

Brockport Yacht Club

1904 - 2004

An Illustrated History

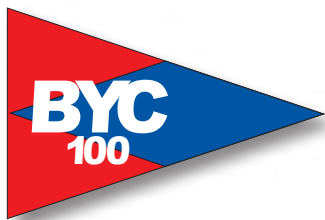


**Centennial
Edition**





Sunnyside Beach 1907 Postcard



Officers

Commodore: Lynn Keenan
 Vice Commodore: Spud McCandless
 Rear Commodore: Bob Burkhardt
 Fleet Captain: Joe Amorese
 Treasurer: Paul Kantt
 Financial Secretary: Ernie Dinatale
 Recording Secretary: Larry Beneway

Membership

Ken Lendeck, Chairman

Ship Store

Dave Schantz

Web Master

Dave Schantz

Trustees

Ken Lendeck, Bill Stewart,
 Matt Keene, George Bremmer, Les Ulp

Race Committee

Chris Miller, Chairman
 Larry Beneway, Bob Spencer

2004 Chairman

Chris Miller

Social Committee

Mike Coffey
 Ken Lendeck
 Ed Dempski
 Jim Georger
 Porthole
 Todd Dunn

History of the Brockport Yacht Club

1904-2004

From the Commodore,



This year marks the centennial of the Brockport Yacht Club. We celebrate one hundred years of competitive and recreational sailing on Lake Ontario, education in boating safety and skills, and socializing in a family-oriented atmosphere. From the Toronto boat show in January to the

Christmas party in December, this year's events provide a variety of enjoyment for all. Many members have contributed to the planning of this year's festivities. I thank them. But it also important to remember those who have preceded us, making our facilities and programs what they are.

Lynn Keenan, Commodore



BROCKPORT YACHT CLUB 2004 Calendar

CLUB EVENTS

May 8	Boat Launch (7AM)
May 15	Club Opening Work Party (8AM)
May 30	Memorial Day Cocktail Party*
July 4	July 4 th Cocktail Party*
July 31	Port Hope Weekend at BYC
August 16&17	Youth Sunfish Program (9AM - 4PM)
September 5	Labor Day Cocktail Party*
September 11	Corn Roast (4PM)
October 15&16	Haul Out (7AM)
October 30	Club Closing Work Party (8AM)
November 6	Fall Banquet
December 4	Holiday Party (8PM)

* All Cocktail Parties are at 4 PM/Sundays

HOLIDAY AND SPECIAL RACES

May 31	Memorial Day Race	10:00AM
June 5	Anchor Race	10:00AM
June 19	Ketchup Race	10:00AM
June 25	Adult Sunfish 1	06:00PM
June 26	Time Trial Race	10:00AM
July 2	Full Moon Race	07:00PM
July 3	Schauman Cup Couples Race	10:00AM
July 4	4 th of July Race	10:00AM
July 9	Adult Sunfish 2	06:00PM
July 10	Couples Sunfish	01:00PM
July 17	BYC Regatta	09:00AM
July 24	Adult Sunfish 3	01:00PM
July 25	Shirley Ulp Memorial Race	01:00PM
July 31	Canada/USA Race	TBA
August 7&8	Youth Sunfish	09:00AM
August 14	Art Danielson Regatta	09:00AM
August 21	Single Handed Race	10:00AM
August 22	Adult Sunfish 4	01:00PM
August 29	Adult Sunfish 5	01:00PM
September 4	Make Up or TBA	10:00AM
September 6	Labor Day Race	10:00AM

The Schauman Cup Couples Race, Shirley Ulp Memorial Race and the Single Handed Race are all white sail only races. Your rating for those races will be determined from your PHRF certificate if you have one or from the Lake Ontario PHRF rating book if you don't have a current certificate. For all the other special races, prior to the start of the race you can choose to use your spinnaker (FS) rating or white sail only (NFS) rating.

