

# PYC History 1960-2009

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The following historical record attempts to begin where the Condensed Chronicle 1869-1960 by Ralph Gould ends.

It has been prepared primarily from extensive notes completed by Bud Singer, PC & Club Historian combined with Minutes of Annual Meetings, Minutes of Board Meetings, comments from Past Commodores and personal memories of the writer (1976-2009). Beginning in 2010, the writer completed an Annual Summary to document the important events of each year.

While every attempt has been made for accuracy, it is possible that some events may have occurred the year before or after they are mentioned. However the chronology is thought to be accurate.

## **1960's-Commodores-Richard Chadwick, Dougald, MacDonald, Erik Sanders, Jack Holmes, John Robinson**

Dick Chadwick presided at the 1960 Annual Meeting. At that time there were 280 members with an all time high of 36 completed applications on the waiting list.

In 1961 the brass fisherman's anchor that hangs in the Club was presented to PYC by Sandy and Sally Fowler. Hurricane Donna struck in that year, but records of significant damage are not reported.

In 1962 Board Member and future commodore, John Robinson, sailed his Concordia yawl Diablo in the Newport to Bermuda race, finishing third in class and seventh overall on corrected time. His distinguished crew included Bill Poole, PC, Sandy Fowler, Bill Moody, Ricky Picking, Widgery Thomas and Buzz Merritt.

1963 saw the publication (the first in many years) of a hard bound Annual Yearbook. Commodore Dougald MacDonald praised Committee Chair Merle Hallett and his committee for a job well done. It is reported that the book's cover cost slightly less, but took longer to plan than the four lane highway from Portland to Brunswick. The 124 pages contained many pictures of yachts, members, officers and events along with a historical record created by Ralph Gould and a history of the Monhegan Island Race.

John Robinson and his crew again distinguished themselves on Diablo with a First in Class and First in Fleet to win the Marblehead to Halifax Race.

Ensign Fleet #8 was chartered in 1964 by PYC owners of the popular 22' Pearson sloop and became affiliated with the National Ensign Class. There were 15 Ensigns racing in Casco Bay among the eventual 1600 that were built nationwide.

A second Annual Yearbook was published in a similar format to the previous. The club underwent a major renovation that provided space for a new kitchen, bar area and men's and women's dressing rooms. Renovations continued in 1965 with winterization of the club house.

One design racing became the dominant racing sport with Ensigns and Turnabouts. Due to outstanding participation by PYC members at the Ensign nationals in Larchmont, NY the Club was selected to host the Nationals in 1966. Later that year, a third one design, the 15' Albacore, joined the fleet to bridge the gap between the 10' Turnabouts and 22' Ensigns. They were tested in February and found that “they maneuvered amongst the ice flows, to have great pep and buoyancy and adequately stable.” Being well constructed, fast and reasonably priced 17 were ordered though Handy Boat with 14 being purchased by PYC members. For whatever reason, the class did not have sustained longevity.

A third Annual Yearbook was published under the direction of Commodore Jack Holmes.

April 26, 1969 marked the 100<sup>th</sup> Anniversary of the club. Danforth Company president, Bob Ogg, presented the Club with an indentured gift of the Ships Wheel of the Yacht America (winner of the first America's Cup) “for the purpose of encouraging yacht building and naval architecture and the cultivation of nautically sound vessels.”

## **1970's-Commodores-W. Scott Fox, William Poole, Burt Warren, Jere Fox, John Mitchell**

Retired Navy Chief Ormand Sandel was hired in 1970 as a full-time Steward. Those of us who knew him remember Sandy as having a somewhat apparent gruff exterior with an easy going, precise and pleasant nature just below the surface. I personally remember my first meeting when I joined the club in 1976. When I asked about locating my mooring for a newly purchased Mako 22, he simply said, “Looks as good a place as any.” He was a man of very few words, but all of them were wise. He retired in 1982 and passed away in 1992.

The winter of '72 brought an arctic freeze with a great deal of ice in the bay. Not sure if this was one of the years that you could almost walk to Clapboard Island, but there was a great deal of ice damage to the pilings of the pier.

Then disaster struck in the summer when the oil tanker Tomano went aground on Soldier Rock in Hussey Sound. The resulting oil spill left gooey oil clinging to floats, pennants, mooring

buoys and yachts. The club incurred costs of \$1008 for clean-up. Commodore W. Scott Fox laid out instructions for how to process claims, and members and the club were reimbursed by the oil company for the costs of the clean-up.

