

# WINNIPESAUKEE YACHT CLUB

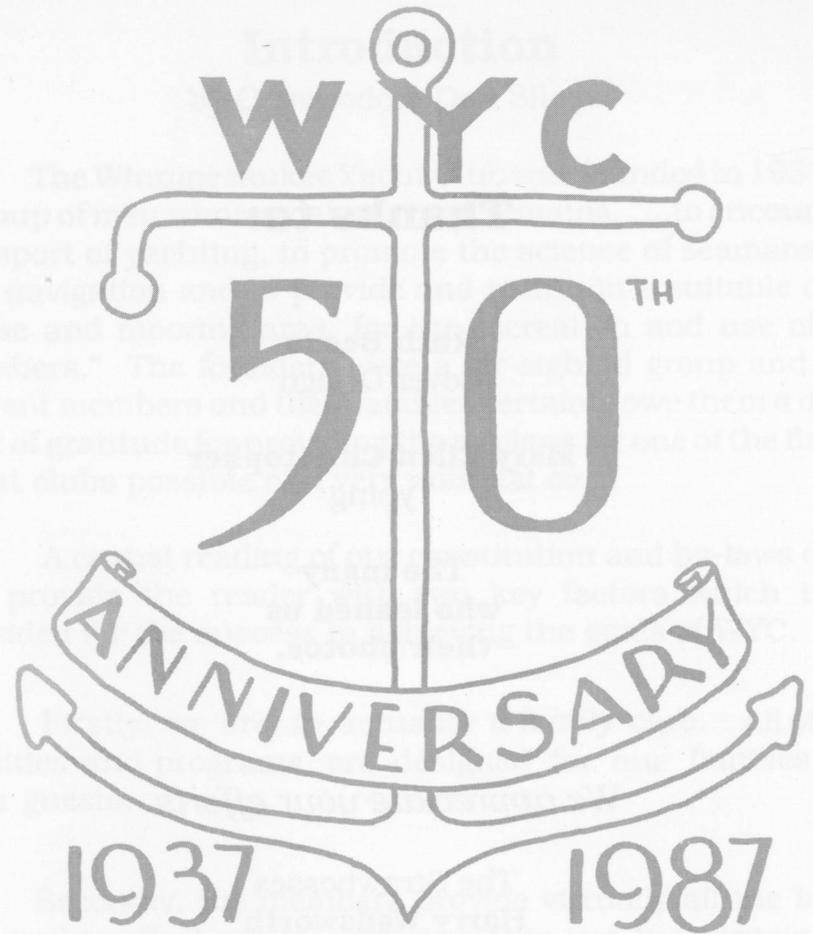


1937

1987

CLUB HISTORY

NH.ROOM  
GILFORD  
GENERAL  
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**WINNIPESAUKEE  
YACHT CLUB**  
CLUB HISTORY

*Gilford Public Library*

*gift of Dick Wiley & Harry Wadsworth*

## **Thanks to:**

**Ruth Beede**  
Cover Design

**Mary Ellen Christopher**  
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**The many  
who loaned us  
their photos.**

*We appreciate your efforts.*

The Strawbosses  
**Harry Wadsworth**  
**Bill Hauck**  
**Dick Wiley**

Printing by  
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August, 1987

## **Introduction**

by Commodore Don Sibson

The Winnepesaukee Yacht Club was founded in 1937 by a group of men whose goal was, and remains, "...to encourage the sport of yachting, to promote the science of seamanship and navigation and to provide and maintain a suitable club house and mooring area, for the recreation and use of its members." The founders were a far-sighted group and the current members and their families certainly owe them a deep debt of gratitude for providing the nucleus for one of the finest yacht clubs possible at a very nominal cost.

A casual reading of our constitution and by-laws does not provide the reader with two key factors which have provided for the success in achieving the goals of WYC.

Firstly, we are, in actuality a family club. All of our facilities and programs are designed for our families and their guests.

Secondly, the members provide virtually all the labor required to effect capital improvements and to maintain the facilities; thus, unlike most clubs, we are able to enjoy the sport of yachting at an extremely reasonable cost. In the pages that follow it will be clearly evident that we are a family organization and the members donate virtually all of the labor required—whether that labor is defending our mooring area in front of the General Court or building toilet facilities and a kitchen.

Finally, many thanks to Harry Wadsworth, for providing the leadership and management necessary to publish this latest *History of the Winnepesaukee Yacht Club*.

## 50 YEARS AGO

From the Evening Citizen

Sailboat enthusiasts met at the Council Chambers and took the first step in forming the Winnepesaukee Yacht Club. Lew Perely presided, Jim Irwin, Edward Tuttle, Maxie Dodds, Robert Smith, and A.M. Niles were designated a steering committee. Others at the meeting included William Davis, R.F. Gilman, A. Robertson, Kenneth Kirkman, John P. Gerry, John Beede, Sidney Baker, Cal Maloon, and Jim Watson. Jim Irwin, who arrived from Boston for the meeting, related that when Charles McGregor, well-known boat designer, was his guest three years earlier, he was asked to make plans for a sailboat which would be the right model for the lake. From the plans he prepared six boats which were built and launched at The Weirs. They were known as the Rainbow fleet. Sailboat racing was revived in a way after an absence of many years. It was the hope of those present that the club would be well formed by the time the influx of visitors arrived.

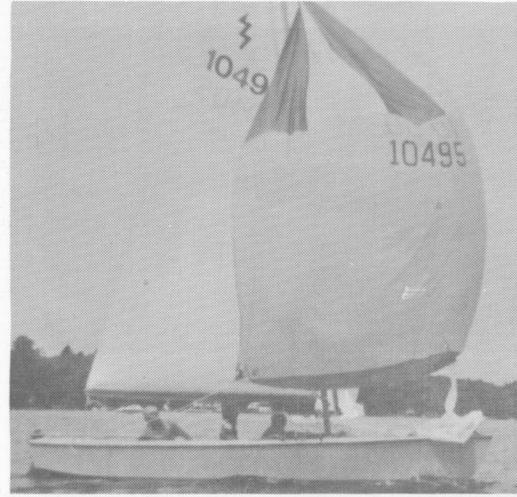
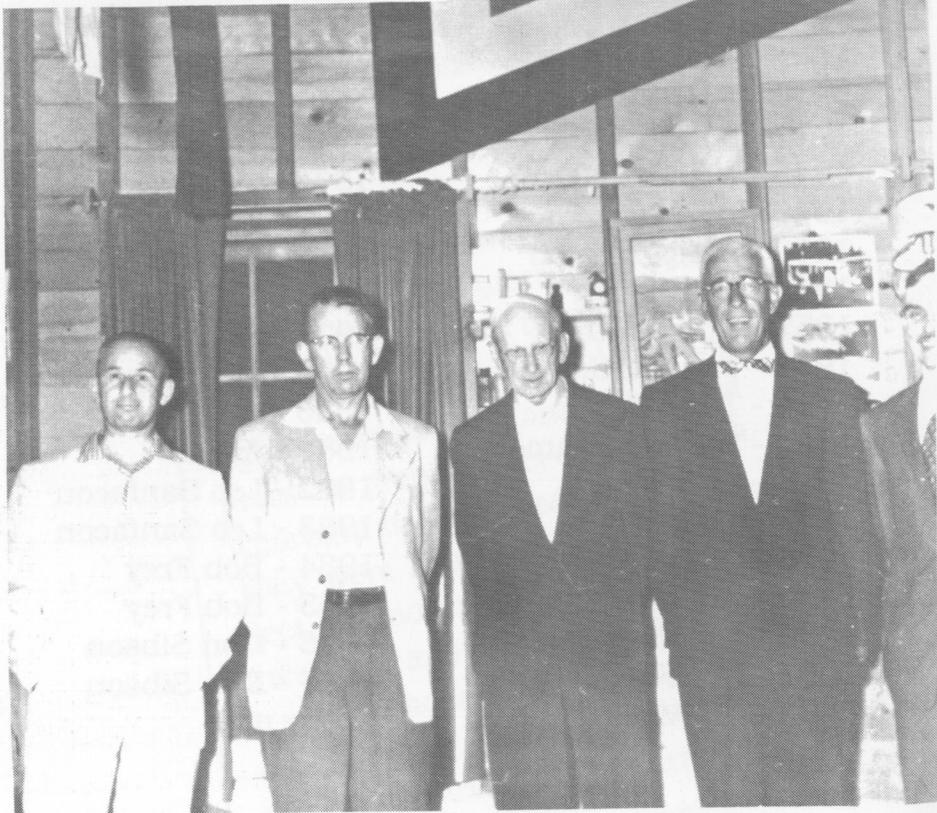
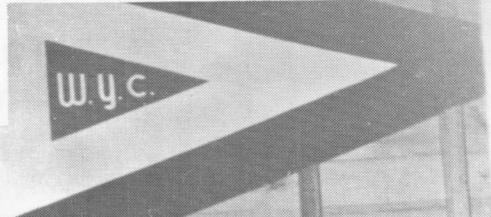
## COMMODORES