History of the Brockport Yacht Club - 1904-2004

As the Brockport Yacht Club celebrates its centennial, we look back on a century of providing competitive and recreational boating for our members. We have also enjoyed an active social calendar, education in sailing skills and safety, and often unrecorded assistance to boaters on Lake Ontario. The Club was founded as and remains cooperative, with the bulk of the work on the property and facilities done by the members. A brief survey of the Club's history illustrates both unique events and recurrent themes, primarily the ongoing effort to provide adequate docking and other facilities for the members.

According to a 1927 article in The Brockport Republic, the Brockport Yacht Club can trace its beginnings to the summer of 1903, when "a group of men, drawn together by their interest in boats, assembled at the Public Building (the village offices and fire hall, formerly on Market St.) to organize for the promotion of boat races." The Club was formally organized in May 1904, with its object "to encourage yacht building and yacht racing, and to increase an interest therein." In 1904 the first trophies were silver cups donated by Fred Kelso, a Charter Member and proprietor of the Lake View Hotel on the west side of Sandy Creek, and S.J. Burritt, a Rochester jeweler. The first race, Memorial Day 1904, was won by Sid Nichols, twice around a triangular course. There was an active sailing program through the summer

at Sunnyside (as Sandy Harbor was called) on Lake Ontario, and racing rules were published with the original Constitution and By-laws.

At a meeting on June 3, 1904, the following officers were elected: Commodore Sidney S. Nichols; Vice Commodore Howard N. Matteson; Fleet Captain George F. Guelf; Secretary Roy Goffe; Treasurer J.E. Kinsella; Directors George Ellis, J.E. Wiley, Harry Morgan; Timer Harley



George "Buzz" Guelf, Commodore
1905, 1912-13, 1936 - 42

E. Hamil. Later a four-man regatta committee was established. It was reported that the Club had more than fifty members, shortly to grow to ninety-eight Charter Members, then over a hundred. The membership was a cross-section of western Monroe County-lawyers, doctors, bankers, hotel owners. Harley Hamil, Clarkson supervisor, and Burton Avery, Brockport village clerk, were two of the first in a

long line of current or future holders of public office, including Brockport assemblyman Paul Hanks, Sweden supervisor John Henion, Brockport mayor Donald Rogers, and Spencerport mayor Ted Walker. Special mention should be made of George F. "Buzz" Guelf, a major factor in the establishment of the Club and its racing program. He was a printer, mechanic, ornithologist, and long-time building inspector



Entering Sandy Creek
ca. 1905



Sunnyside Beach

and assistant fire chief in Brockport. Meetings were often held at the Club, with steak or chicken dinners, or at the Public Building. Dues were \$1.00 a year, with an initiation fee of \$5.00. In 1905 about fifty life memberships were issued for \$10.00 each, which subsequently caused financial problems for the Club.

The early racing boats were sloops, sixteen to twenty feet, with gaff-rigged mainsails, spinnakers, and long bowsprits. Some boats were co-owned and some built by their skippers. Auxiliary power was supplied by oars. The fleet was small, rarely more than seven boats, once twelve. The program usually consisted of races on Memorial Day, the Fourth of July (Gordon Cup from 1905), and Labor Day. The courses varied: triangle, windward-leeward, or a longer course to Troutburg (west of Devil's Nose) and return. Some years the Labor Day sailing included a cruise to Oak Orchard on Saturday and a race back on Monday. There were also Saturday and Sunday races with 10 a.m. starts. Some familiar features marked the early racing: fog, "a drifting match," "tempestuous seas," and one race in 1905 which was sailed three times because of protests. Two handicapping systems were used, based on the

length of the boats. One employed staggered starts, the other corrected finishing times. There were power boats, which raced occasionally.

The first cruising boat was the Waubaushene, acquired in 1902 by Brockport industrialist and 1908-09 commodore, Gifford Morgan. It was a thirty-two foot, double-masted schooner, fitted with an eight-horsepower engine. Morgan and his

brother Harry (also a Charter Member) and two others cruised to Oak Orchard, Sodus, and the Thousand Islands. Owner of the land on the east side of the creek, Morgan also had a smaller boat, the It, for racing.

