



1947~1987

Henderson Harbor Yacht Club  
40th Anniversary  
honoring  
Past Commodores  
on  
Commodore's Cup Weekend  
August 15

The Commemorative 40th Anniversary Booklet  
has been given by the Henderson Harbor  
Yacht Club Womens Auxiliary.

Covered Designed by: Nick Todisco

# HENDERSON HARBOR YACHT CLUB COMMODORES

1947-1951	Henry H. Rouse*
1951-1952	E. Austin Barnes*
1952-1954	Dr. Terry S. Montague*
1954-1956	Harold L. Ferguson
1956-1957	Ralph D. Johnson*
1957-1959	S. Brown Northrop, Jr.
1959-1961	Charles H. Dorchester*
1961-1963	Andrew K. Studdiford
1963-1965	<u>Dr. Irwin K. Stone</u>
1965-1966	John E. Jones
1966-1968	J. David Joor
1968-1970	Dr. Richard S. Lee
1970-1972	<u>Robert E. Parker</u>
1972-1974	Dr. Ross D. Jacobs
1974-1976	William F. Chamberlain
1976-1977	<u>Charles E. Bangs</u>
1977-1978	John R. Northrop, II
1978-1980	<u>Dr. A.J. Schneider</u>
1980-1982	<u>Walter Shulkies</u>
1982-1983	Frank Schwenke
1983-1985	<u>Jack Jones</u>
1985-	William W. Poorman

\*deceased

## PROGRAM

Welcome - William Poorman - Commodore  
H.H.Y.C.

Invocation - Dr. Fred Stone, Master of  
Cermonies

Dinner

Introduction of past Commodares and their  
Wives

"Moment in Memoriam" -

The Rev. Jon Regier, Chaplain

Tributes to Fathers -

E.Austin Barnes by Helen Barnes Jewell

Dr. Terry S. Montague by Len Montague

Brief History of Henderson Harbor Yacht  
Club - John H. Treadwell, II

Presentation of Insignia -  
Rick Stevens - Vice-Commodore

Slides of the Past -

Music for the sing-along provided by  
Roy Connolly

# A BRIEF HISTORY OF THE HENDERSON HARBOR YACHT CLUB

This dinner this evening is in the nature of a celebration. We celebrate an achievement accomplished to an extent far beyond the fondest hopes of those that began it. There are two beginnings of the Henderson Harbor Yacht Club, the first in the 1920's ----the second in 1947. Here in brief, is the story of those early times.

The year is 1926, and it was, of course, the Harbor itself that attracted them....a more beautiful Bay can never be seen; its sheltered waters, the quiet countryside, the quaint village with its full complement of retired sea captains. Guides were then known as oarsmen, and they sailed their skiffs far out to sea. There was little yachting activity at that time, except for



skiff sailing and the visits of cruising yachts. But in 1926 the Crescent Yacht Club invited L.Y.R.A. to hold its annual regatta at Henderson Harbor. This invitation was accepted and the regatta proved to be a grand success thanks to the graciousness of the General Electric Corp. by placing its full facilities at Association Island at the disposal of the regatta.

At about that time, there was a considerable fleet of Ackroyd dinghies, built in Toronto, at the Crescent Yacht Club, and I believe that one of the fleet had been purchased by Eleanor Dulles and sailed at Henderson Harbor. John Barnes also purchased a dinghy direct from Ackroyd, which he and Westcott Barber sailed from Kingston to Chaumont in a fresh northwest wind. ~~X~~ The ensuing years saw a mixed blend of young adults and teenagers, with their parents as financial sponsors,

purchase more Ackroyd dinghies direct from Toronto at a cost of \$300 each. These young people were the beginnings of our club, and in 1928 and 1929, they were racing actively in the Harbor.

By at least 1930, sufficient interest had been aroused at the Harbor in sailing and the Henderson Harbor Yacht Club has been formed with some 8 Ackroyd dinghies constituting the fleet. Trophy cups were given by Julien Barrett, Mr. and Mrs. W.W. Hammond, John Marcellus, Russell Dunmore, and a juvenile secret society known as the A.O.E.G. Home and home sailing regattas were held with Crescent, Cazenovia, Cooperstown, and Oswego Yacht Clubs and, at the end of the season, representatives of these clubs met with those of Syracuse, Auburn, Geneva, Skaneateles and Ithaca, resulting in the formation of the Central

New York Racing Association....an  
organizaition that has flourished ever since.

It was at the club's inception that John  
Barnes designed the club burgee....light  
blue for the sky over dark blue for the  
water...and it is the same one that we use  
today. The club had no clubhouse then, so  
bulletins and notices were posted at the  
local Post Office; and after the races, the  
sailors would meet at Hammond's....with the  
winner buying the sodas. There were efforts  
to locate a home for the club - on file are  
several letters exchanged between E. Austin  
(Skipper) Barnes and the General Electric  
Realty Corp. discussing the possibility of  
H.H.Y.C. purchasing Association Island and  
their land base at Harbors Inn. The Annual  
meetings were held in what is now Henchen's  
boathouse.