1937 - 1987

1937 - Ernest Niles	1963 - Ray Roux
1938 - Ernest Niles	1964 - Joe Macozek
1939 - Max Dodds	1965 - Eldred Shaw
1940 - Francis Doucette	1966 - Eldred Shaw
1941 - Bob Smith	1967 - Clint Roper
1942 - Austin Barlow	1968 - Cal Rolfe
1943 - Bob Smith	1969 - Cal Rolfe
1944 - Charles Dockham	1970 - Dick Wiley
1945 - Bob Smith	1971 - Dick Wiley
1946 - Frank Gilman	1972 - Pete Millham
1947 - John Beede	1973 - Pete Millham
1948 - Albert Edgerly	1974 - Paul Cotter
1949 - Bob Jett	1975 - Paul Cotter
1950 - Alden Hooten	1976 - Bob MacHaffie
1951 - Bob Smith	1977 - Bob MacHaffie
1952 - Bob Smith	1978 - Don Roper
1953 - Ted Martin	1979 - Don Roper
1954 - Ted Martin	1980 - Al Nix
1955 - Wallace Kramer	1981 - Al Nix
1956 - Don Weeks	1982 - Leo Sanfacon
1957 - Ed Lydiard	1983 - Leo Sanfacon
1958 - Cliff Hodges	1984 - Bob Frey
1959 - Bill Hauck	1985 - Bob Frey
1960 - Bill Hauck	1986 - Don Sibson
1961 - Bill Veazey	1987 - Don Sibson
1962 - Bill Veazey	



*Charter Members; Max Dodds,  
John Beede, Frank Gilman, Bob  
Smith, Ed Tuttle.*



*Dick Wiley in  
Lightning "Punky".*

*Bob MacHaffe's  
"Down Maine"  
committee boat.*



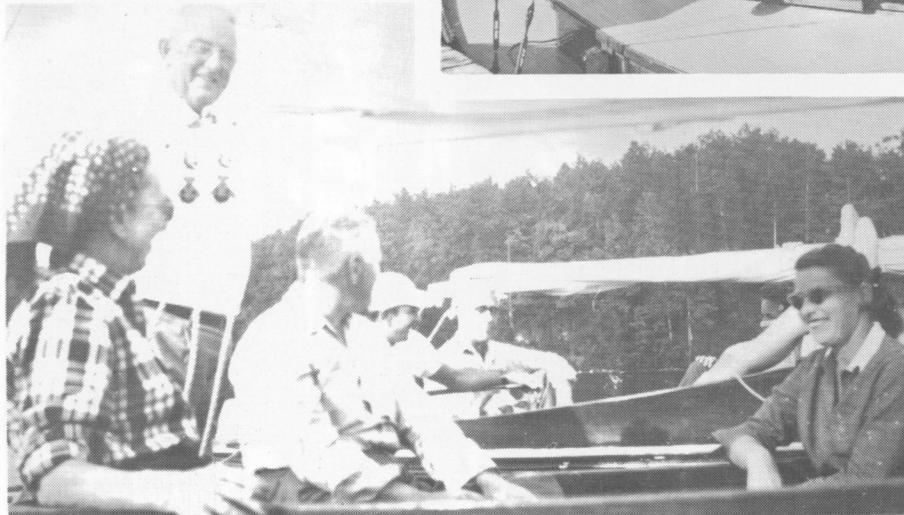
*(Rear) Don Weeks, Norm Erb, Max Dodds, Ted Martin, Merlin Noyes,  
(front) Charlie Dockham, Bill Hauck, Cliff Hodges, Dick Wiley.*



*Bob Smith's Novle  
Schooner "Folly"  
at Bear Island.*

*Capt. Ted Martin,  
Mate: Eileen Martin.*

*Rachel & Ed Lydiard,  
Don & Ruby Weeks,  
Dr. Stephen Kovacik,  
Robert Smith.*



*Ed Shaw taking a nap  
in his Elco Cruiser  
"Pompano" at Bear  
Island.*



*Don Sibson's Laser 28  
"Coherent"; Dick Wiley,  
Andy Howe, Don  
Sibson, Darry Taylor.*

*Clint & Don Roper  
in their Ensign.*

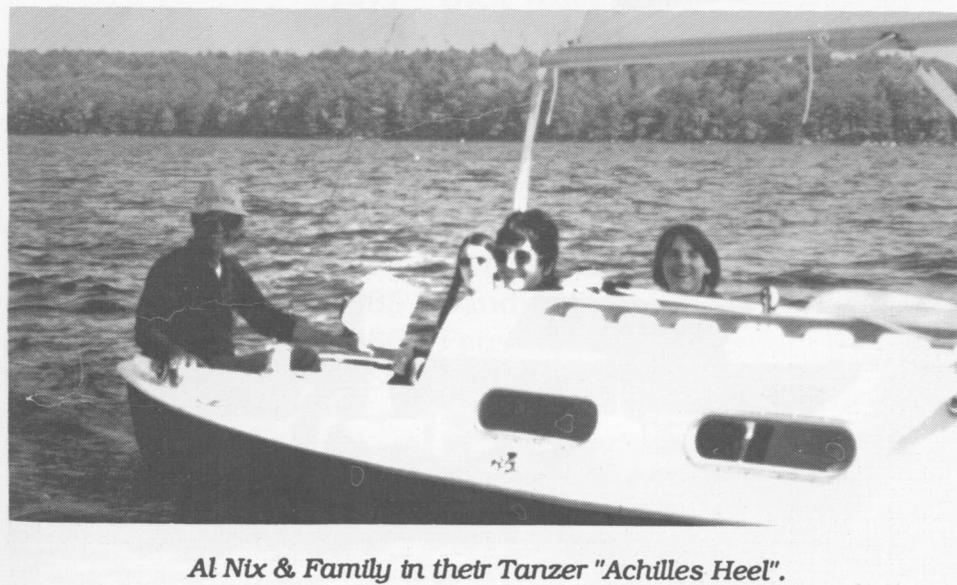




*Mark Stevens, Bill & Barbara Hauck in their Casey Yawl "Survivor".*



*Past Commodores aboard "Heritage"; Peter Milham, Al Nix, Bill Veazey, Bill Hauck, Cal Rolfe, Leo Sanfacon.*



*Al Nix & Family in their Tanzer "Achilles Heel".*

*Leo Sanfacon in his "Mega".*



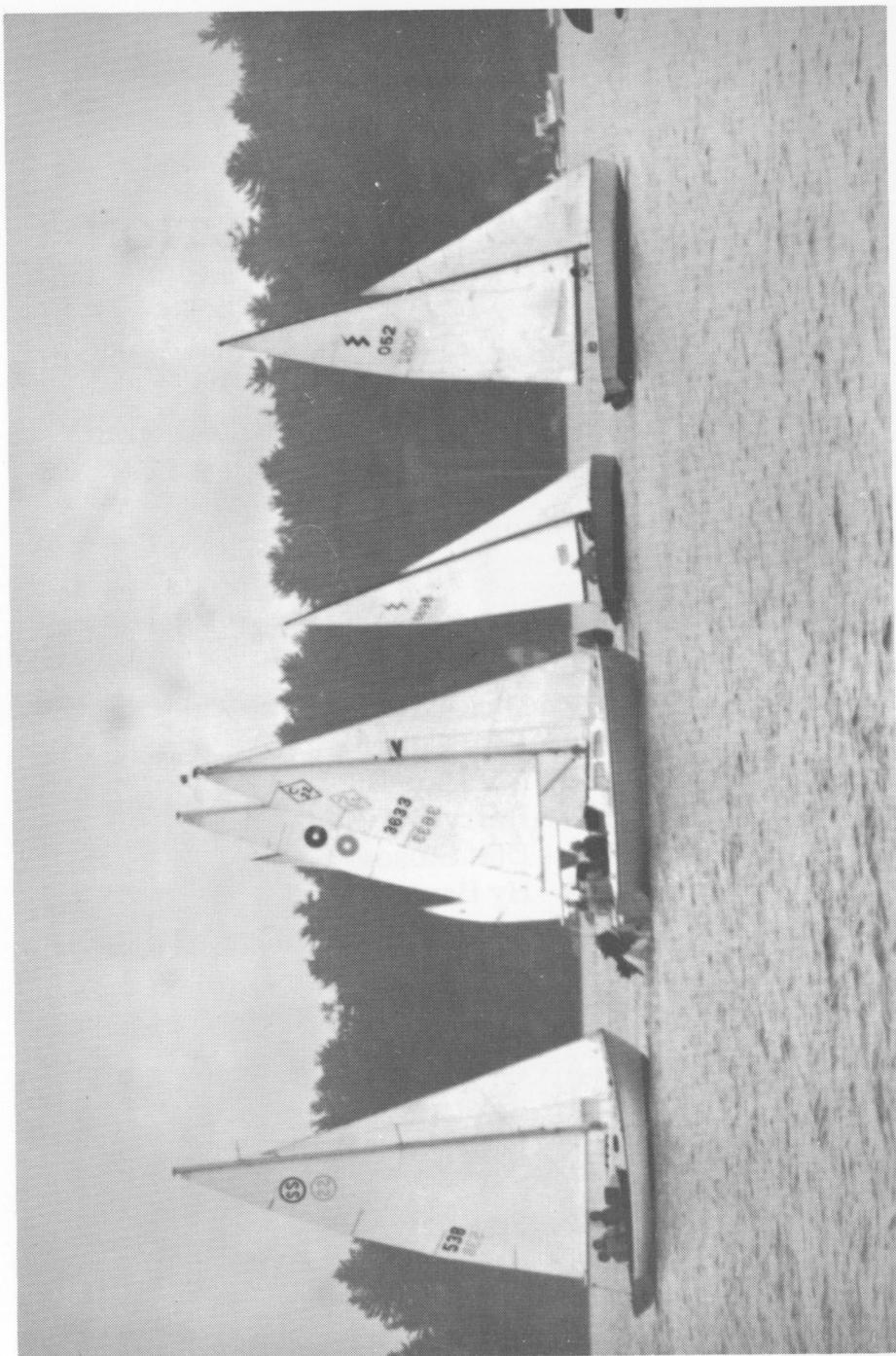
*Bob Frey in his Bristol 24 with George Kidd.*