Two significant events happened in 1905. On June 20th the Club voted to incorporate legally. A plan for a clubhouse on the west side of Sandy Creek had been announced in July 1904. It was built the next year, close to the lake front, where it appears in some early pictures. The site was leased from Isabelle Conor, new proprietor of the Lake View Hotel. Construction was done by John Gannon, a Brockport contractor and Charter Member, at a cost variously reported



Gifford Morgan's
Waubaushene

WAUBAUSHENE
B.V.C. - LAKE VIEW HOTEL - LAKE ONTARIO - HAMILTON N.Y.

*Clubhouse
ca. 1907*



between \$1,000 and \$1,500. The clubhouse opened Sept. 22, 1905, with a clambake and a race in heavy weather. The next year the building was painted white, some furniture procured, and sleeping rooms provided on the second story. Further improvements were reported the following year: “The stairway in

the center of the building will be moved to one end, leaving the entire lower floor clear for dancing. A locker and bunk room will be added on the second floor by running a partition across from north to south.”

*Lady Sailors
ca. 1905*



In April 1910, the Club purchased a 200 x 200 lot on the creek from Mrs. Conor. The clubhouse was moved by the end of May. To cover the cost of the moving, \$250 worth of bonds were sold to the members. The deed includes a restriction that “no liquor shall be sold or offered for sale upon said lot,” which explains why BYC has no bar. A recurrent problem was the sand which filled the creek, sometimes preventing access to the lake. In 1909 the Club undertook a project with timbers, stone, and metal cribs to keep the creek open; when funds ran short a public appeal for support was made.

The Club had an active social pro-

gram, with steak roasts and clambakes for its members during the season. From 1905 to 1916 the Club sponsored a ball in Brockport's Winslow Hall (the second floor of the Strand Theater building). Usually held on Easter Monday with local orchestras, these dances drew as many as 500 people, could last until 3 a.m., and raised as much as \$150 for Club expenses. The 1912 poster indicates that the current burgee design had been adopted. Less successful was the Club's sponsorship of The Parish Priest, a play by Dan Sully, at the Brockport Opera House in December 1904. In 1907 the Club was "open to the citizens on certain afternoons and evenings each week for the purpose of dancing and as a center of the cottage life at the beach." Although the dances were "much enjoyed" and the Republic applauded the "popular move on the part of the Yacht Club to open the house to the young people of the beach," the practice does not appear to have continued.

During and after World War I, the Club is less well documented. Many activities continued: dinner meetings, racing both sail and outboard motor boats, painting the clubhouse in 1922, the installation of ceiling and paneling, more dock work in 1930, and the addition of "a complete culinary department" in 1927. The smaller numbers reported at meetings, in the twenties suggest that overall membership declined, though new members continued to join. Because of an increase in interest, there was a proposal in 1928 to build a canoe house, though no record exists of this having been done. In September, 1926

the Club had a chicken dinner and clambake, followed by the radio broadcast of the Dempsey-Tunney fight. The first wire fence around the Club's property was installed in 1925.

A more significant development was the formation of the Sandy Creek Development Company in 1919. It purchased the Conor property, the west side of the creek except for the Club's lot, "for improvement and

development purposes." The Club acquired stock in the company the next year. In 1925 the name was unofficially changed to Sandy Harbor. "Plans are being made for improving the

harbor, building piers and cleaning up the cove back of the Yacht house, making it a water so that boats can travel it, or at least be used for anchoring purposes." The Republic announced the end of the name "Sunnyside." The next year BYC formed a committee to work with the Sandy Harbor Company about building a pier.