Member Sandy Fowler chartered Arnold Potter's C & C 35 Aesop for the 1972 Bermuda race. With an all-star crew of son Win Fowler, Merle Hallett and three non-PYC members, they were feted at a buffet for their victory.

The club held its first Annual PYC Old Fashioned Lobster and Clambake catered by well known lobster bake master, Jim Lumsden, whose clients included several Presidents of the United States. This eventually became a regular part of the Monhegan pre-race dinner and party.

Later that summer, Merle Hallett was crowned National Ensign Champion thereby again bringing the Ensign Nationals to PYC the following summer August 22-25. Thirty four boats participated from 14 Fleets around the country. Ensign Hull #1 was on display. Mike Madeiras of Fleet 5 took the title with 29.75 points, barely keeping Merle Hallett from a two-peat in second place with 30.75 points.

Controversy developed around the Monhegan Race with letters of complaint that the winning boat did not properly sight the Monhegan rounding buoy.

World known naval architect Lindsay Lord offered members of the club a plaque inscribed with Lindsay's Law if they admitted to having proved its existence: "When your draft exceeds the water's depth you are most assuredly aground." One of these plaques from Lindsay's boat Lind-O-Mar is on display in the clubhouse.

In 1967 Basket Island was given to the Nature Conservancy by Elizabeth Brown Dessau preceded by deed from Roger Perry to Ms. Dessau and original deed from Josephine D. Perry in 1907. A copy of the deed came to our attention that proposed an agreement between the Conservancy and PYC pursuant to which PYC was designated forever as the Conservancy's Caretaker Agent.

Joe Gough, an ardent and enthusiastic sailor of Ensign Fleet 8, passed away. The Joe Gough Memorial Trophy was created to recognize the best One Design Sailor each year. Another Annual Yearbook was published with 32 pages and dedicated to Joe.

Property issues were among major issues in 1975. A Special Meeting of the Board of Directors was held to determine a plan for the Junior Yacht Club building (now the Steward's shed). It was decided to remodel the building into a multipurpose structure while continuing to house the Junior Yacht Club.

During this period there were almost equal numbers of power and sail vessels. The power boaters held a weekly Predicted Log Series on Wednesday Nights and then acted as volunteer race committee for the Thursday night races.

A Building Committee was instructed to hire an architect to develop plans for an addition over the dining room to be called the Captain's Cabin. Lindsay Lord volunteered to complete the plans.

On October 25 there was a Mortgage Burning party.

A new walk-in cooler and refrigerator were purchased and delivered to the club to enhance the kitchen. The club and waterfront were battened down in anticipation of Hurricane Belle.

During this period, many of the one design racers began to move up in boat size and style by purchasing cruiser/racer class boats in the 24-30 foot range. They joined the Midget Ocean Racing Class (MORC) which led to the development of the Manana Race as part of the overall Monhegan event for boats of under 30 feet. They sailed a somewhat shortened 90 mile course rounding the Portland Light Navigation Buoy as opposed to going all the way to Cape Porpoise.

In 1977 Lindsay Lord presented an extensive cruise program that included almost every weekend during the summer as well as a nine day cruise. No further record is known of the eventual schedule or outcome.

PYC decided to terminate its previous agreement with the Nature Conservancy as we were required to pay the Town of Cumberland \$400 a year in property tax on Basket Island. The following year a revised agreement was developed which continued PYC's stewardship with the elimination of any financial or police responsibility.

Under Commodore Dougald MacDonald's direction a Long Range Planning Committee was created to deal with repairs needed for the clubhouse and PJYC house. The estimated cost was \$152,000 to: repair the PJYC house for use by the Steward, repair the club house foundation and support structure, create a 14 by 58 addition for a one story lobby and office, relocate the stairs and build storage and locker space on the second floor. Financing was to be done via a ten year mortgage and dues increase to \$300 with a future increase to \$350 when justified.

Steve and Marty Warren who owned the Truffle Hound restaurant at Sugarloaf were hired to manage the kitchen and dining room. For seven years they served a varied and delicious menu to club members.

In 1979 Architect Lindsay Lord again developed plans for expansion and remodeling of the clubhouse. Once the plan was approved it was voted to borrow \$225,000 to fund the project at an interest rate of 10.5%.

The category of Senior Membership was added for members age 60 and above with 15 years of tenure. They paid half regular dues, but could not have a boat in the anchorage or have voting privileges. This opened up several slots for new members at a time when there was an extensive waiting list.