## **MAX DODDS AWARD FOR OUTSTANDING CONTRIBUTION**

It is with sincere pride that we recognize these members who you have chosen for this award.

They have worked in Max's spirit of dedication to earn their place on our plaque.

- 1975 - Norman C. Erb
- 1976 - Harry C. Parker
- 1977 - Dick Wiley
- 1978 - Paul Cotter
- 1979 - Bill Hauck
- 1980 - Harry Graves
- 1981 - Don Sibson
- 1982 - Hy Bergstein
- 1983 - Russ Countway
- 1984 - Don Spear
- 1985 - Sandy Storer
- 1986 - Peter Millham
- 1986 - Armin Langsten



Jack Stephenson winning 1977 Commodore's Cup Race.

## HIGHLIGHTS OF YACHT CLUB RACES 1977 TO 1987

by Dick Wiley

### 1977

From 1953 to 1973 the Lightning Fleet #246 had twenty glorious years, which have now dissolved, with skippers and crews transferring their attention to keel boats.

The change in boats and their owners who will race this year are listed below:

Lightning 19' - Jack Stephenson	Sea Sprite 23' - Mark Beale
Ensign 22' - Hy Bergstein	Sea Sprite 23' - Armin Langsten
Ensign 22' - Don Roper	Sea Sprite 23' - Don Cooper
Ensign 22' - Dick Alvis	San Juan 24' - Paul Cotter
Ensign 22' - Alan Hayward	San Juan 24' - Brad Kidder
Star 22' - John Millar	San Juan 24' - Al Posnack
Tanzer 22' - Harry Parker	Blue Nose 24' - Don Spear
Tanzer 22' - Al Nix	Chris Craft 24' - Irving Buell
Tanzer 22' - Charles George	Catalina 27' - Dave Cooper
SeaSprite 23' - Fred Richardson	

### WINDS DIE FOR COMMODORES CUP REGATTA

Thirty-eight boats were entered in the two day, three race series. The last race was terminated by the Race Committee as the winds completely died. When the final results were tabulated Jack Stephenson was crowned overall champion, sailing a Lightning 19'. Ralph Mosher placed second and Al Posnack third. Rear Commodore Fred Richardson, Race Chairman, directed a successful weekend.

### AUGUST FINAL SERIES

1. Al Nix - Tanzer 22
2. Paul Cotter - San Juan 24
3. Don Cooper - Sea Sprite 23
4. Fred Richardson - Sea Sprite 23

## 1978

### Winners of June Series:

1. Brad Kidder - 2. Paul Cotter - 3. Mark Beale - 4. Hy Bergstein

### WINDS OF CHANGE SPELL DOOM FOR POSNACK

Sailing is a sport full of peaks and valleys. Take for example Al Posnack. The club skipper in the first race of the July Series was headed for a top finish when an unpredictable gale blew his sails in the wrong direction. As a result Posnack's San Juan failed to cross the finish line. Paul Cotter won the race and Al Fuller, in his San Juan called "Verdict", placed second.

### SKIPPER TAKES UNEXPECTED DIP

In the last July Sunday race things were anything but dull for Harry Parker, in fact it was downright frightening. Harry sailing his Tanzer 22', the "Flying Goose", was making an adjustment on the bow when a huge wave threw him overboard. Quick work by his crew Nat Johnson pulled him to safety. Parker still managed to place sixth overall in the race.

### PAUL COTTER VICTORIOUS IN COMMODORES CUP

Forty-five craft were entered in the three race regatta. Paul Cotter turned in the best performance with Al Posnack a very close second and Brad Kidder third. Paul once more placed his name on the trophy as this was his third Commodores Race win.

1 - Paul Cotter, San Juan 24. 2 - Al Posnack, San Juan 24. 3 - Brad Kidder, San Juan 24.

Cotter won both the July and August series and continued his winning ways by capturing the Labor Day Weekend Regatta sponsored by the Moultonboro Sailing Association. Cotter won this regatta over Al Posnack by a mere 1/2 point.



First Cold Duck winner Harry Parker & "Flying Goose".



Paul Cotter Five-Time Winner Commodores Cup Race here in San Juan 24 "Sea Otter" with Dan Taylor & Dick Wiley.

## COLD DUCK

The Inaugural Cold Duck Race was held in October with thirty-five craft in the fray. Harry Parker in "Flying Goose", his Tanzer 22, won over Al Nix who also sails a Tanzer 22.

### 1979

History was made in the 1979 Commodores Cup.

Paul Cotter won the 16th Annual Commodores Cup by defeating a field of sixty-nine yachts. The largest amount of entries ever in the history of the club race. Rear Commodore Leo Sanfacon was in charge of this event.

1 - Paul Cotter, San Juan 24. 2 - Jack Stephenson, mega 30. 3 - Brad Kidder, San Juan 24.

Paul Cotter wins season's overall races with his crew of Dick Wiley and Dan Taylor.

1 - Cotter. 2 - Stephenson. 3 - Dave Cooper. 4 - Don Spear. 5 - Al Nix.

The Cold Duck Race held on October 7th had twenty-four boats entered. The winners of this last of the season race week are:

- 1 - Jack Stephenson - Mega 30
- 2 - Bob Jeffers - O'Day 27
- 3 - Brad Kidder - San Juan 24

### 1980

#### COMMODORES CUP

This year we had fifty-seven boats. Saturday's races in the broads. The winds were mild to moderate. Sunday was only good for drifting and acquiring a sunburn. After five hours of torture the race was cancelled.

Paul Cotter, the helmsman of "Sea Otter", a San Juan 24, won the regatta. This is Paul's fifth Commodores Cup victory.

## COLD DUCK RACE

Bob Frey sails to victory in his Bristol sloop. His All American crew were Cal Rolfe and Bill Hauck. Twenty-five craft entered the race. The length was fifteen miles around Sandy Island and back to the club. Frey took off in a "hail of spray" and was never headed. Keith Nix at the tiller of a Tanzer 22, with Commodore Al Nix as crew, placed second.

### 1981

Larger sloops with more sail and speed appeared this year on the starting lines. Jack Stephenson and Mark Beale with Mega 30's. Charles Boucher in a new Capri 25', Steve Selig in a San Juan 30, Duane Thomas in a Catalina 30 and Dave Cooper sailing a Freedom 25'.

#### COMMODORES CUP

Dave Cooper captured the 18th Annual Commodores Cup title. Cooper topped a field of forty-five yachts in the three weekend races. Jack Stephenson in "Red Fox" placed second and Ralph Mosher of Schenectady, N.Y. placed third.

Rear Commodore Dan Taylor was in charge of the regatta.

## COLD DUCK RACE

Bob Belanger and his wife Claire in their yacht called "Sabbatical" won the annual Cold Duck Race in October. Twenty-eight sloops entered the race. Steve Selig in "Totam" placed second and Bob Jeffers in "Jessie K" just nipped Charlie Boucher in "Air Express" for third place honors.

### 1982

The Fleet becomes more competitive as new yachts enter the scene. Brad Kidder acquiring a new Capri 25, Leo Sanfacon changing from his Sea Sprite to a Mega 30', Dusty Nielsen going from a Paceship 23 to a Catalina 27', and Don Sibson a San Juan 24.

