



HISTORY OF THE BAY SHORE YACHT CLUB

It was an eventful year in local history. The Metropolitan Opera held its gala premiere performance to a standing ovation from the elite of New York City. The Brooklyn Bridge, under a shower of fireworks and to tumultuous cheers, finally opened. Traffic could cross from Long Island to Manhattan Island for the first time without having to use the ferries. "Buffalo Bill" Cody's Wild West Show put on its opening New York performance to a sold-out audience at the Madison Square Garden. And amidst these glamorous and exciting events the Bay Shore Yacht Club was born. The year was 1883.

To the extent that we have been able to document the beginning of BSYC, it seems that Harry Mortimer Brewster was instrumental in founding and organizing the Club. According to him, this was the first yacht club on the Great South Bay. The early history of the Club is focused almost entirely on Harry Brewster. He was its Commodore in 1886 and from 1890 to 1898. Later he was also influential in starting several other yacht clubs and served in offices and on their boards. These were the Great South Bay Yacht Club, the Penataquit Corinthian Yacht Club and the Point O'Woods Yacht Squadron.



An example of his concern with and knowledge of, sailing and its history on the Great South Bay is found in an article he had written for a local paper in the early 1900's entitled "They Followed The Water." This was discovered in an old scrapbook belonging to Bay Shore's Kenneth Stellenwerf. In May 1963 it was republished in the historical magazine, *The Long Island Forum*. It provides us with a fine graphic image of the importance the Bay had in the lives of the people who lived here at that time.

"Those of us who lived in Bay Shore for a half century or more must be impressed with the change that has taken place, particularly with respect to the character of its inhabitants. We have become a thriving, prosperous commercial center as well as a popular summer resort. When looking back fifty or one hundred years, we find our people mostly engaged in following the water ... Because the Great South Bay was near at hand, plentifully stocked by nature with fish, oysters, clams and wild birds, and because of the nearness of Fire Island Inlet, which invited coasting trade, the majority of our men in those old days made their living on the water in one way or another.

"The smallest boats for the use in the bay were almost always cat-rigged, and the larger ones as sloops or schooners, were used in freighting bay products to New York and other markets, and brought lumber; coal and similar freights when returning. Some of the larger vessels ran down the coast to Virginia and farther and some few were in the fruit trade to the West Indies.

"Besides these two groups were others who built boats, and these were also practical sailors, who could build a boat and sail it. Again, there were some deep water men who went whaling, and on other long voyages.

"This sort of life was bound to produce a highly skilled class of sailors, many of them expert racing men, and naturally they went into yachting. When sailboat racing was at its best, say twenty-five or more years ago, some of the smartest men in the business came from Bay Shore or Islip, having had training in handling the small boats of the Great South Bay. Boys took to the water like ducks and learned to handle sailboats from childhood. The prevailing type of small boats was a wide, shallow, centerboard craft, and from their nature, skill was required to make them do their best without capsizing."



There were approximately twenty men in the Bay Shore-Islip area who, when not plying their trade, were racing their own craft or acting as paid skippers for the wealthy New York and Brooklyn yachtsmen who raced in the Bay Ridge-Sandy Hook-Narrows area and in our own Bay. The most celebrated of this group were Captain Hank Haff, Captain Charley Barr, Captain Leander A. Jeffrey, Captain Urias Rhodes, Captain Jesse Clark and Captain Samuel A. Gibson. Whenever yachtsmen such as the members of the prestigious New York Yacht Club wanted skippers or mates for their over 100-foot racing yachts, they drew from this renowned Bay Shore-Islip group. Their recognition in the yacht racing world was enhanced by the fact that a number of them skippered defenders or challenging contenders of the America's Cup. Many of our early yacht club members were in some way related to the families of these foremost sailors, and Haff, Jeffrey, Rhodes and Gibson were, themselves, members of the Bay Shore Yacht Club in 1895.