The Club's history during the 1930s is even more sketchily recorded. Dinner meetings at the Club drew 40 members in 1930 and 1932, but only 20 members and guests attended the annual meeting in 1938. Dock work was reported in 1930 and 1939, plus plans for screening, painting, and shingling the clubhouse. One nostalgic note appeared in 1935: "The Juno, formerly owned by Dr. Hazen, has again appeared, after an absence of several years, at Sandy Harbor. Other sailboats are in evidence, and the appearance of three in a group

YACHT CLUB PLANS ACTIVE SEASON AT SANDY HARBOR

New Boats Have Been Bought

Steak Dinner To Be Held At Club House, May 9

(*BYC Revives, April 1940*)



Bruce Howe's Blue Jay, 1953



Oak Orchard Yacht Club Visits, 1953

from down east this past Thursday afternoon, gave Sandy Harbor the setting it had along about 1905.” Perhaps more representative of conditions during the Depression is Earl White’s recollection of “times when there were only four or five active members and cobwebs festooned the upper meeting room.” According to tradition, George Guelf kept the Club alive by paying the taxes and doing much of the maintenance.

During the next decade the Club carried on. In 1940 the membership was nearly seventy. By 1948 dues had increased to \$6.00 a year with a \$10.00 initiation fee. An active sailing program, “the first in years,” resumed in 1940 with two fleets, 18-foot Seagulls and 14-foot Olympics. At least nine power

boats were also at the Club. There was more dock work, and the wiring of the clubhouse with electricity. In 1949 dredging was done in the creek. The Club continued to function during World War II, if on a reduced basis. Races were held on July 4, 1942. It was noted that “Because many of the Club’s members are working in defense plants and will not have a vacation of Labor Day, Sunday’s affair (picnic and races) will take the place of the usual Labor Day activities.” Annual meetings were reported at the Village Building in 1943 and at the Clubhouse in 1944. A different problem occurred in June, 1943, when Lake Ontario rose above 249 feet. “Water in the creek is up to the floor of the Brockport Yacht Club... To reach the Yacht Club it is necessary to wear high boots, take a boat or swim.” In 1947 the lake again rose above 249 feet, with Morgan’s pier under water. In 1948 the Club held a dinner meeting honoring “Buzz” Guelf for his many contributions. Another major event of the year was the purchase from the Sandy Creek Corporation of the land now the parking lot and beach.

The 1950s saw further growth in the Club and its programs. Membership was reported at 135 in 1954 and 120 in 1957. The completion of the Lake Ontario Parkway in 1958 facilitated access to the Club from the western suburbs of Rochester. Problems with low

water led to dredging of the basin in 1954 and construction of a modest jetty in 1957. In June 1959 the Club purchased 300 pounds of an unnamed chemical in an attempt to control weeds in the basin. The Club celebrated its fiftieth anniversary on Labor Day, designated “Buzz” Guelf Day, with races both Sunday and Monday, and dinner provided by the Ladies Auxiliary. Both sail and power boats competed in races. The racing program expanded in the mid-1950s by hosting visits from Oak Orchard and Genesee



Brockport Yacht Club, 1950’s



Briody Snipe Class Regatta, 1959

Yacht Clubs. One of the first racers to venture outside BYC was Glenn Poyzer, who took his Lightning to the Lake Shore Regatta at Sodus in 1955. A two-day Lightning regatta was scheduled for BYC at the end of June 1957, but canceled when the remnants of Hurricane Audrey came through with 40-knot winds. The regatta was rescheduled at BYC the next year, attracting seventeen boats from six other clubs. In August 1959, a Snipe Regatta was held. Of special interest is the awarding, in 1958, of the first Dilbert Dunker Trophy for the biggest goof of the year.

