members feel capital items should be paid for by an assessment, not to exceed \$125.00 a member and to be collected in the spring. A Finance Committee convenes led by the Vice Commodore.

Extensive changes proposed to the By-Laws. These changes were debated and approved by the Board. Articles proposed for revision include:

- Article III Membership
- Article IV Nominating Committee
- Article V Directors
- Article VI Officers
- Article VII Committees and Staff Officers

Launch liability insurance was increased to \$1,000,000.00.

Discussions on converting to a Club Manager full time with increased duties of management.

A new membership application processing procedure was adopted along with \$50.00 non-refundable application fee.

Phil Rose comes on board as Dock Manager.

Snow Squall Restaurant runs Dining Room.

Computer purchased - office on first floor expanded.

PYC Commodore invited to and attended New York Yacht Club Commissioning Ceremonies in Newport at their new Clubhouse and facilities. PYC introduced as second oldest yacht club present.

Dining Room minimums raised to \$50.00 a month.

A waterfront and grounds emergency plan was developed.

Mastercard and Visa use was initiated for visiting yachtsmen and guests.

By-Laws changed to allow for Indemnification of Directors, Officers of the Club, or members of Committee.

79 boats participated in Monhegan Race. Audi sponsored race which helped Club break even. Nantucket Lightship used at start and finish.

Gloria Gerrish, dedicated and longtime office manager retired as manager and was given a special watercolor painted by member artist David Clough. She will become a regular member.

Club plans to take over running the dining room, rather than contracting with a vendor, which had been done for many years. Dave Olson, who has a background in hotel and restaurant management, brought on as Club Manager. With a full time Club Manager in place, the time seems right to try up by hiring a chef and a staff. Another Board position will result in this venture and called Food and Beverage Officer.

The New England economic picture was softening after a wild ride throughout the mid and late eighties. This would impact on private club memberships. Also, race participation will be affected.

Junior activities has excess of over \$10,000.00. It is a good chance to upgrade and repair boats.

The famous schooner "Bowdoin" visits club and takes dignitaries for rides.

Voted to suspend charge for the use of a room if there are meals purchased.

The Board gave a \$500.00 donation to support the Lightship Nantucket which is now based in Portland and supported by private donations.

Invitations sent to 750 sailors on behalf of the 1990 Monhegan Race. Club member David Clough to do a watercolor to promote and use as a trophy with prints going to all participants.

Board voted to charge interest on past due accounts over 45 days.

Barbara Winthrop hired as new chef.

Mooring fees to the Town of Falmouth are now \$20/resident, \$100/nonresident. Much displeasure over fee schedule.

Local Mercedes dealer/club member sponsors Monhegan Race, thus off setting falling revenues due to less participation.

Studies about reciprocity with other yacht clubs are investigated.

Again, membership of 300 barely attained this year.

No smoking in dining room to keep pace with the times. One member wrote and asked for dues back.

Club purchases large old aerial photo of the Club on Merchants Wharf. This was taken in 1939.

Monhegan Race had 54 boats. On the other hand, there were 450 people attending the traditional evening cocktail party and 290 dinners were served. Either the boats were very large or people would rather have a 3 hour race and an overnight cocktail party. Winds exceeded 50 knots, all but 9 boats dropped out.

Voted to give \$100.00 to the Nantucket Lightship Foundation.

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1992

Annual Meeting Report

Dues for 1993 set at \$775.00 and assessment up to \$125.00. Dues will be collected one-half by January and one-half by May to ease hardships.

Junior Activities: 195 children in program. Purchased seven new 420'2. Four boats went to Buzzards Bay and four to Marblehead - placed 1, 2, 4, and 5.

Leigh Semonite Palmer, one of the first women Board of Directors, has been Secretary for five years and responsible for roster, newsletters, calendar and meetings. She will move to Food and Beverage Officer.

END OF ANNUAL MEETING ITEMS:

Flag pole, which came from the old club house on Merchants Wharf, was replaced.

The recent practice of having members at the Club stand up at the time of Lowering The Colors, let pass by owing to little enthusiasm for it.

New computer installed - data base created for all members.

Race participation was again down this year.

Fax machine installed in office.

^{MURPHY}
John ~~M~~ Murphy, a good friend of the Club, is given a courtesy membership in return for all of his photography services to the Club over the years, thus ensuring a gigantic history of all people and events.

Keith Haliburton, for many years employed by the Club, assumes his duties as the full time Club manager.

125 Year. Club sells T-shirts, caps, polo shirts and glasses to commemorate and raise money. A water color print by David Clough is also sold. There is publicity coverage by Down East and Maine Boats and Harbors Magazines. A Yearbook will be published for the first time since 1966 to capsule the events, rosters, by-laws, and yacht squadron for the membership to keep. Expenses carried by the advertisers. A 125th Anniversary Committee organized the above.

Coast Guard changed approximately 120 navigational aids in Casco Bay.

Long time member Charles Whittier and an experienced crew sail his yacht "Sandpiper", an Alden 44, to Portugal to cruise the Mediterranean Sea.