In 1931 there were 9 dinghies in the fleet, with their owners as follows: Dulles, Barnes, Pickslay, Dunmore, Ripley, Marcellus, Jones, Miller and Edwards. Also in 1931, the Crescent Yacht Club again invited L.Y.R.A. to hold its regatta at Henderson Harbor. Our club took an active part in arranging for the regatta. The local community subscribed generously toward the cost and, due to the carefully laid plans of a committee especially appointed for the purpose, the Lighthouse Board was induced to establish the present buoy on Lime Barrel Shoal.

Our yacht club carried on successfully through at least the 1932 season, after which most of its members could no longer spend sufficient time at the Harbor to properly maintain the required activities.



Officers for the 1930, 1931 and 1932 seasons  
were: Commodore John S. Barnes

Vice Comm. Ross G. Thompson

Sec-Tres. Alice Jones

The Directors were: R.G. Dunmore, R.F.  
Taylor, W.M. Pickslay, and J.C. Marcellus.

By 1947, with America busy returning to a civilian life style, considerable interest had again arisen in the possibility of a yacht club at Henderson Harbor. The main idea was to interest the young people in sailing small boats, getting them to know each other better, and in giving them more of an interest in Henderson Harbor than they otherwise would have. Thus Henderson Harbor would again come into its own and its rightful position in the minds of the younger generation - a position still held very dear in the minds of the oldsters -

several of whom were the juniors of the 20's and 30's.

The first organizational meeting was held at Seymour's cottage on Sunday, Aug. 31, 1947. Optimism and enthusiasm was generously abundant, and efforts began immediately to incorporate and to locate a home for the club. A second meeting was held at the home of Mr. and Mrs. Harold Tomlinson at Henderson Harbor on Sept. 27, 1947. About 18 people attended. History was made at that meeting as the Henderson Harbor Yacht Club was officially reborn. At the meeting John Marcellus was nominated as Commodore, but ultimately declined to serve due to a lack of time to properly administer his duties. Heinie Rouse was nominated as Vice Commodore, and he accepted the challenge - as both he and his wife Elva, and many others, unselfishly and unceasingly worked

night and day toward achieving their ambition to see Henderson Bay dotted with small sailboats manned by eager young people - with a social center to return to, to talk over the races, plan other activities, and dry their clothes. They saw all this in their minds - and more. They saw further - swimming and sailing lessons, and last but not least, a better community and social interest on the part of the older generation. Never once did their interest wane or activities lessen, while the popular interest of the sailing proved to be tremendous.

The first operating year in 1948 found the club renting Birt Tyler's Pagoda for \$50 for the season - and a full schedule of sailing and swimming lessons and racing were planned. A meeting was held at Tyler's Pagoda on June 28, 1948 at which Merton



Brodie was elected Vice Commodore and John Jones as Fleet Captain. A membership committee was formed, which subsequently went door to door - circumnavigating the Harbor, the Bay, and around to Stoney Point - and built a membership base of 61 members for the first year... with dues of \$15. At the meeting, special interest was placed on sailing for members of the club, and in conjunction with that interest, George Barnes of the Skaneateles Boat Co. and Robert Hart of Boats Inc., Chaumont, displayed boats in both the Bantam and Lightning classes. Commodore Rouse announced that moorings had been arranged for boats of club members along the Tyler waterfront to Fites dock.

On July 12, 1948 the sailing season got under way under the direction of Fleet Capt. Jones - with a shake down race. Five boats

were entered - a Lightning, a Snipe, a Bantam, a Dinghy, and a sloop. The course was marked out by Commodore Rouse, assisted by Paul Cook. Object of the race was to determine handicaps and create interest in sailing. The first of a 5 race series saw 9 boats entered - 2 Lightnings, 2 Snipes, 2 Dinghies, 2 sloops, and 1 Bantam. The Lightnings finished first, but on corrected time Frank Bickford with crew Eleanor Bickford and Peggy Tripp in a Snipe proved to be the winner. The second race saw 12 boats entered, as the Bickford Snipe won again - with the added attraction of the season's first capsizes duly recorded by the Watertown Times...."Excitement was furnished the spectators as the boats rounded the starting buoy on the second lap of the course. In jibing around the home buoy the Brodie sloop, skippered by Howard Brodie, tipped over. It was close to the yacht club

dock and was towed to shore. This was the first accident of the season. The crew, all good swimmers, were able to gain the dock."

Races were run throughout the summer with a growing interest exhibited with each passing week. Swimming lessons under the direction of Mrs. A. Arthur Merryweather were given twice a week, with 35-40 students participating. Sailing lessons were given by Vice Comm. Brodie and other members to less experienced sailors. On Aug. 27, 1948, the Annual awards dinner was held at Lakeview House - culminating a successful first season of the reactivated yacht club.

The rest is well recorded history - the club rented Tyler's Pagoda for the 1949 season for \$100 while the fleet had grown with at least 3 each in the Lightning, Bantam and Snipe classes, leaving the remainder of the



fleet to compete in the handicap division. Then in 1950, the growing size of the fleet and the club's membership compelled the Directors of the club to lease with the option to purchase, the Howard VanDuzer cottage - our present Junior yacht club. The fleet that year had 19 boats, 17 of which were class boats, and over 200 children took part in the swimming program. In 1951, the land fill operation began, the Junior division was formalized, and the option to purchase the property was exercised - and H.H.Y.C. at last, had a home of its own.

By John H. Treadwell, II