The membership of the original club had consisted mostly of young men who summered in the area. Although it survived but a few years, it was reorganized in 1890 under the same name, and more of the local, year-round residents became active members. A club room was opened in Bay Shore, and a small clubhouse was built on Fire Island. Harry Mortimer Brewster was chosen commodore once again and had the distinction of holding that office for the better part of the next thirty years.

During this period, the "city" members brought their shallow-draft sloops, called "sand-baggers," from the New York Bay area and raced against the local members. The cat-rigged bay working boats, which raced in a separate class, also engaged in sandbagging. This was a sailing technique which originated with the wealthy yacht owners of the New York-Hudson River area. They would hire a crew of about twenty men, each with a one-hundred-pound bag of sand or gravel, which would be shifted from one side to the other whenever the boat came about.

By 1895 the Club had grown to over one hundred members, representing Merrick, Bellport, Patchogue, Sayville, Brooklyn, New York City and even Morristown, New Jersey, and included local professional sailors of America's Cup fame. These men set the good sailing standards, which are reflected in today's competition. However, some problems arose within the Club, which threatened the yachting activities.

Having outgrown their headquarters over Gibson's Pharmacy on Main Street, the members planned a new club to be built on the same street. It was to include a bowling alley, a billiard and poolroom and a room for card playing and reading. Some dissension developed, however, and Commodore Brewster, who had been appointed to the Building Committee, declined to serve. He became the head of a splinter group which became that the Club was becoming too social and that greater emphasis should be put upon yachting. These members were unhappy with the Club's tendency to give less recognition to its successful skippers than to its best pool and billiard players.

In March of 1896, Brewster's group formed a new club and named it the Penataquit Corinthian Yacht Club. By Decoration Day of that year they had organized their first cruise and a club building was begun on piles over the water between Ocean and Clinton Avenues, near what was then called Jacob's Dock. As a result, the old Bay Shore Yacht Club never started its building on Main Street and the membership dissolved in 1897.

An article in an 1898 issue of *The Rudder* stated, "*Young and energetic and composed of some of Brooklyn's best society, the Penataquit Corinthian Yacht Club of Bay Shore, Long Island, has made a start that commands the attention and respect of the yachting public.*"



In that same year the Penataquit Corinthian Club absorbed the Great South Bay Yacht Club which had been organized in 1889 by Alden S. Swan of Brooklyn. In spite of the fact that the GSBYC had no clubhouse or local headquarters it had rapidly grown to 300 members. This membership included the most prominent year-round and visiting residents of the south shore. The GSBYC had been in the forefront of promoting yacht racing on the



Great South Bay. An old poster of the period announced the sponsorship of a "Grand Regatta for Professional Baymen and Fishermen of The Great South Bay" with boats of club members barred from the competition. A first prize of \$100 (a grand sum for the time) was awarded in two classes, sloops and cats, with all the races being held off Bay Shore.



With the influx of these new members, the Penataquit Corinthian Yacht Club soon outgrew its new Jacob's Dock building. Once again planning was begun for an even larger clubhouse. With this undertaking the next ten years saw an era of elegance in yachting on the south shore that was never to be equaled again.

It was a period dominated by Bay Shore's J. Adolph Mollenauer, one of the "sugar trust" barons who settled in this area before the turn of the century. Mollenauer was on the original Penataquit Corinthian Yacht Club Board of Governors in 1896. In 1899 he replaced Harry Brewster as commodore and for the decade following, it was principally his club.

Commodore Mollenauer had visited the Larchmont Yacht Club and had decided that Bay Shore should have an equally opulent facility. In October 1899, three and one-half acres were purchased from Frank Lawrence on Penataquit Point, then known as Sands Point. Mollenauer himself financed the purchase. A large, two-story clubhouse was built during 1900. It was described as having: "on the first floor a reception hall, library, chart room, dining room, butler's pantry and kitchen; and on the second floor a large sun deck, governors' meeting room, billiard room, two bedrooms, servants' quarters and ladies retiring room."