The Club's history is more fully documented from 1959 on, with our own records and the race results Betty Dunn

sent to the Democrat and Chronicle. In April 1960 the membership limit was lowered from 110 to the current 100. In 1963 the Club had a fleet of 25 sailboats and 20 power boats. At some point the Club began leasing the basin from the Sandy Creek Corporation for additional docks and moorings. Beginning in 1962 the Club sought to purchase the basin and land to the south as far as the Parkway, or lease it for fifty years, but the result was a ten-year lease beginning in 1964. Other improvements included remodeling the first floor of the clubhouse and new windows on both floors in 1968, the installation of a new septic tank in 1963 and the gin crane in 1969. There was endless work on docks and the seawall on the creek, and more basin dredging in 1964 due to very low water. Sunfish racks were built in 1965, a pay phone installed in 1967, and a gasoline tank installed in 1965. A light was placed at the end of the jetty in 1962, and the jetty itself extended in 1967. In 1966 a Boston Whaler was purchased as the Club boat.

In 1968 Carm Hendrickson initiated a Learn to Sail program, with two classes. Beginners sailed Sunfish; intermediates used Day Sailers. This tradition, with an interruption in the 1980s, continues as Sunfish lessons for children of all ages. In October 1967, Edgar Coapman edited the first monthly newsletter, soon named The Porthole. In October 1968, the



*Raye Conrad & wife Bea, Bill Ruf, DJ Lawrence Carm Hendrickson
Award of First Dilbert Dunker Trophy, November 1958*



"Shirley Claus"
Christmas Party, 1996



Memorial Day Sail By
1998



Spinnakers set
1998



Sunfish Kids
1992



Lady Sailors
1991



Sunfish in Light Air
1998



1977 Day Sailer Nationals

Club cosponsored at SUNY Brockport an illustrated lecture by George O'Day on the America's Cup, "Inside the Twelves." Over 400 tickets were sold.

The social calendar included winter meetings at the Roxbury Inn in Brockport and the Homestead Hotel in Hamlin, spring parties and awards dinners in a variety of places, and summer meetings at the Club, including corn beef and cabbage begin-



1989 Port Hope Cocktail Party

ning in September 1968. We continued reciprocal visits with Genesee YC. In 1961 the BYC float in the Hamlin firemen's parade won a \$10 prize. For some time the Club maintained a supply of beer for sale, including to nonmembers. After Commodore John Karpf pointed out the illegality of this in 1962, the practice was discontinued, though not without some unhappiness. This was partially compensated for with the arrival of a Coke machine in

1970. In 1965 a gasoline tank for power boaters was installed, and the three-ton Club crane was installed in 1969 for launching and hauling the increasing number of larger boats. In October, 1968, Web Chapman's crane was hired to haul the keel boats.

Of the 1963 racing program we learn that the July 4th long-distance race for the Gordon Cup drew a fleet of 20 boats, but was postponed when "several of the craft swamped before negotiating the starting line." The race was held three days later in heavy winds, with 14 of 16 boats finishing and two capsizing. Warren Mayer's Comet won; there were also fleets of Day Sailers, Highlanders, and Lightnings. Labor Day weekend George Dunn won the Gordon Cup and Dan Lawrence the Dunn Cup, both in Day Sailers. By 1967 the fleet had expanded to 54 boats, including 17 keel boats and 11 Sunfish. In this decade the Club hosted invitational regattas for Day Sailers (1963 on, the 1968 race attracting 25 boats), Highlanders, and Sunfish (1968, with 40 boats from six clubs, and thereafter). Our sailors also traveled to other events such as Jim Holbrook's winning a Day Sailer regatta at Canandaigua YC, Bob Hulek's taking second in a Highlander at Buffalo Yacht Club in 1967, and Ted Wadhams and Ed Coapman entering the Highlander Nationals at Lake Geneva, Wisconsin. By 1960 the tradition of reciprocal privileges with other clubs was under way, with invitations sent to six clubs on the south shore.



75th Anniversary Booklet, 1979

A more distressing development was the Internal Revenue Service's collecting a 20% excise tax on dues and assessments, retroactive from 1960 to 1955, plus penalty and interest, to the tune of \$3,698. Although this tax was discontinued in 1966, it had been replaced the year before by a 5% state sales tax. Also annoying was the brief (1960-61) ban on boat trailers on the Parkway.