Bob Jeffers won the first race of the season in "Jessie K".

Charlie Boucher showed his skill in light air to capture the fourth race of the June series. Charlie has gone from an Ensign 22 to a new Capri 25 called "Air Express".



"Sabre" San Juan 24 Champ; Dick Wiley, Don Sibson, Steve Fay.

#### 19TH ANNUAL COMMODORES CUP

Forty-six yachts competed on the broads of Lake Winnetoesaukee back-to-back Saturday and one race Sunday on the last weekend in July.

Jack Stephenson in "Red Fox" a Mega 30, along with his wife Joan and brother George won first place. (He finished seventh in the first race, but came back strong winning the last two races.) Brad Kidder in his new Capri 25' sailed a tremendous regatta to take second place honors. Kidder praised his crew, Dan Taylor, a former San Juan skipper for

his expertise. Third place was captured by Steve Johnson at the helm of his Catalina 27 called the "Duel".

Rear Commodore Don Sibson along with his wife Lee were in charge of the regatta.

#### SAN JUAN REGATTA

The third annual San Juan 24' Regatta was held August 21st on Sanders Bay. Two Races were held back-to-back, sailing in the old Lightning class triangular course. Don Sibson, piloting his sloop called "Sabre" won both races in winds that blew out of the northwest up to 35 knots. Al Posnack at the tiller of "Fiesta" placed second, with Don Roper in "Airborne" taking third place honors. Six San Juans competed.

Don Sibson won the season San Juan championship. Don Roper was second and Bob Belanger third.



Jack Stephenson in "Red Fox" 1982 - 1983 - 1984. winner Commodores Cup Race.

### COLD DUCK RACE

Bob Belanger and his wife Claire won the Cold Duck Race for the second year in a row. Thirty-one yachts were in the event.

#### 1982 SEASON FINALS

- 1 - Jack Stephenson
- 2 - Steve Johnson
- 3 - Bob Jeffers

### 1983

#### AWARD WINNERS FOR THE SEASON

<u>CLASS A</u>	<u>CLASS B</u>	<u>CLASS C</u>
1 - Jack Stephenson	1 - Bob Jeffers	1 - Sandy Storer
2 - Steve Johnson	2 - Don Sibson	2 - Bob Frey

### COLD DUCK REGATTA

She didn't have a mystery keel like "Australia II" a 12 meter boat, but the Evelyn 32' launched by Terry Pratt just before race time Sunday sailed over the finish line sixteen minutes ahead of a fleet of forty yachts. Leo Sanfacon in his Mega 30' placed second and Derek Lewis placed third.

### 1984

The first race of the season, May 13th, was captured by Don Sibson. Don won the overall which was quite an accomplishment as he out sailed the faster boats which included an Evelyn 32 with Terry Pratt, a guest racer who placed second. Steve Johnson in his new Capri 30 took third place honors.

### COMMODORES CUP

Due to light winds and a confused course only two races were held in the broads. Race starters were headed by Dave Scott along with his wife Donna and Polly Sanfacon. A Fleet of thirty-eight boats were in the regatta. Rear Commodore Don Chase and wife Doris directed the weekend festivities and must be highly commended for a great job.

### CLASS A - 6 boats

- 1 - A. Whatley - J-29 - guest
- 2 - T. Pratt - Evelyn 32
- 3 - S. Johnson - Capri 30

### CLASS B - 14 boats

- 1 - Carter - Pearson 30 - guest tied with
- 2 - Stephenson - mega 30

### CLASS C - 9 boats

- 1 - Sibson
- 2 - Belanger
- 3 - Curtis

### CRUISING CLASS

- 1 - Frey
- 2 - Countway
- 3 - Fred Richardson



1984 Commodores Cup: Don Sibson, Div. C; Bob Frey, JAM; Terry Pratt, Div. A (Tie); Dave Scott (rear), Race Chairman; Jack Stephenson, Div. B (Tie); Don Carter, Div. B (Tie); Al Whattey, Div. A (Tie).

### COLD DUCK

Terry Pratt in Class A and Charlie Boucher in Class B sailed to victory over a fleet of thirty-two craft.

### CLASS A

- 1 - Terry Pratt
- 2 - Steve Johnson
- 3 - Jack Stephenson

### CLASS B

- 1 - Charles Boucher
- 2 - D. Cooper
- 3 - Leo Sanfacon



Gerould Allen, Dewey Mark, Tommy Thomas, winners '85 & '86 Class A Commodores Cup in 32' Evelyn "Blue Max".

## 1985

This year the A class really expanded with larger and faster yachts. Gerould Allen, Tommy Thomas and Dewey Mark purchased a new Evelyn 32' named "Blue Max" and Don Sibson is racing a new Laser 28' called "Coherent".

### COMMODORES CUP

A fleet of forty-one boats took part in the 22nd Annual Commodores Cup Regatta. The race was held on the broads and the winds for the most part blew 10 to 20 knots, making the race the best in years.

#### CLASS A

- 1 - Allen/Mark/Thomas
- 2 - Gerry Lapointe
- 3 - Terry Pratt

#### CLASS B

- 1 - Steve Selig
- 2 - Don Sibson
- 3 - Dave Mackey

#### CLASS C

- 1 - Dick Johnson
- 2 - Alan Hayward

#### CLASS D

- 1 - Derek Lewis
- 2 - Al Posnack
- 3 - Don Cooper

Over the weekend of August 7th and 8th W.Y.C. was represented in the 51st Annual Portland, Monhegan Island Regatta of 125 miles in length. Don Sibson along with crew of Derek Lewis, Bob Janiak and Dick Wiley aboard a Laser 28' competed in a fleet of one hundred and fifty yachts.

### COLD DUCK RACE LIVES UP TO NAME

In cold, wet and miserable sailing conditions a fleet of sixteen skippers and crews braved the elements racing in Saunders Bay.

#### CLASS A

- 1 - Blue Max - Evelyn 32 - Allen/Mark/Thomas
- 2 - Joy Ride - Evelyn 32 - Terry Pratt
- 3 - Clockwork - Screamer 40 - John Goodhue

### CLASS B

- 1 - Coherent - Laser 28 - Dave Cooper
- 2 - Red Fox - Mega 30 - Jack Stephenson

### OVERALL FOR SEASON

CLASS A 1 - Blue Max - Allen/Mark/Thomas

CLASS B 1 - Red Fox - Jack Stephenson

CLASS C 1 - Jessie K - Bob Jeffers

CLASS D 1 - Lady Kered - Derek Lewis



*Bob Jeffers winner 1986 Class D Commodores Cup in "Jessie K".*

### 1986

The club voted to host the 11th Annual Jimmy Fund Sailing Regatta. Twenty-nine sailboats in four classes helped

raise close to \$1,400.00. This regatta will be held annually by the club, along with the Commodores Cup and Cold Duck races.

### RESULTS OF CLUB MEMBERS

CLASS B - 2 - Coherent - Laser 28 - Don Sibson.

CLASS C - 1 - Totam - San Juan 30 - Steve Selig.  
2 - Fat Chance - J-24 - Mike Weisberg.

CLASS D - 1 - Lady Kered - San Juan 24 - Derek Lewis.

### COMMODORES CUP

Winners - Blue Max - Coherent - Totam - Jessie K.

The 23rd Annual Cup Regatta was held over the weekend of July 19th and 20th. Thirty-eight yachts were in the race. Rear Commodore Steve Fay and his wife Chris were in charge of affairs.

### RESULTS

CLASS A - 8 boats

- 1 - Blue Max - Allen/Thomas/Mark
- 2 - Pegasus - Dave Webster
- 3 - Joy Ride - Terry Pratt

CLASS B - 6 boats

- 1 - Coherent - Don Sibson
- 2 - Mega 30 - Leo Sanfacon
- 3 - P.F. Flyer - Don Carter

CLASS C - 8 boats

- 1 - Totam - Steve Selig
- 2 - Schedule 80 - Tom Mullen
- 3 - Finishing Touch - Ron Egan

CLASS D - 16 boats

The largest fleet in the regatta - "Jessie K" with Bob Jeffers won handily. "Fantasy", a guest boat, captained by Mike Largasse placed second. Fred Richardson in his Sea Sprite 23' placed a remarkable third as he was in eighth place in the first two races.

*Guyard Public Library*

### THOMAS AND SIBSON WIN WOLFEBORO REGATTA

In Class A - "Blue Max" captured first place with two wins and a fourth. Tom Thomas and Gerry Allen were the skippers. "Coherent" won Class B with Don Sibson as pilot. "Fat Chance" with Mike Weisberg came in third.

Cruising Class - Chuck Coons and wife Barbara as crew were cheered on to a third place finish as the winds died fifty feet from the finish line and it seemed hours for the boats to finish.