The original Jacob's Dock building was then moved to the property and placed to the west of the main building. In this annex sailing classes were held, using the fifteen dinghies built at Bay Ridge by H. M. Crosby. An additional wing was added later to the east of the main structure completing the building program, at least for the time being.

Yachting in Bay Shore had reached its zenith, if not in sailing proficiency, most certainly in the size of the yachts and in the active participation in Club affairs by the most prominent, fashionable people. *The Brooklyn Daily Eagle* described the area as "a center of sports and fashion with the smartest and speediest fleets of sailing craft that America has seen up to this time." Listed in the membership were such names as Spencer Aldrich, E. K. Austin, Cord Meyer, S. T. Peters, Allan Pinkerton, E. F. Hutton, Frederick Bourne, Richard Hyde, W. T. Cushing, H. O. Havemeyer, several Roosevelts and Edwin Thorne, father of Landon K. Thorne. The manners and decorum reflected the affluent way of life for that period of American history and tended to the more formal. Members' uniforms were prescribed in the by-laws and included regulations for Full Dress, Service Dress, and White Service Dress. Formal dinners and off-season "Annual Meetings" were held at the St. George Hotel in Brooklyn; the place to be seen for anyone with social standing and an avid interest in yacht racing. These



events always drew the attention of the New York press. *The Brooklyn Daily Eagle* carried lengthy articles about the affairs, which were the highlights of the winter social calendar.

For some reason, all this pretension could not sustain the Club and dissolution took place in 1909. Why this happened is difficult to ascertain. One newspaper states that the Club was "overburdened with expense." This seems hardly likely, since anyone of a dozen of the members could have provided the necessary financial support without the least personal

inconvenience. Nor could it have been a lack of interest in yacht racing, for most of the members immediately became active in either the Bay Shore Motor Boat Club or the Islip Yacht Club. The problems may have been brought about by the overbearing nature of Commodore J. Adolph Mollenauer, who is revealed as somewhat of an egotist by the scrapbook he kept, filled with newspaper clippings of stories about himself. Accounts of the same event often appeared in three or four different newspapers, and he carefully saved each one.



A large portion of the contents of the scrapbook covered Mollenauer's steam yacht *Presto*, which was built in 1897 and used as the Penataquit Corinthian Yacht Club's flagship. This luxury boat, clocked at thirty miles per hour on a Great South Bay run, was then the fastest steam yacht in the world. Her motive power was derived from two quadruple expansion engines of 250 horsepower each, with coal capacity that could carry her six miles. The cabins were finished in mahogany, with plush upholstery and silk curtains. The dynamo, which ran the electrical plant also, ran an Aeolian piano and a powerful searchlight. The light was a unique feature for a boat at that time. Indicative of the sensation caused by *Presto* is the fact that a model of it was exhibited at the Paris Exposition. That same model is now on display at the Long Island Maritime Museum.

During the war with Cuba in 1898, Mollenauer, who had previously joined the Naval Reserve in Brooklyn, became a full-fledged Naval Commander, and *Presto* was tendered to the government to be used in the "defense" of Long Island. More correctly, it was a dispatch boat between the mainland and the U.S. Life Saving Service Station on Fire Island.

The use of *Presto* as club flagship may have irritated some of the members, for the Commodore, on his own, published a list of special flag signals to be used on cruises and in regattas. For example: "Union Jack at signal mast spreader-get under way; Ensign and Union Jack-pass to leeward of flagship in close order and anchor." It was natural for the true, freewheeling sailors to resent such ceremony.

Although Mollenauer's stewardship may have been a direct cause of the disenchantment with the Penataquit Corinthian Yacht Club and its resultant demise, he certainly epitomized the life-style of his time and reflected the prevailing social outlook of his peers. One thing we must give him great credit for is the role he played in organizing the Great South Bay Yacht Racing Association during his tenure as Commodore.