The 1970s were marked by a major remodeling of the clubhouse, an active racing program, some significant changes in some of the Club's policies, and the celebration of the Club's 75th anniversary. Since at least 1966 the condition of the clubhouse had been a major concern. In 1972 a committee presented a number of options, including a completely new building, extensive remodeling of the old one, and doing nothing. Ultimately the remodeling option was chosen—enclosing the second-floor porch, and adding the current porch with the water heater and shower room on the west side. The upstairs was redone to create the current meeting room and kitchen.

Extremely high water in 1973 led to the members' sandbagging the clubhouse, while Bud LaDue was hired to bring extra rock to reenforce the jetty. The damage to the Club was partially relieved by a \$12,500 disaster loan from the Small Business Administration. The range lights were installed in this year, a new holding tank the next.

The racing program flourished. In 1973 the fleet included 31 Sunfish, 23 keelboats, 13 Day Sailers, 8 Highlanders, 4 Lightnings, 3 power boats, and 8 others. The 1972 Highlander Bagpiper Regatta drew 29 boats. In 1976 there was a race to Port Hope Yacht Club, Ontario, beginning a long relationship between the two clubs. The next year, Port Hope visited Brockport. The Club's most significant event was hosting the Day Sailer Nationals in 1977, which attracted 46 boats, two from California. Our sailors continued participating outside the club in events such as the Scotch Bonnet race across the lake at night. In 1979 Erdine Fisher took over the Junior and Ladies Sailing program, continuing to provide instruction using Sunfish and Day Sailers. In a different vein, BYC skippers provided a sailing experience for about 60 athletes participating in the International Special Olympics at SUNY Brockport.

In 1973 the Special Member category was created, to honor those who had made significant contributions to the Club. The first was Edwin Wadhams, six times commodore; the second was Edgar Benedict, treasurer for fifteen years. Also in 1973 the word "male" was deleted from definition of membership in



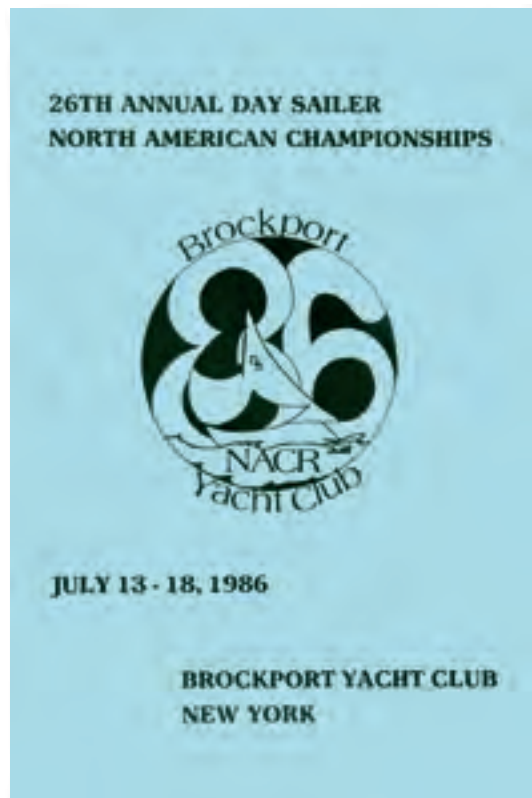
Doug Sheldon, Commodore, 1972-73



Day Sailer, ca. 1975

the By-laws. The first woman member was Marion Thompson in 1976.

In 1979 the 75th anniversary was marked by commemorative burgees, publication of a new Club booklet, including an updated version of the history prepared by Frank Burch and Earl White earlier in the



Day Sailer Nationals, 1986

decade. The visit from Port Hope YC, over an extended July Fourth week, included a steak roast, fireworks, and racing for the Can-Am Cup.