### **1980's-Commodores-William MacLeod, Ward Graffam, Larry Wilson, Bud Singer, Theodore Bernard**

The expansion and remodeling of the clubhouse was completed on May 15, 1980 at a cost of \$219,000. The club also obtained a “right of first refusal” on the Bryant property contiguous with PYC immediately behind the parking lot.

The advent of affordable Loran C navigation equipment prompted member and well known navy navigator Robert Preti to create a book of way-points and cruising courses along the Maine coast with Loran TD coordinates for most navigational aids. This was revised by Bob on several occasions and eventually sold to members and in marine supply and book stores with proceeds benefiting PYC. Many of us (including this writer) to this day (May, 2012) still carry that book in our nav table as a “Bible” of lat/long coordinates for use when the GPS fails.

Somehow the idea of placing “one armed bandits” in the club for use by members came before the Board which unanimously and soundly defeated the idea.

Dues were increased to \$400 in 1980. The club held its first used gear and equipment sale for members to dispose of equipment that had been replaced or was no longer needed. Many of us bought something that seemed like a heck of a deal only to place it for sale the following year.

October of 1981 saw a very unusual N'oreaster hit the Falmouth shore during a Halloween party at the Club. Once the lights went out members stayed to watch the storm build to epic proportions with winds in excess of 60 knots. Snow Goose, a Southern Cross 30 parted its mooring and came to grief under the pier only two pilings out from the land. The next morning revealed over 20-30 vessels aground along the shore between Handy Boat and Falmouth Town Landing.

Entertainment Chair Cap Leonard created the idea of a New Year's Day party in 1981. The plan

was for members to bring their favorite h'ors douevres between 1200 and 1600 hours. The club furnished liquid refreshments in the form of Artillery Punch made by this writer (from my mother's recipe) and Hale Marys created by member Frank Hale. Over 75 members gathered at the club at noon on New Year's Day for an afternoon of reminiscing about the past year and conviviality. The tradition continues more than 30 years later.

Monhegan had over 100 entries. The race began on a leeward start with NW winds approaching 25 knots. Jan Pederson in his J-30 Heitorik was able to carry his spinnaker throughout the entire race and finished at approximately 0100 on Sunday morning. Most boats were in before daybreak.

Sadness overtook the Club when Board Member Jim Austin, his wife Maureen and son David were killed in a brutal murder at their home in Yarmouth.

We began to consider use of the club during the off-season in 1982. Use was for members only and trial rules and charges were developed.

The Coast Guard vessel Eagle visited the Club as part of Portland's 350<sup>th</sup> Anniversary celebration. As part of this, the start and finish of the Monhegan were moved to Portland Harbor. Over 1000 boats participated in events sponsored by PYC.

Through the 60's and 70's organized PYC cruises were mostly weekend events. After successful one week cruises held in 1980 and 1981, organized by Dave Semonite and Bill MacLeod, PC respectively, it was decided to create the Board position of Cruise Officer. This new position replaced another position which had become obsolete. 1982 saw the introduction of possibly the first two week summer cruise for PYC. Approximately 25 boats participated, with stops in many distant unorganized anchorages as well as harbors such as Tenants and Northeast Harbor. This tradition has continued well into the 21<sup>st</sup> century with some extending to three weeks to allow visits to the St. John River along with other cruises to southern New England and Buzzards Bay. Cruising became a major focus of PYC members along with racing.

In 1983 with the retirement of Sandy Sandel. Frank Carmen, a retired Coast Guard Commander was hired to take over the steward's responsibilities.

With the passing of Tina Bryant, the club purchased the land between the parking lot and the Bryant house for \$100,000, adding 82,000 square feet of property including the small pond. A \$5.00 fee was instituted for visiting yachtsmen for use of club facilities. The Monhegan had a record 142 entries.

During the early '80's the tradition of a Children's Christmas party began and continues to this day

The Town of Falmouth appointed a Harbor Commission and began charging for moorings within their anchorage. The club argued vehemently that its members were “quasi residents” pursuant to the property taxes paid by the club. As could be expected, this fell on deaf ears and non-residents were charged a fee five times that of Falmouth residents, as allowed by state law.

A proposed dues increase to \$500 with an initiation of the same amount brought much heated discussion to the Annual Meeting. It was argued that fees of this amount were creating an “Elitist Club.” Upon detailed review of the budget and cost conscious management it was shown that expenses were increasing, and the dues increase passed with overwhelming support.

The club saw more interest in use by members for private functions. Rules were developed for use of the facilities during Commissioned and Non-Commissioned period.