### COLD DUCK

Mike Largasse and wife, sailing "Fantasy" a Pearson 26' sloop came in first.

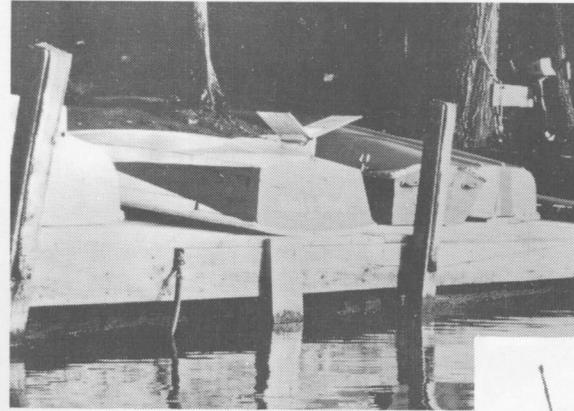
There were 25 boats in the race.



Twenty-third Annual  
Commodore's Cup  
1986

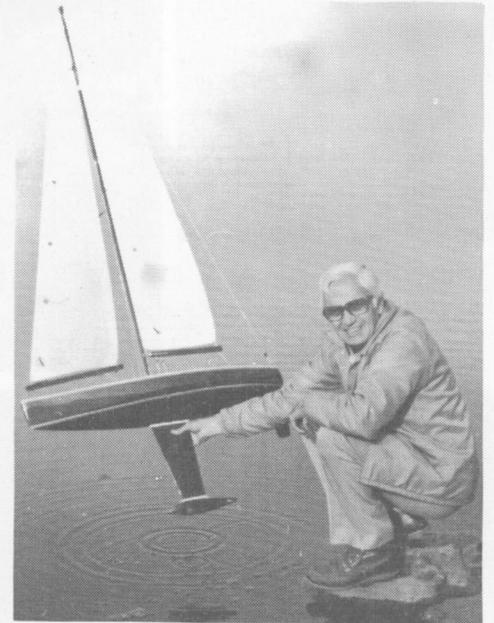
**Front:** Ron Egan, Class C 3rd; Steve Selig, Class C 1st; Fred Richardson, Class D 3rd; Dewey Mark, Class A 1st; Don Sibson, Class B 1st; Dot & Al Larson, Class B 3rd.

**Rear:** Bob Jeffers, Class D 1st; Dave Webster, Class A 2nd; Tom Mullen Class C 2nd



Al Posnack's "Rinky Dink"  
with Australian Wing Keel.

Bob White representing our  
Lily Pond Squadron.

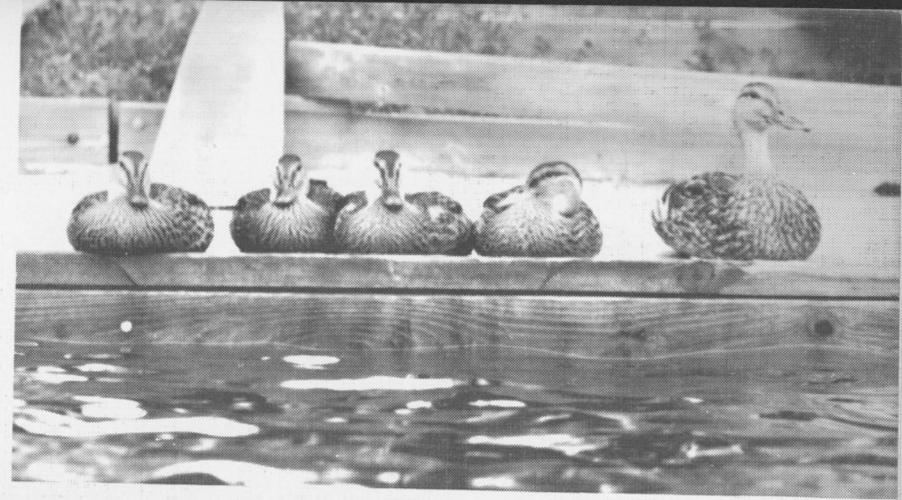


Motorsailer conversion Harry  
Wadsworth's "Downeaster".



# Good Times

*Bear Island Picnic—July 1982*



*Porch Committee*

*Burning the Mortgage  
John Beede, Bob Frey,  
Cal Rolfe, Bill Hauck*

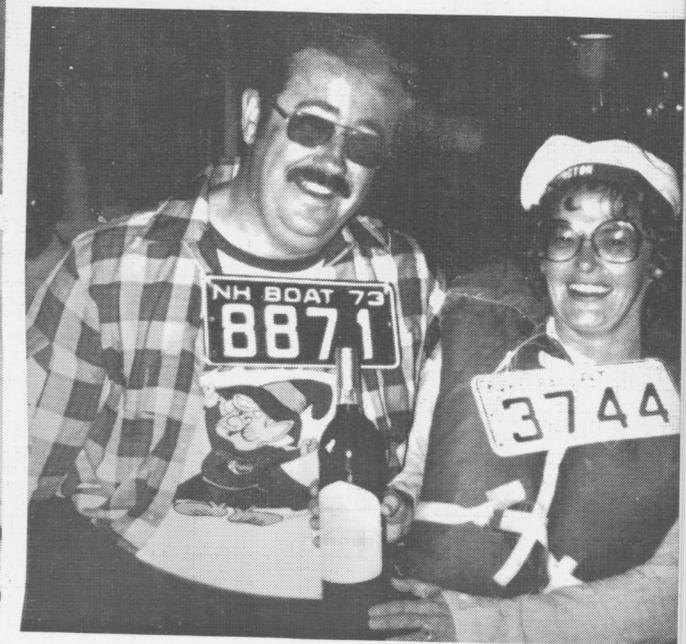
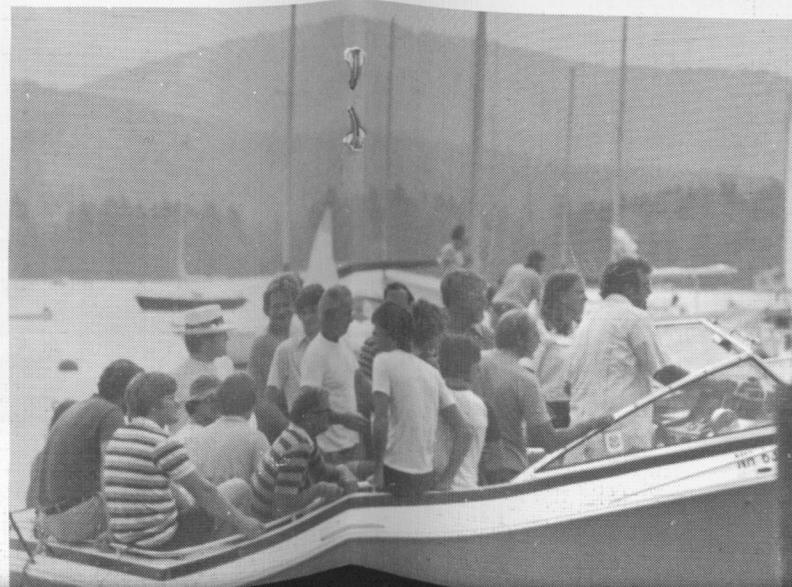