In 1910, soon after the expiration of the Penataquit Corinthian Yacht Club the Bay Shore Motor Boat Club was formed and subsequently incorporated under that name by the State of New York, on July 5, 1912 land was acquired on Ocean Avenue in the area now occupied by Captain Bill's Anchorage, and a two story building was constructed to serve as a new clubhouse.



The original purpose of the Club, as stated in the incorporation papers, was to race motor boats, for power racing had suddenly come into vogue. It continued to be part of GSBYRA cruise weeks well into the thirties, yet, as always, the primary interest of the Club was sailing competition. While the name "Bay Shore Yacht Club" was used unofficially for some time, it was not until 1928 that application was made to the State to change the name from "Motor Boat Club" back to "Yacht Club."

It was during this period that Harry Brewster again emerged as the Club's most influential member. In the interim, around 1909, he had been active in the Point O' Woods Yacht Squadron where his 35-foot yawl *Avocet* was listed as the flagship of that Club. However, he returned to become Bay Shore's commodore from 1915 to 1919 and again in 1923. From then until his death at age eighty, in 1944, he was always closely involved in Club affairs. When not presiding as commodore, he served on various committees and as flag officer. His influence was felt most a strongly by the younger members, for he was always active in the Junior Auxiliary Committee.

The World War I era is one of mystery where the BSYC is concerned. Little has surfaced to date about Club activities during this period. However, about the time of the U.S. entry into the war, a U.S. Naval Air Station was established not far from the clubhouse. The personnel at the base became very much involved in the social activities of the Bay Shore area and many of the members of the Club hosted parties and a variety of other events for the airmen stationed here. From records of those who belonged at the time, evidence shows that many members had "joined the Colors" and were at sea with the Navy or were serving in the AEF abroad.

With the end of the "War To End All Wars" and the advent of the prosperous Twenties, the Club membership once more rebounded. And, as happened before, with this renewed interest, the facilities were again expanded. In 1924, Commodore Alexander Pearson, made several trips to Washington to confer with the Army Corps of Engineers. According to our present Past Commander, Alex Pearson, his uncle got permission for the Bay Shore Yacht Club to bulkhead and fill about 200 feet farther into the Bay. This, incidentally was a problem the Club would again face at a new location 50 years later and, given 1970's restrictions, would be solved in a different manner. With this added space they were able to move the original building to the end of the dock and add a second larger structure to the complex.



It was during this era that many of the young sailors who would become senior members following World War II began to gain recognition for their sailing achievements. In 1925, Lloyd Emery, Ralph Lynn and Bob Grace traveled to Seawanhaka Corinthian Yacht Club to win Junior Championship of Long Island Sound. Ray Terry, Grace and Emery later won the same event at the Pequot Club in Southport, Connecticut. Al Rising and Ed Heinen were also among those juniors who competed in various events with equally great success. Ray Terry recalled what life was like for these eager young sailors during that period: *"Those were great years. There was great interest in sailing. The families were all involved. Race Week was something we all looked forward to. We went from club to club and slept in the bottom of the boats. As far as we boys were concerned, this was our whole life. We spent the whole time either racing or working on the boats."*

An interesting sidelight to the Club's activities is the method by which funds were raised to sustain operations. In a July 1926 issue of the *Bay Shore Press* it was announced that the Sixth Annual Theatrical for the Bay Shore Yacht and Motor Boat Club was to be presented at the Carlton Theatre. *"Adam F. Fox, a club member; prominently identified with the American stage undertook direction. Arrangements were made for appearance of some of the best Keith vaudeville acts."* Until the Depression years the Club was a hub of social as well as sailing activity. Numerous affairs were held at the Clubhouse where a bar and restaurant were maintained for the enjoyment of members and their guests.