In 1984 a volunteer ad hoc committee of several interested members formed to evaluate the potential of adding a swimming pool and tennis courts on PYC property. This idea created quite a bit of dissension within the membership on both sides with heated discussion occurring. A proposal was submitted and then withdrawn when a membership poll resulted in: 37 in favor, 77 open, 5 no opinion and 127 opposed.

The Board of Directors developed new Governance Rules. Each Board position was identified by its area of responsibility and reported to either the Rear or Vice Commodore. Club related activities, such as Cruise, Membership, Entertainment, etc. reported to the Rear Commodore. Functional roles such as House, Junior, Dining, and Waterfront reported to the Vice Commodore. The Vice Commodore became the official Chair of the Monhegan Committee.

In an effort to upgrade the Thursday night race (which was drawing over 60 boats a week), three classes were developed: Racing up to 28 feet, Racing over 28 feet and Cruising of any size (no spinnakers). Pre-determined courses were developed to assist volunteer Race Committee members in setting the night's course.

Another significant event of 1985 was a complaint lodged by a member that a launch attendant's boxer shorts were visible below the leg hem of his shorts. Said attendant was asked to either lengthen the shorts or shorten the boxers.

Added to the Monhegan in 1984 was a Cruising Division for boat owners that wanted to race with only main and jib. The course was 68 miles and went to Biddeford Pool, then Mile Island Ledge Bell off Seguin, then to the LNB and the finish which returned to Hussey Sound.

Jim Stanley and his crew of Capella, a J-35 won the Marblehead to Halifax Race in the unbelievable time of 53 hours 48 minutes with an average speed of 8.9 knots.

Interest in yachting had increased, and the club enjoyed a new member application backlog of 2-3 years in 1983 and 1984. There were waiting lists for the waiting list. It was decided to halt acceptance of new applications until the list was to a manageable size. Dues were \$625 with an initiation fee of \$835

September of 1985 saw the visit of Hurricane Gloria with minimal damage incurred by the club or members' yachts.

The wooden committee boat which had major repairs a few years ago was noted to "be on her last legs." The discussion to purchase a new launch drew much interest since there were already capital improvement needs of \$117,000. Dues were recommended to increase to \$695 in 1986.

Long time member Porter Hennings retired from the Board after 20 years as Secretary.

The club entered the modern age in 1986 with the computerization of records and financial data.

There were 120 participants in the Monhegan.

Hal Moore was recognized as the longest tenured member, and he presented the club with a half-hull model of Sayonora, the first vessel to finish the first Monhegan.

Mrs. George Morrill gave the club a heavy brass cannon in memory of her husband. For many years it was used for special events and made a formidable sound across the bay until the command "Fire in the hole" and little too much black powder halted its thunder.

It was decided to re-open the application process in 1986. Applications and three sponsor forms would be accepted beginning at 1000 hours on a Saturday in April. At 0955 there were over 40 potential applicants lined up, and the dating of fully completed apps was by the minute, not the date.

The vessel McAndrews Hymn was purchased at a cost of \$38,500 and renamed Lindsay Lord in recognition of his notoriety as a naval architect and contributions to the Club. Lindsay and Ruth were in attendance when she was christened at the the club's Fall Decommissioning event.

The Annual Meeting of 1987 saw an opposing slate nominated as a result of a large recommended dues increase. The financial problems were a result of using the line of credit at

an increasing rate each year to cover expenses from November until dues were received. Effectively, the club was deficit spending with the line extended to \$60,000.

In the late '80's we began the tradition of a Decommissioning event. It seemed to make sense that it was difficult to Commission the club in the spring if, in fact, it had not been decommissioned the prior year. Maybe this was just an excuse for another party and chance to fire the cannon.

The meeting was continued, not adjourned, and a Finance Committee headed by the Vice Commodore was formed including the Treasurer, Rear Commodore and two of the members of the opposing slate. Meetings were held for several weeks.

The Annual Meeting reconvened in late January. The report of the Finance Committee with a plan to reduce use of the line of credit met with approval. The original slate of Officers were elected, and the original dues recommendation was approved. Of note is that over the next three years the line of credit was eliminated, and a surplus of \$30,000 had been created as a "sinking fund" for improvements or contingency of unplanned expenses.

It was also decided that most capital expenditures would be paid for by assessments, and the assessment amount would be added to the dues structure for new members.

1988 brought a review and major revision to the by-laws, specifically in the Articles on Membership, Nominating Committee, Directors, Officers, Committees and Staff. Consideration and, ultimately, approval was given to hire a full time Club Manager.