The 1980s were largely steady-as-she goes. The Club's membership and programs remained stable. Towards the end of the decade the Gray Sailors emerged, an energetic group who meet Tuesday mornings at the Club to undertake a wide range of useful projects. The major sailing event was the return of the Day Sailer North American Championship in July, 1986. This attracted 27 boats from as far away as California. In 1982 we again hosted the Central New York Lightning regatta, with a fleet of 19. Our sailors continued to do well at events around the lake, culminating in Tim Donovan's winning the Rochester District PHRF Championship in 1988. In 1985 we entertained

Tom Grape & Dick Olson, 1988





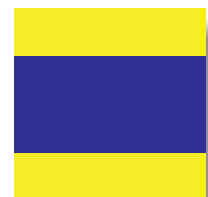
*The Corn Roast...
A September Classic*

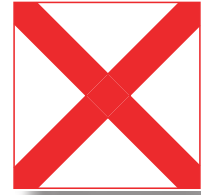


*Dock Building
January 1984*

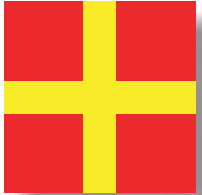


*"Are we having
fun yet?"
Creekside
Docks*





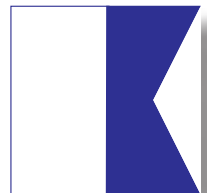
*Dredging
Sandy Creek
1988*



*Building the Shed
1990*



*Shingles for the
clubhouse
1997*



Willows and Bald Eagle Yacht Clubs for a race and cookout.

The social program continued or modified events instituted earlier--the trophy return brunch in May (discontinued in 1986), visits to and from Port Hope Yacht Club, the corn roast in September, corned beef and cabbage in October, awards banquet in November, and Christmas party. In 1983 the first Beach Association picnic was held. In 1985-89 spring parties were held at Rochester Yacht Club. At least three trips to the Toronto Boat Show took place. For many years the Club's winter meetings took place at the Homestead Inn in Hamlin. When this burned in 1986, a new location was sought; eventually the Pine-wood Country Club in Spencerport was chosen.

One substantial event over 1983-86 was an expansion and dredging of the basin to its current size, permitting the rebuilding of the docks and the construction of additional ones. Shore power, and later water, was added to the docks. In 1982 additional piles were driven along the creek side seawall. The Club added stone to Morgan's Pier in 1985 and dredged the creek in 1988. An attempt to improve the water supply led to the digging of a well, which ultimately proved useless. The construction of a state boat ramp in 1986 led to fewer problems than had been anticipated.

The 1990s saw the Club in continued good health. The waiting list for membership swelled to 135 in 1992, but rigorous action by the officers gradually



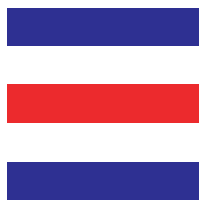
Spring Launch 1989

reduced this to more reasonable figures. A number of major physical improvements were made. The most significant of these was the installation of a water line in 1993, giving the Club potable water for the first time. Water lines were subsequently extended to the docks. In 1990 the current storage building near the beach was erected and the old shed near the gate was demolished. In this year a new Club boat was purchased and the creek-side launch ramp rebuilt to accommodate it. In 1993 substantial work was done on the creek side seawall with the addition of new steel and walkways.

The racing program included the Pearson 26 Regatta in

Mast storage on the porch, an unlamented tradition...





Memorial Day at the Flag Pole, 1998

1992, which attracted ten boats. This regatta has now evolved into a more open format. Other new competition included a Couples Sunfish Cup and a Couples Cup. The Club continued to be well represented at outside regattas, including the Youngstown Levels, the Rochester Race, LYRA, and the Scotch Bonnet. Ray Nelson, Jack Evans, Adolph Schroeder, Ken Henehan, Bill Stewart and others brought home flags. In 1990 the tradition of a Memorial Day Sailby was instituted, which continues--weather permitting.