Unfortunately, the Depression began to take its toll of the membership once more and this trend was accelerated with the onset of World War II. The Army Air Force took over the Club to set up a crash boat base from which they ran regular patrols in case any planes went down in the Bay or offshore. Although activity had ceased at the Clubhouse, the Club was kept going by a few people including Harold Pearson, Bill Picken and Sanders Shanks. Flag Raising cocktail parties were held in members' "backyards." There was also a steadfast group of Star Class sailors who hosted a number of regattas at Bay Shore highlighted by the so-called 1943 "World Championship." With the end of hostilities in 1945 the Yacht Club was returned to the membership. By this time the facilities had deteriorated extensively. The bulkheading needed replacement and the buildings themselves were in considerable disrepair. The Club became insolvent; all interest seemed lost. In 1947 the property was sold and the original building was moved over to Fire Island. The newer structure was moved off the dock to become an adjunct to Captain Bill's restaurant. In keeping with the history of the Bay Shore Yacht Club, there was a group of people still there to carry on the tradition. David Jarvis, Frank Riggio, Dr. Charles Frieman, Dick Thall, Joe Forrington and Harold Pearson were among that small group who held the Club together for the next ten years. The ladies would be responsible for having the Flag Raising at their homes and the unofficial headquarters for the Club became Commodore Pearson's house on Ocean Avenue. Interest in racing remained a focal point as always, with the Club continuing to do its part in hosting the Race Week events. These races were held off of the Brightwaters Beach Club at the foot of Concourse East. Ray Terry commenting on that period noted that unless you were participating in Race Week the social activity consisted of a \$10 Annual Cocktail Party that was given at Harold Pearson's barn.

The year 1959 brought about a major change in the Club's direction and set the stage for the most significant and sustained growth in its's history. The Town of Islip had begun planning and construction of the Bay Shore Marina. Town officials informed the Club that there would be a place for the Yacht Club in the plan. Spurred by this offer, the Officers and the Board, with the concurrence of the members, voted to purchase an unused building from Southward Ho Country Club. They had the building moved to the property that had been made available to the Club at the end of the Ocean Avenue Dock. To finance the operation a bond issue was subscribed to by the again growing membership. And, in what would be the first of a series of generous gifts to the Club, the Thorne family made up the difference between what was



raised in the bond issue and the projected cost to get the Bay Shore Yacht Club back into its own quarters. This event also ushered in a change in attitude toward the Club and its activities. This newly revised Club had many enthusiastic younger senior members with small children. In the spirit of the era and a more modest approach to financing their activities, the Club became a do-it-yourself operation. Members organized work parties to set the newly acquired clubhouse in functioning order. Volunteers installed the wiring, refinished the interior and did the painting and polishing to make their new home shipshape and attractive.

The membership continued to grow rapidly. The enthusiasm of the do-it yourselfers was infectious and the projected maximum of 200 members was reached quickly. This vitality was carried over into the sailing activities as well. Most of the children were involved in sailing programs and family boating events were the order of the day.



A majority of the parents were closely involved in the sailing activities, in the sailboats themselves, and/or towing the boats up and down the Bay to whichever club in the GSBYRA was holding an event. In the period from 1960 to 1970 sailing regattas were drawing more and more participants. One design classes like the Blue Jays, Cottontails, Mercuries and Sunfish were growing in popularity while the Ravens and Lightnings were still very well represented. At one time during this era Bay Shore Yacht Club itself boasted of as many as fifteen Cottontails. The Club was the site of the First Annual National Cottontail Championships in 1964. This event was again held in Bay Shore in 1970; an event heightened by the passage of a tropical storm which in the days prior to the races had deposited the front porch roof into the boat basin behind the Clubhouse, seriously restricting the use of the mooring facilities for visiting sailors.

During Race Week, in which the tradition of going from club to club for all the events was still in vogue, the Great South Bay literally would be carpeted with sailboats of all classes. The sight was truly spectacular. All of this increased interest in sailing and racing competition was reflected in the many successes enjoyed by Bay Shore Yacht Club sailors. The Club had hosted the Atlantic Coast Star Championships in 1966 with member Anson Beard as defending champion. Outstanding among Bay Shore Yacht Club racing celebrities was Terry Burns who, with Cricket Costigan and Mary Rita Zandt as crew, went to the finals of the Women's North American Sailing Championships at the Royal Victoria Yacht Club in British Columbia in 1971. They had also raced in the semifinals in Montreal in 1970.