The Snow Squall restaurant took over the catering function of the dining room, and Phil Rose was hired as Dock Master to replace retiring Frank Carmen.

The dining room minimum was increased to \$50/month in 1989 and remained at that level for over a decade. The club began to accept MasterCard and Visa from visiting yachtsmen and guests.

A waterfront and grounds emergency plan was developed to provide for properly securing equipment, floats, vessels and property in any kind of emergency.

Monhegan participation dropped to 79 boats, but a sponsorship by Audi helped ease the financial burden. The Lightship Nantucket was used as the Committee boat at the start and finish.

The end of the decade saw Leigh Palmer become first female Board member. She eventually became the first woman Commodore. With this, we also moved into the modern age of equality

of the sexes. Up until this time, membership was held in one name (most often the male spouse). By-laws were changed to provide for joint membership of both spouses.

## **1990's-Commodores-Phillips Sargent, Jonathan Knowles, William Lackey, Norman Poirier, Charles Brown**

The decision was made to take dining room management in-house given that we now had a full-time club manager. This resulted in a new Board position focused solely on Food and Beverage. Keeping with social norms, smoking was not allowed in the dining room. Because of this, one member asked to have his dues refunded.

After a wild ride in the mid to late '80s, the New England and national economic picture was softening in 1990 with a potential recession on the forefront. The Board prepared for lowered interest in membership along with an expected decrease in regatta participation.

In 1991 with continuing economic decline, the Town of Falmouth increased Mooring fees to \$20 for residents and \$100 for non-residents, creating much displeasure among the membership. For the second year in a row, we struggled to maintain a membership of 300.

A local Mercedes dealer sponsored the Monhegan Race, reducing the club's financial obligation. Entrants had dropped to 54, or one third of the number from eight years before. Interestingly, the pre-race party was attended by 450 people with 290 meals served. One member noted that “either the boats were very large with many crew or people would prefer a three hour race and an overnight cocktail party.” Winds exceeded 50 knots, and all but 9 boats retired from the race.

Dues in 1992 were \$775 with an additional \$125 assessment. Dues were to be collected in two installments (January and May) to decrease potential cash-flow issues.

In contrast, the Junior program was flourishing with 195 participants. We were able to purchase seven new 420's and sent teams to Marblehead and Buzzards Bay with finishes of 1, 2, 4 & 5.

More office modernization came with the purchase and installation of a fax machine.

PYC had been in continuous operation for 125 years in 1994. Much was done to celebrate this including a display of old photos and artifacts, commemorative hats and shirts and a party on April 26<sup>th</sup> to celebrate Founder's Day. A 125<sup>th</sup> Commemorative Yearbook was published financed by advertisers. It included historical notes, pictures of most of the boats in the fleet,

summary of activities, race results, etc.

The heating system was renovated and propane heaters were installed to eliminate the need to use the electric heat except in emergencies. This combined with renovations to the great Room made for a much cozier club house during the cooler months.

It was with great sadness that PYC said farewell to S. Lindsay Lord who passed away at the age of 88. Lindsay was a world famous naval architect who pioneered the design of planing hulls (including one of the PT Boats used in WW II). He was a long time member of PYC, Club Historian and the creator of Lindsay's Law- "If the draft of your boat exceeds the depth of the water, most assuredly you are aground".

We became an Associate Sponsor of the America's Cup with 7 other yacht clubs. (including San Diego, St. Petersburg, Fort Worth, New Orleans, Detroit, San Francisco). New York was the official and primary sponsor. One of the boats was Young America sponsored by Unum Insurance in Portland.

Our Junior Program sent two teams to compete in a regatta of the 8 America's Cup sponsor clubs. It was round robin match racing in J-22's. The Portland Junior Yacht Club took fifteen firsts and one second (when our two boats raced against each other) in the sixteen race regatta. I believe this could be called a PJYC Thumping.

A new pre-stressed concrete launch ramp was installed in 1995 at a cost of \$26,000. This will make launching and retrieving boats by members and Junior program participants much easier. Of note is that the old ramp had an annual maintenance cost of approximately \$2000 with some years much higher. The new ramp should require very little maintenance for many years.

The Coast Guard took particular interest in our launches this year with regular inspections, almost always discovering something needing repair. Interestingly, they now charge over \$500 per inspection which used to be free.

The dining room was found to serve excellent food, but ran at a large deficit. It was determined that there needs to be better fiscal management of staff, food costs and inventory. A plan was then put in place to help eliminate the problem next year.