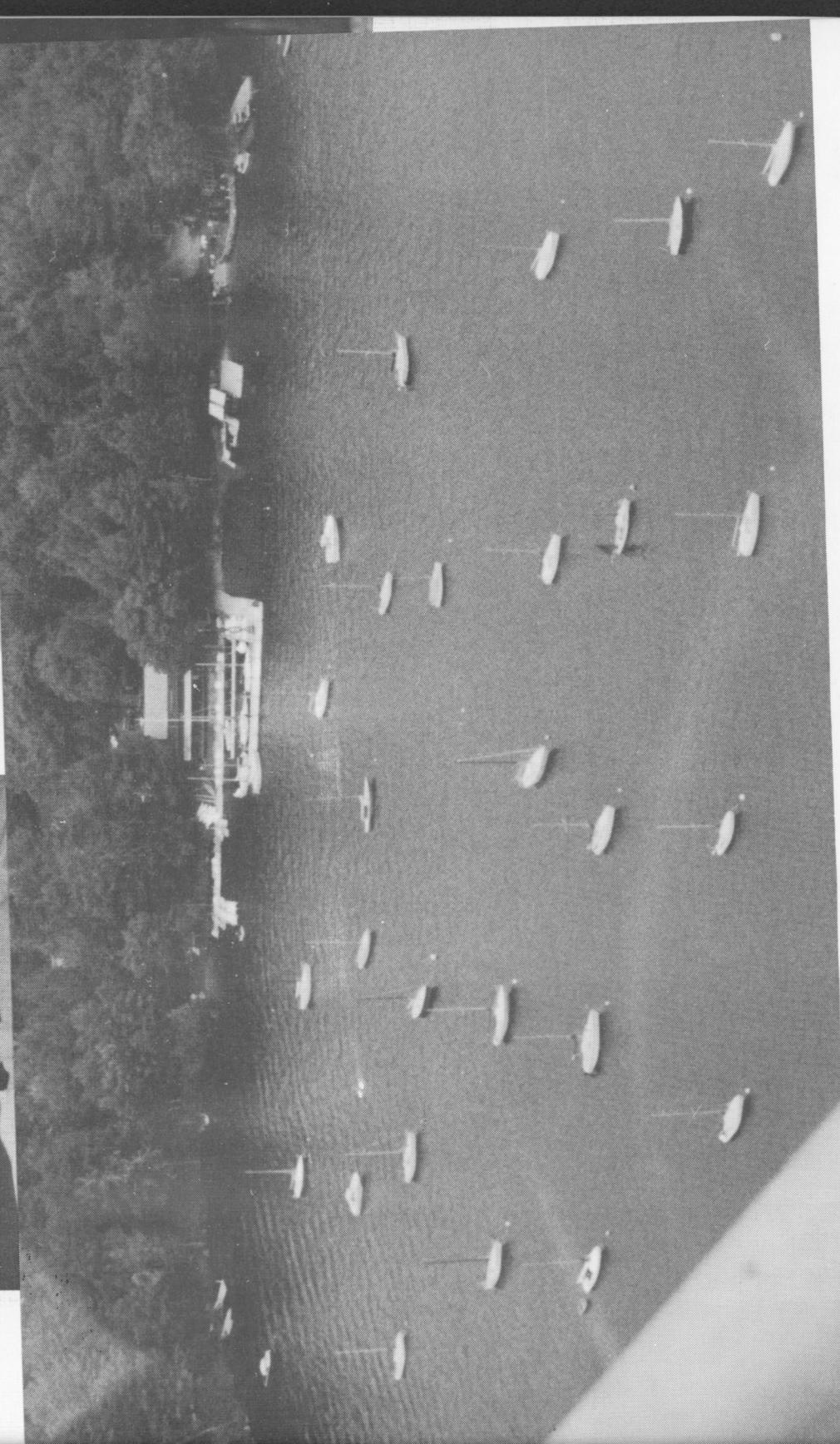
*Shipwreck Dance  
"The Winners"  
Don & Doris Chase*



*"Winnepesaukee Buoys"  
Bob Muzzey, Paul Cotter  
Ken Jollimore*

*Jim Boselli's Relatives*





Our Mooring Field

## The Mooring Field

by  
Peter V. Millham

One of the factors that influenced the Club to purchase the Dockham Shore property was the suitability of the waters in front of this property for moorings. Therefore, one of the first projects that the Club undertook was the layout of the mooring field. Reputation has it it was laid out on the ice in the winter of 1946/47 in a precise grid. Holes were then drilled in the ice and sash weights attached to small floats were dropped through the holes. Then, in the Spring, after the ice had gone, mooring blocks were dropped in the locations marked by the sash weights. Forty-four mooring locations were established at that time and they have continued in the same location over the thirty-nine years that have followed.

In the management and use of the mooring field the Club has always been very conscious of its effect upon our neighbors, and has worked very hard to keep our relationship with our neighbors pleasant and cooperative. The mooring field continued to exist without threat or incident until 1984 when the Club became aware that a Senate bill which would have in essence outlawed most moorings on the lake, as well as our mooring field, had a public hearing and was about to be recommended for passage by the Senate committee. Club members immediately started contacting their senators and legislators and, through this effective political action, the bill was tabled. The genie was out of the bottle, however, and the cloud of prospective mooring legislation hung over the Club like a shroud.

During the Summer of 1985 the Governor proclaimed a moratorium on new moorings. That Fall a new bill was proposed in the Senate which would have enacted a complex system of mooring limitation and control, the end result of

which would have been the eradication of the Yacht Club's mooring area. Once again, club members contacted their representatives and attended legislative hearings on the bill which passed the Senate, but was headed off in the House, and died when the House and Senate were unable to agree on the essential terms of the mooring bill.

During the Summer of 1986 the Governor again proclaimed a moratorium on new moorings, and also ordered the Department of Safety to draw up emergency regulations to deal with moorings. That same day the Department proclaimed its regulations which forbid all moorings beyond one hundred fifty feet from shore this regulation effectively killed the Club's mooring field.

Efforts to negotiate with the Department of Safety proved fruitless, so the Club hired counsel and went to court to obtain relief from the so-called Safety Regulations. After a trial, the court decreed that the Club's mooring field was safe as long as it was adequately lighted around the perimeter at night the moorings were permitted to stay in place in spite of regulations. The Department of Safety then changed its regulations to recognize the effect of the Court's decree.

The Fall of 1986 brought a new session of the legislature. The Club decided to take the offensive this time, and to participate in the preparation of the mooring legislation so that the Club could take a positive approach. Representatives of the Club met with the Belknap County Delegation in September to review the problems and discuss the necessary elements of a good mooring bill. Members of the Belknap County Delegation submitted bills which contained exemptions for the Club. These bills were extensively modified by the house committee on Resources and Economic Development, but in the process representatives of the Club were allowed to meet with the committee and participate in the redrafting process.

The bill which was eventually passed by the House did not exclude the Club mooring field from regulation, but it did provide standards by which mooring fields could gain approval. The bill then came before the Senate Committee and after a hearing at which it was supported by representatives of the Yacht Club, the Senate Committee made extensive changes which still made provision for the establishment of "congregate mooring fields" but left the criteria for qualification for such a field in some doubt, and additionally required the approval of the Governor and Council on the location of congregate mooring fields. The bill became law when the Governor signed it.

At this writing, the Club anticipates that the Department of Safety and the State Planning Office will develop reasonable procedures and criteria for the approval of congregate mooring fields and that the Club will be able to obtain its approval once the rules have been established. If we are unable to do so, one can only assume that it's back to court.

At one point it was thought that the subject of mooring control was too starcrossed to ever win approval. The Senate hearing in January 1986 was adjourned in mid-hearing because of the news of the explosion of the Challenger Space Craft and the death of New Hampshire teacher Christa McAuliffe. A Senate hearing in April 1987 similarly adjourned in mid-hearing because a fire had started a floor or two above the hearing room in the Legislative Office Building and later gutted one wing of the building. The hearing was resumed that afternoon in the Representatives Hall, and was again adjourned when the fire alarm went off in that hall. It was, thank God, apparently a false alarm.

## ASSESSMENTS

by Bob White

The W.Y.C. has grown in many ways!

Thanks to the many improvements, acquisitions and yearly maintenance of buildings and grounds the value of our property has increased, but of course, the tremendous rise in real estate values in the Lakes Region played a major role! In review of the assessed value of W.Y.C. property in Gilford, we see that over the last 25 years the rise has been significant! (Record prior to the 1960's are not readily accessible.)

<u>Year</u>	<u>Tax Rate</u> per \$1000.	<u>Club</u>	<u>Tax Bill</u>	<u>Yard</u>	<u>Tax Bill</u>
1961	\$40.	\$ 10,000.	\$ 400.	\$ 2000.	\$ 80.
1962	\$17.	\$ 28,700.	\$ 488.	\$ 3480.	\$ 59.
1966	\$19.60	\$ 26,000.	\$ 508.	\$ 6360.	\$ 125.
1971	\$23.50	\$ 29,000.	\$ 682.	\$ 6360.	\$ 150.
1976	\$30.50	\$ 56,890.	\$1735.	\$ 9530.	\$ 289.
1981	\$30.50	\$107,050.	\$3264.	\$ 11,350.	\$ 336.
1985	\$39.	\$166,450.	\$6494.	\$ 11,350.	\$ 445.
1986	\$15.30	\$403,280.	\$6169.	\$261,100.	\$3995.
		(\$347,650.)	(\$5319.)	(\$153,000.)	(\$3344.)

(Results of the first appeal.)

At this writing further appeals for reduction for 1986 are planned and on going in 1987.

We hope to reduce the current evaluation of our Yacht Yard.

## HOUSE COMMITTEE

by Harry Parker

I came to the "Club" in the days of Max Dodds - a man of dreams, dedication and pride in creating something needed - or better - for his "Club". He had a nice way of not demanding, but always getting help on whatever project he was working. Even in his last years of activity he had a long list of new projects and one was the new finger dock on the west side, which he had started. The sincerity of this man impressed me so the following year I tried to finish the project as he would have wanted it. Then a path on the west side of the club house was very slippery when wet, so a set of stairs was built.