The social activities of the Club also reflected the nature of this membership with many events planned for family enjoyment and mostly centered on boating. It was during this period that the tradition of holding a Commodore's Ball began. The first Ball was held in 1964 at La Grange Inn in West Islip with succeeding balls to be held every second year, in appreciation to the outgoing commodore and marking the investiture of the new commodore.

In the mid-1960's the Club's social and sail boating programs had expanded considerably. At the same time there was a growing congestion in the Bay Shore Harbor that was making the sailing operation increasingly hazardous. There seemed to be an urgent need to find larger and safer quarters from which to carry on the Club's activities.



The search for better accommodations was proving fruitless until Dr. Charles Frieman and Dr. George King suggested approaching their friend Landon Thorne, Sr. Dr. Frieman, at the time one of the most senior members of the Club, had been commodore during the 1930's and Dr. King, who had been Bay Shore Yacht Club Fleet Surgeon, was a prominent author and historian as well as an ardent Great South Bay boatman. Their personal friendship with Landon Sr. led them to believe that he would be agreeable to providing the Club with the needed property.

Following initial meetings with Commodore Jack Saxe and Vice Commodore George Young, the Thorne family, with characteristic generosity made a "Deed of Gift" to the Club for a parcel of land on the southeast corner of their estate. Plans initially called for construction of a boat mooring basin out into the Bay. For many reasons this became impossible. Faced with the difficulty of providing adequate space to meet the Club's needs, a committee again approached the Thorne family, who with equal generosity provided two additional acres of land, doubling the size of the property and thus making it possible to dredge a basin into the shoreline.

It had been seven years of intense and difficult effort to overcome the many legal and political obstacles confronting this relocation. The problems of planning, financing and building the new quarters were demanding on the part of the officers and various committee members who worked tirelessly to secure the Club's new home. The financing, as had been done with the first postwar move, came from an enthusiastically supported bond issue. With little notice and no fanfare the well-used, ex-Southward Ho building was uprooted, hoisted on to a barge and floated down the Bay to its new foundation on the recently dredged site. It became the present Junior Yacht Club building to the west of the main Clubhouse.

On a bright June day in 1974 Commodore Ed Heinen raised the Bay Shore Yacht Club burgee over yet another, and certainly the most impressive, Bay Shore Yacht Club site, the first one not to be located in the Bay Shore harbor area. Succeeding years have seen improvements made to this facility which have extended its uses and have added to the enjoyment of the Club. Unlike earlier expansion programs that had included lavish quarters and whose expense and upkeep had undermined the Club's financial stability, this new clubhouse reflected the modest program for development that the Board and Officers had chosen to avoid the pitfalls of their predecessors. As a result the Club has grown stronger and more stable with every prospect for a long and financially sound future.

The decade of the 1980's proved to be another one of the more significant periods in Club history. Not only did we celebrate our 100th Anniversary with gala events in 1983 but the Club also was witness to a much expanded racing program in which BSYC hosted Race Week in 1983, 1985, 1989, 1992 and 1995, held the Men's and Women's Bay Championships, and saw the introduction of Auxiliary Racing in 1985. The Narrasketuck Championships, which were first held at BSYC in 1982, continued at Bay Shore throughout that decade and into the 90's. This class enjoyed a rebirth during the late 70's and early 80's with the development of a fiberglass hull which, in part, was due to the efforts of BSYC members Dave Faber and Glenn Schmidt. Bay Shore now boasts the largest Narrasketuck fleet on the Great South Bay.