Maintaining a membership of 300 continued to be a problem. The reputation of PYC was that we were very expensive (not true compared to the competition) and that we had a long waiting list (also, not true). Members were encouraged to seek new members in an effort to keep our roster full.

A Long Range Feasibility Study, chaired by Dave Semonite, was formed to look at future club

needs, physical plant, financial resources, etc. to coordinate all activities to make them. appropriately economical in light of existing conditions.

The 1995 Annual Meeting was held during a heavy snowstorm. Forty-five hearty members were in attendance.

It was noted that the 1996 racing season had been very successful and that PYC members had “collected more silver than any other local organization or club.”

Membership continued with a full roster, and there remained ten applications at the end of the year. The pressure of the past few years appears to be on the wain.

The dining room showed much improvement reducing a \$20,000 deficit in '95 to \$8,000 in '96 with an expected break-even the next year.

Large capital costs included a \$20,000 parking lot wash out after heavy rains and \$40,000 in repairs to the pier decking. Both were covered by insurance. The report of the Feasibility Study would be presented for all members to review and comment.

The Junior program was full and took a 2<sup>nd</sup> and 9<sup>th</sup> in a match racing regatta held at the St. Petersburg Yacht Club.

Several cruising activities and events were attended by many members. Of note was Hurricane Bertha, which occurred during the annual two week cruise. Good seamanship and proper preparation accounted for no injuries or damage to those vessels at sea.

The current mortgage was torn up at the Annual Meeting with resounding applause from the members in attendance.

To say that 1997 was a difficult year is an understatement. At the beginning of the season there was almost total turnover in the club management and dining room staff. It is not the purpose of this record to delve into the particular difficulties that caused this, but, suffice to say, the actions taken by the Board resulting in such turnover were justified and needed.

The result was a scramble to hire new staff and keep the club on an even keel. The Board made extraordinary efforts to make these difficulties as transparent to members as possible. The restaurant opened on time, but unfortunately had a fiscal deficit of \$34,000 at season's end. Plans for the next year would rectify this.

The Junior Yacht Club had a very successful season with two of its members winning the

Bemis Cup, a national regatta. Racing and Cruising were very active with much participation by many members.

The Annual Meeting was attended by 99 members, which may be a record.

The Feasibility Study had been completed and a plan for major Club renovations was presented along with a financing plan. There was also a plan to build a separate Junior YC building. Both proposals passed by secret ballot. A second vote on whether to finance this through dues or assessment was taken, and an assessment was chosen by a majority. Payment could be made at \$300/year for three years or \$825 in the first year. New members for several years will be required to pay the same assessment as well as dues and initiation fee so that they share in the expense that they will enjoy. Much of the financing was coming from several members who would be repaid at an annual interest rate of 7.5%.

The summer of 1998 was less than satisfactory. The high temperature of 54 degrees on July 4<sup>th</sup> was 2 degrees less than the high temperature of 56 on January 1<sup>st</sup>. Even with a cool, damp summer there was sufficient interest in racing and cruising to keep the club busy and active. Nothing can keep a Maine boater down.

Membership remained full, but there had already been 31 resignations at the time of the Annual Meeting. Pressure continued to keep a full roster.

By-law changes made to Membership categories also had impact on many other areas of the By-laws. It was recommended that a full review be made to insure that there was consistency throughout the By-laws.

The age of the launches was showing, and there was a good deal of “down time” between them. Both launches were scheduled to undergo extensive evaluation and repair at Ryal River Boatyard after decommissioning.

Prior Junior YC members were recognized for their accomplishments. Carter White was named a Collegiate All American, while Peter Levesque and Nicole Ernest were Junior Olympic National Champions.

Major renovations were made to the clubhouse which enhanced its attractiveness and functionality. These were a result of the recommendations from the previous Feasibility Study.

One of the launches was named the Dana Bowker in honor of his 61 years of continuous membership. This year was the first Annual Meeting that Dana had missed during his entire membership.

Weather and other circumstances improved in 1999.

Cruise and racing events were well attended. Monhegan entrants increased to 45 from the previous year of only 30 plus boats.

The dining room continued with the prior years excellent food and service, but the financial woes continued with a \$33,000 deficit. However, the club ended the year with a surplus as a result of the special assessment to cover the costs of the prior year's renovations.

The Junior Program saw the enrollment of 80 first-time attendees and was financially self supporting. PYC hosted the Northeast Sailing Olympics with over 100 boats participating. This will be repeated in 2000 before it begins to rotate between various clubs. PYC received many kudos from attendees.

Membership was again full with an increase in the applications on the waiting list.