The social program saw a few changes. Visits to and from Port Hope became one a year instead of two. The Beach Association picnic was suspended. Regrettably, increased insurance costs led to the abandoning of the July 4th fireworks in 1992. Problems from the decade included the ice storm of 1991 which damaged some boats and covers, very high water in 1993, the threat of zebra mussels, and an annoying Coast Guard user's fee.

The beginning of the new century saw the planning of the Club's centennial in 2004. After several decades

wearing dark weathered shingles, the Clubhouse was stained Cape Cod Gray in 2002, approaching the original white. A substantial dredging program was undertaken both in the basin and the creek. In 2003 a multiyear reconstruction of the docks was completed. Over several years picnic facilities improved with the addition of new tables, a large tent, and paving blocks. In 2001 Sunfish regattas resumed, now named for Art Danielson; the 2003 event drew twenty boats, many from outside the Club. The Club entered the computer era, with a Web site and the electronic distribution of The Porthole.

Through its first century, the Brockport Yacht Club remains, as one member told the Times-Union in 1976: "It's not real fancy, but it's very family oriented. They encourage the kids and women to sail too." Or, as former Commodore Lori Hannigan wrote, "BYC is more than boating; it is a lifestyle. A lifestyle that includes good friends, many happy times, and a challenging sport."

Commodores, Brockport Yacht Club

1904	Sidney S. Nichols	1961-62	John Karpf
1905	George F. Guelf	1963-64	S. Edwin Wadhams
1906-07	Burton H. Avery	1965-66	Ward L. Hamilton
1908-09	Gifford Morgan	1967	Charles Eighme
1910-11	Thomas C. Gordon	1968-69	Ansel Brennan
1912-13	George F. Guelf	1970-71	Robert Hulek
1914-15	George E. Benedict	1972-73	Douglas Sheldon
1920-22	Dwight E. Cook	1974-75	Daniel J. Lawrence
1923	P.C. Corbett	1976-77	Richard P. Davie
1924-25	Dwight E. Cook	1978-79	Gordon L. Jewett
1926-27	Waldo Brennan	1980-81	Joseph Fisher
1928	Frank Cooper	1982-83	G. Thomas Grape
1929	Clarence Boyst	1984-85	Ted Walker
1930	George Hosner	1986-87	Peter Aylward
1931-35	?	1988-89	Richard Olson
1936-42	George F. Guelf	1990-91	Sal Sciremammano
1943-46	S. Edwin Wadhams	1992-93	Raymond Gauthier
1947-48	Bert Dorrance	1994-95	Jack Evans
1949	George Anselm	1996-97	Dieter Hentschel
1950	Donald Rogers	1997-99	Ken Lendeck
1951	Robert Dimpfl	2000-01	Lori S. Hannigan
1952-53	Robert Plato	2002-03	Matt Keene
1954	Andrew Sims	2004 -	Lynn Keenan
1955-56	John Henion		
1957-58	S. Carmon Hendrickson		
1959-60	Edward Close		

Sources and Acknowledgements

The first decades of the Club are documented primarily by photographs and frequent notices in the Brockport Republic, especially a long, front-page retrospective published in 1927. Microfilms of the Republic and the Democrat and Chronicle from 1950 are in the Drake Library at SUNY Brockport. Eunice Chestnut provided access to the file of photographs and clippings at The Western Monroe Historical Society; Mary Smith similarly shared the resources of the Hamlin History Center. John Henion loaned some pictures and his memories of the Club during the 1950s.

The Club's archives, mostly from the late 1940s on, contain minutes of meetings, newsletters, financial records, extensive correspondence, and a substantial quantity of photographs. David Hale researched and wrote most of this history. Ed Vorbach designed and assembled the layout of this history as well as arranged for the printing. Assistance was received from Dick Olson, Matt Keene, Dick Davie, Dan Lawrence and members of the Centennial Committee.