In the long tradition of young BSYC sailors the Club was honored by the accomplishments of its junior skippers; outstanding were Sean Hickey who won the Junior Champion of the Bay honors in 1987 and Patty Haugland, awarded the Delafield Trophy for achieving Best Score in Race Week in 1982. Likewise, BSYC is noted for having won the GSBYRA's President's Trophy five out of the first seven years it has been awarded. As this trophy is awarded in recognition of its member participation during the sailing season, it is certainly indicative of the renewal of interest in BSYC's sailing program.

This revival of interest in the junior sailing program during the late 80's followed a sharp decline in participation, particularly on the part of young skippers, in GSBYRA events in the 70's. The result was a major change in the traditional way of running Race Week. No longer were the boats being towed around the Bay from day to day during Race Week; now the events were being concentrated in four day weekend events with the hope that this would stimulate a better turnout. The classes participating also diminished noticeably with Ravens, Blue Jays, Cottontails and Lightnings almost completely disappearing from competition. Had it not been for the renewed interest in the 'Tucks and an on-going increase in multi-hulls and the ever present Sunfish, Laser and Flying Scots, competition would have virtually come to a halt on the Bay. This in sharp contrast to the 50's and early 60's when as someone observed while watching the races off Bellport that you could literally walk across the GSB by stepping from the deck of one sailboat to the deck of another. However, by the late 80's, participation has again begun to pick up, with enrollment in Race Week increasing each year. Throughout the 90's, BSYC has served as host club for the Area B O'Day and Sears Cup races and had the honor in 1999 and 2004 of hosting the US SAILING Singlehanded National Championship for the George O'Day Trophy, an indication of BSYC's dedication to competitive sailing. Likewise, BSYC developed fleets of 420s, JY15s and Optimists, this latter fleet strictly for our younger sailors. Following in the tradition of BSYC member Bill Picken, a number of our members have served as GSBYRA Presidents, with Glenn Schmidt having the distinct honor of serving as US Sailing/Area B Director.

All of this effort brought about another major change in the character of the Club. BSYC became a year-round operation, at least as far as the social programs were concerned. And too, there were some hearty skippers (primarily the JY15 Frostbite Fleet) who kept up their boating activity as long as the Bay did not freeze over.

In the early 1980's, a program was started to enhance the physical appearance of the Clubhouse, which included the addition of an entrance gate and cupola. Outbuildings, which had once been cabanas at the Brightwaters Beach Club, were added to provide needed boat equipment storage and the Junior Yacht Club wing was extensively remodeled to improve its usefulness under the guidance of House Chairman Bill Leyrer to whom the wing was later posthumously dedicated. Plans for an additional room were shelved until 1986, when, the Club was able to embark on a building expansion program that resulted in the addition of the present Commodores' Room. The impetus for this construction project was a generous contribution from Peg Terry in memory of her husband, Past Commodore Raymond G. Terry, whose participation in BSYC activity had spanned more than half a century. Supplemented by additional funds contributed by the members through an assessment and with voluntary contributions to the Commodores Room decorating fund, the Club was able to complete and furnish the room in record time. Commodore Hal Von Dolln, under whose guidance the project had developed, was able to dedicate the room at Christmas in 1986, before the largest social gathering of members in Yacht Club history.



In 1998 BSYC saw its first female flag officers with the election of Rear Commodore (and eventually Commodore) Melodie Linekin and Secretary Barbara Forde. We now steer our course through the new century. The first seven decades of the Club's history were truly colorful, filled with excitement and somewhat erratic; perhaps reflecting the times in which it had functioned. The period since the 1950's has witnessed the establishment of a much firmer foundation for achieving the purpose first stated by the early founders of the Club: *"to establish a family program in yachting and to provide facilities for the enjoyment of the sport."* With a well conceived and well maintained physical plant, a resurgent youth program and a membership dedicated to the traditions that have been its mainstay, the new century will continue to see the BSYC provide a wonderful source of enjoyment and relaxation from both a social and a yachting standpoint for all of its members.