Tensions increased between the club and residents of Old Powerhouse Road. Suit had been instituted to keep the club from constructing the Junior building which had previously passed the Falmouth Zoning Board of Appeals. There was heated discussion at the Annual Meeting from both sides as three club members were also plaintiffs in the suit. Eventually, there was consensus that it was in everyone's best interest to work together to deal with any issues or perceptions that had been identified.

By-law changes were passed that eliminated the potential confusion or conflicts identified the prior year.

### **2000's-Commodores-Leigh Palmer, Harry Bennert, Richard Thompson, Craig Fillmann, Charles Sanders**

The entry to the new century seemed to indicate an end to some of the prior decades difficulties.

There were only seven resignations, and thirty-one approved applications were on the waiting list at the end of the year.

Monhegan attendance again increased from the past year. The Junior Olympics hosted 120 boats.

Relations with Old Powerhouse Road residents continued with a focus noise, traffic, road maintenance, lights, speed bumps and parking in the field.

The dining room deficits were reduced significantly. Dues were set at \$1175 with an initiation fee of \$2000. It was noted that the dues and assessment increase over the past decade had averaged 3.4% per year.

The trend of 2000 continued into 2001. Resignations were low, and a healthy waiting list of 48 remained at the end of the year. Monhegan participation increased for the third year.

After another difficult year in the dining room (loss of chef mid-season, food loss, etc.), recommendations were made for substantial change in dining room operations in 2002. These included closing the dining room on Sunday and Monday due to low demand, modifying the Tuesday to Thursday menu to a shortened grill focus and traditional Thursday BBQ. Friday and Saturday would continue with a full, but more basic menu. Given the demand, it was simply not possible to operate a four to five star dining room on such a shortened season and no bar revenue. It was anticipated that these changes would improve the financial results.

After many years of consideration, renovations to improve the attractiveness and functionality of the ladies Room were begun.

Parking availability continued to be a problem, and a more enforced policy of towing was instituted. Four non-member cars were towed; the owners were all aware of the club policy on parking by non-members during high volume periods (Thursday night, weekends and race events).

The suit regarding the Junior building made its way to the Maine Supreme Court and was then remanded back to the Falmouth Planning Board based on technicalities.

The annual 2002 two week cruise included 30 boats experiencing fair weather and seas. In addition, there were two mini-cruises to Quohog Bay at the beginning and end of the season.

The changes in dining room operations took hold resulting in a surplus \$2,500 vs. the anticipated budgeted loss of \$16,000.

The Ladies Room was totally refurbished providing a more attractive atmosphere with greater privacy. The Men's Room remained the same.

A dues increase of \$30 and assessment of \$125 were recommended to fund capital improvements and pier repairs. Surplus from the prior year allowed for the reduction of the renovation debt by \$35,000 and establishment of a \$15,000 "sinking" fund for future capital improvements. This leaves the Club virtually debt free.

It was decided to not pursue building the Junior structure as it would decrease parking space (which continues to be at a premium) and helped reduce some of the tensions with the neighborhood.

Members Sandy and Sally Fowler were recognized as the longest continuously active Adult Members having joined in 1947. They were presented with Membership # 1 which was

graciously released by a Past Commodore.

A By-law proposal was made to add a Legacy Membership category for members who no longer had a boat, but did not qualify for Non-Resident or Senior Member status. Much discussion resulted in this being tabled for further consideration. It was never passed.

Social activities were of great success in 2003 with over 700 members participating in various events.

The dining room incurred a loss but \$6,000 less than what had been budgeted. Twenty eight new members were accepted, leaving a waiting list of 14 completed applications and 17 in process.

Racing participation increased. Weekly races for J-24's and Etchells were held on Tuesdays and Wednesdays respectively in addition to the traditional Thursday night series. Over 30% of the membership participated in racing of one form or another. It was noted that 2/3 of the new members came from the racing community.

The Junior Program hosted an Opti New England Regatta at East End Beach in Portland drawing over three hundred young Opti racers. Two members of the Junior YC were on the national Opti Team.

The launches saw little down time due to the generosity of the Waldron family donating two new diesel engines. Subsequently after his passing, one of the launches was named William Waldron

Relations with neighborhood were reported as "very good," and little further activity occurred on the Community Liaison Committee.

Dues and Assessments were held at the same level, and the dining room assessment was increased to \$60, which was the first increase in over two decades.

In 2004, the dining room again had a successful year, both in terms of utilization and finances as a result of the changes implemented over the past two years. Limited food service was introduced on Sunday afternoons with less than enthusiastic results. The chef decided not to return and a search was under way.