Under the guidance of Paul Cotter a new derrick was built. The following year the sewer lines were laid and what a blessing this has proven to be. Of course in the heat of the summer the aroma of the toilet building prompted very short visits and as a result part of the old building was destroyed and part was donated to a neighbor. Early that spring Paul, Don Sibson, Pat Roberts and I followed the instructions of the committee and a new building went up. As a matter of record, it was the first time that any of us had laid shingles in a snow storm, but it was ready when summer came.

On all of these projects we were always very grateful for help because it seemed that it was a lot to do in the time we had. When Sandy joined the fray and it took two summers to replace the dinghy dock near the lower porch. Meanwhile, three sets of stairs and a new step for the lower porch were replaced and, of course, always the constant replacing of planks and posts for the main dock.

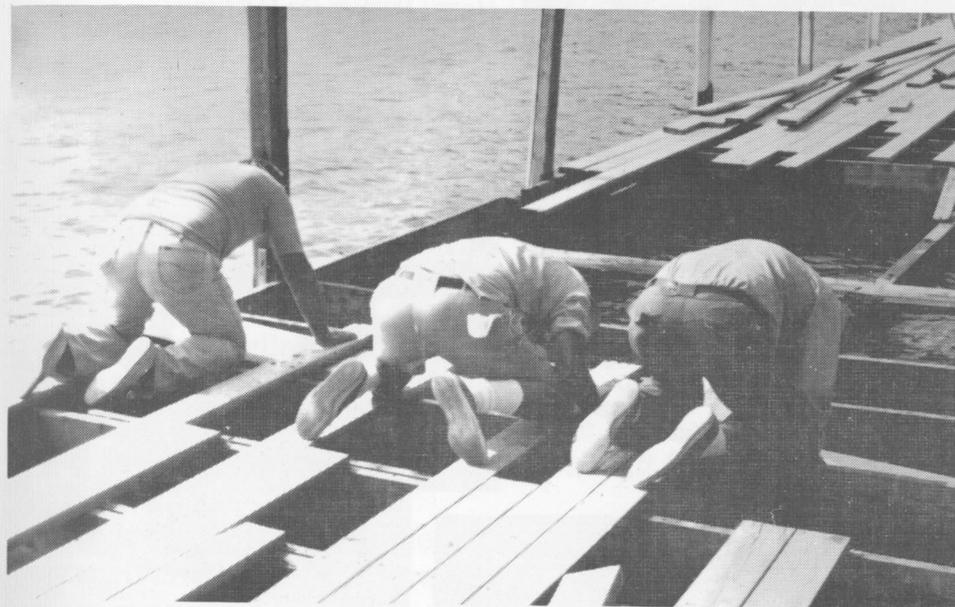
This has been the life of your House Committee for the last few years - always trying to repair or replace before someone gets hurt.



*High Water We Had!*



*Harry Parker Inspecting Dock for Leaks*



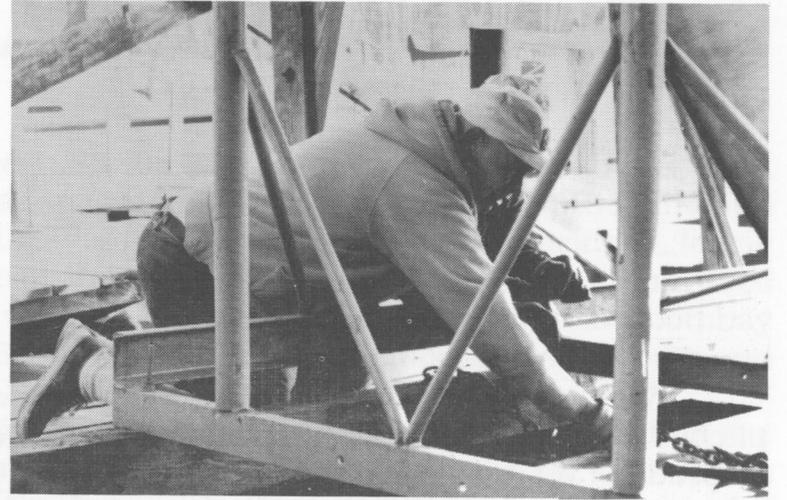
*Recognize Anyone?*



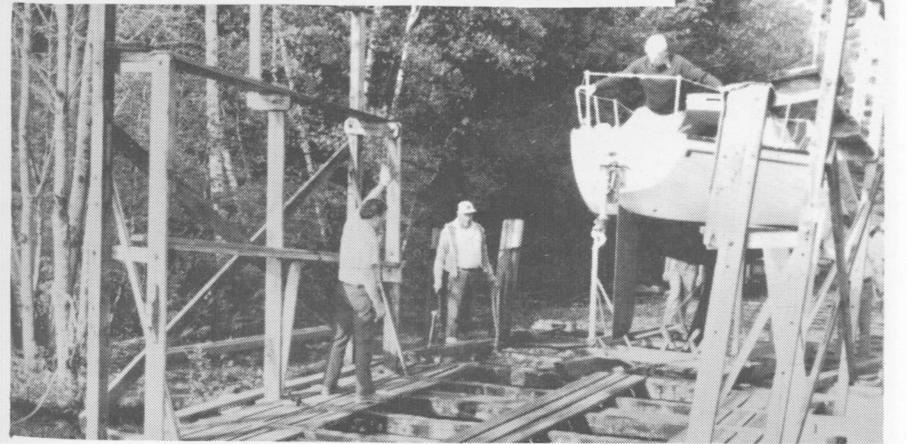
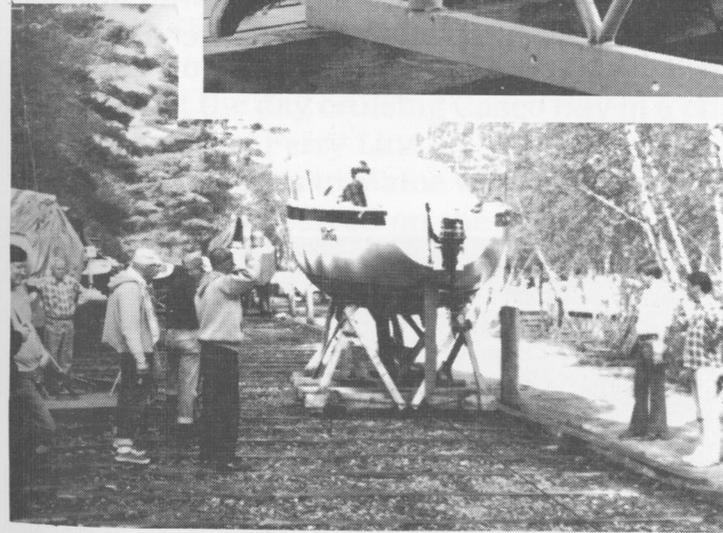
*Redecking the Dock*



*The Famous Railway— First Boat Hauled November 1957 was Max Dodds' Luders  
Don Weeks on hand crank, Max Dodds at right.*



*Hy Bergstein*



## PRESENT AND PAST YARD MASTERS

Don Spear  
Paul Cotter  
Bill Manion  
Hank Moore  
Bill Hauck  
Max Dodds

We do have a lot of talent and the many who always pitched in at hauling, launching, and yard maintenance can be proud of their efforts in making this thing go.



*Bill Hauck, Don Sibson*

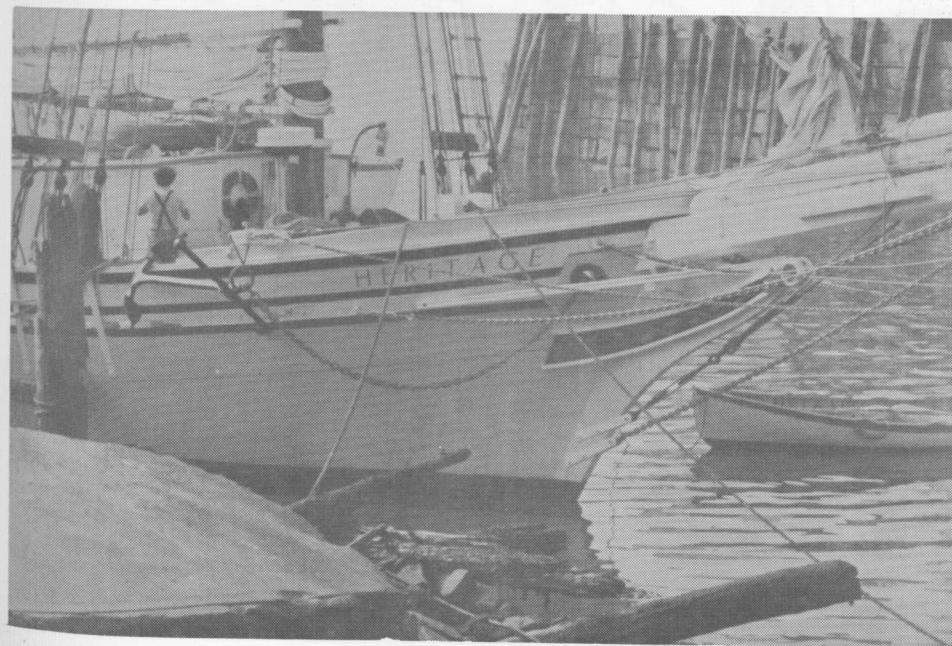
## MAINE CRUISES

by Bob Frey

Since 1983 the Winnepesaukee Yacht Club has, each fall, taken a trip to Maine for an ocean cruise. In 1983 the club chartered the Windjammer "Heritage" out of Rockland, Maine for a days cruise of Penobscot Bay. In 1984 the club chartered the motor vessel "Goodtimes II" for a cruise from Boothbay harbor to Sequin Island, up the Kennebec River to Bath and then on to Boothbay via the "Inland Passage".