Satirically, it can be noted that the most financially successful dining room would be no patrons and all members paying their minimum. Guaranteed income with no costs. This is not what dining at PYC is about. The membership has shown over the years that they are willing to support a portion of dining room expense through dues as long as it managed in a prudent manner.

While all is well on the waterfront, it was noted that members' moorings continue to be spread out across the PYC mooring field as well as far into Handy's and Town landing. This increases fuel costs, wait times and lowers launch efficiency. Efforts will be made to consolidate member moorings when and wherever possible.

Five regattas were sponsored by PYC plus nineteen Thursday Night Races, and J-24 and Etchell races on Tues and Weds. Simplification of the rules for Cruising Class increased participation by this group.

The club remained at full complement with 26 on the waiting list at year-end.

Financially, the club ended 2004 in excellent condition with a Replacement Reserve Fund of \$80,000+. Projected RRF at the end of next year is \$82,000. Several capital projects and purchases include: two floats, 2 PJYC chase boats, and new sails for several of the 420's.

In 2005, for the second time in its history, the PYC experienced a fire. A carelessly tossed cigarette butt into the mulch around the shrubs near the door from the parking lot ignited, entered near the trophy room, and expanded up chase-ways into the second floor. Quick action by member/neighbor Joe Kilbride and fast response from the Falmouth Fire Department averted what could have been a total disaster. Even so, there was \$90,000 damage in this confined area, which was covered by insurance.

Twenty new members were welcomed, and the waiting list increased to 30. Interest in yachting is back in full swing and PYC is the Club of choice.

Fifty volunteer members assisted in making for a successful race season.

Strong winds and 30 foot movement of one of the docks indicated the need for new moorings.

Some of the present ones are old railroad car wheels that have been in place for 40 years. Members who might resign were asked to give the club first refusal on their mooring in an effort to consolidate members closer to our mooring area.

A By-laws Committee was established, and there was a total re-working of the By-laws to insure consistency and continuity throughout. These were passed at the Annual Meeting.

Dues remained the same and the RRF was increased.

A committed group of volunteers put together a PYC Casco Bay Cook Book which was for sale to all. It included recipes submitted by members. The commitment of the committee was clearly demonstrated by their willingness to test taste each recipe before it was included. Nutri-System, eat your heart out.

2006 was less eventful for House & Ground and Waterfront than the prior year (no fire and no major storm damage). Twenty new members joined, and 26 applicants remained on the waiting list.

Income from the sale of the cookbook would provide necessary funding to help dampen sound in the great room.

The club reported net income over expenses of \$32,000 with 10% of that coming from the dining room. The Board was commended for its focus and sound financial management over the past several years.

Inflation over the last three years and increased fuel costs resulted in a minor dues increase of \$20/year. It can be noted that most members “spill that much in a year.”

During this period, it was decided that all programs (Cruise, Race, Entertainment, Dining, etc.) become self-sufficient. Income for event participation had to cover expenses. Members' dues would be used for infrastructure, capital improvements, general operating expense and staff salaries.

Long-time member, PC and Club Historian, H. Bud Singer sadly “crossed the bar” in 2007 after a courageous many year battle with cancer. He never lost his spirit or sense of humor. His typical response to “Good to see you” was “Good to be seen”.

Membership was full and 36 applications were on the waiting list.

Winter storms caused severe damage to the waterfront requiring a DEP permit for repairs. Much of the club house was re-shingled, new roof shingles installed and new decking on the decks planned for the Spring of 2008. It was also noted that the dock house is in sad shape and may need replacement in 2008.

GMORA awarded PYC with the Best Run Regatta of the Year for hosting of the PHRF Championships.

The Club is in excellent financial condition with a y/e cash balance of \$150,000 (\$115,000 in the reserve fund) and a y/e net income of \$21,000. Capital improvements of \$98,000 were made in a variety of areas.

In place of a recommended \$100 dues increase a two year assessment was passed to cover the costs of 2008 planned capital improvements.

A minor by-law change regarding the Nominating committee was passed.

The next two years appear to be relatively quiet and peaceful based on the minutes of Annual Meetings. The club maintained a full membership, dues were not increased and all social, dining, racing and cruise activities were well attended.

A new and expanded dock house was built and dedicated to H. Bud Singer, PC.

At the end of 2008 there was a reserve fund of \$130,000. A feasibility study was under way to do a complete renovation of the 50 year old kitchen which will begin in 2010.

Respectfully submitted,

Philips Sargent, PC & Club Historian  
May 2012