1985 saw the club cruise to Monhegan Island on the "Laura B" out of Port Clyde, Maine. Most recently, in 1986, the club spent the day cruising Casco Bay in a chartered vessel of the Casco Bay Ferry Line.

All the trips to Maine were by chartered bus with coffee and doughnuts served on the way and the day ended with a great meal or lobster feed at some famous establishment. We hope you can join us for the 50th anniversary cruise in 1987.

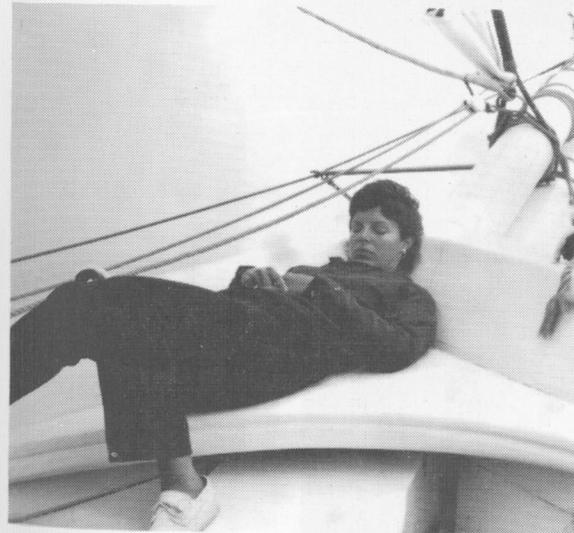




Aboard "Heritage"



*"Us On a Bus"*  
Brad Kidder,  
Ruth & Russ Countway



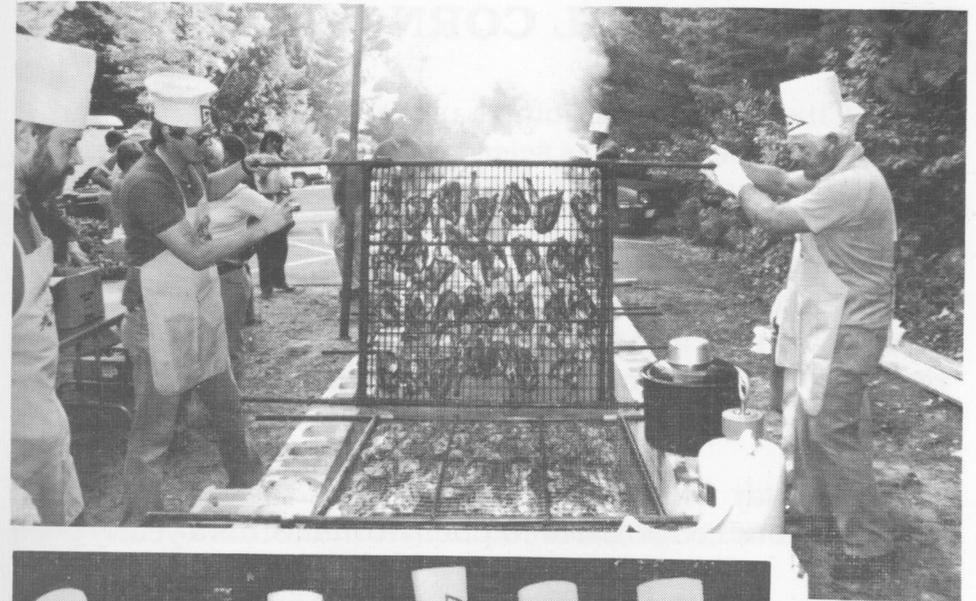
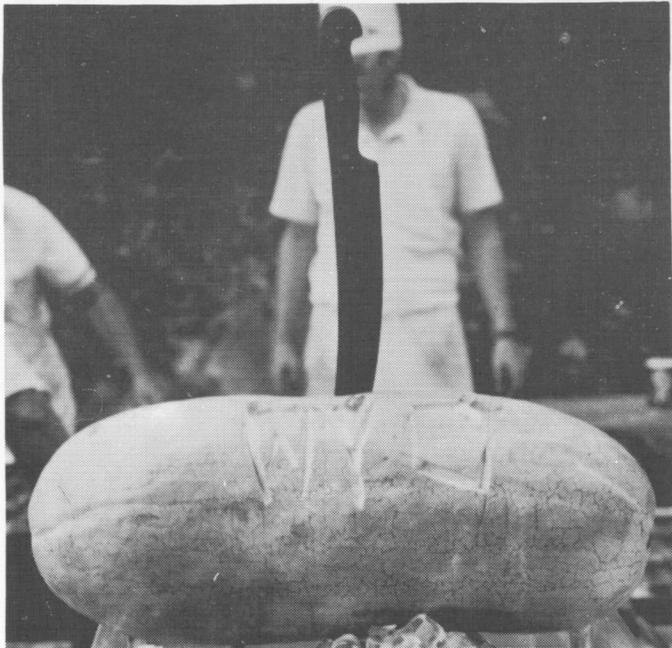
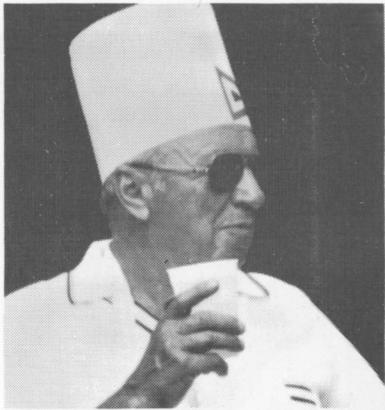
*"Asleep in the Deep"*  
Marcia Hayward

Kathy & Ken Wilson  
Aboard "Heritage"



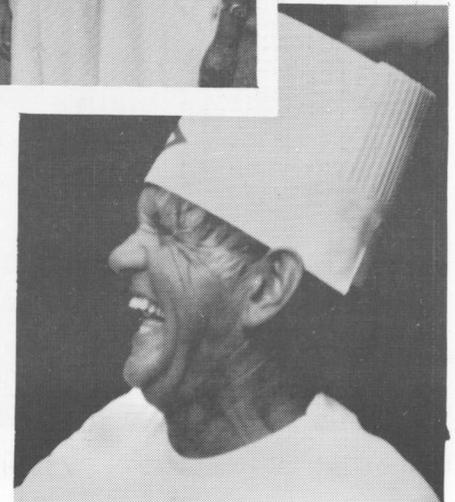
# Chicken Barbecue

Our "Mister Purdue" Bill Hauck



Bill Reinhardt,  
Sandy Storer,  
Cal Rolfe

The Cooks: Bill Hauck, Wes Nyberg,  
Al Nix, Sandy Storer, Bob Frey,  
Cal Rolfe



The Happy Cashier  
Al Nix

## ANNUAL CORN ROAST

Charlie Boucher joined us in September '77 and it wasn't long before he was selected (by computer) to put on his first Corn Roast in September '79. He has been stuck with the job ever since.

Each year it got bigger and better. Everyone came but no one ever took any pictures for which we are sorry. All were probably too busy going back for seconds or lining up at the beer keg.

Anyway Charlie, we do appreciate the work you and Alice and your congenial crew put in to make this a yearly good time.

Many Thanks.



*Charlie Boucher*

## A KITCHEN STORY

by Armin Langsten

For many years our entertainment committee had to keep a watchful eye on the sky for rain.

We lucked out most times, but once we were really washed away. Gas grills had to be moved to the lower porch to cook the steaks.

A kitchen Committee was formed at the very next meeting. Tents were considered, along with the small adjacent building. Both ideas were discarded.

I drew plans for a new facility in the bar area and estimated a cost of less than \$3500.00. Others thought the final figure would be three times my quote.

The green light went on at the May 1986 meeting and our new kitchen was completed by the end of the season. Cost? \$3280.00.

Many members helped me on this project. There were lots of carpenters and painters. Our tradsmen handled the wiring, plumbing and formica work. Gifts were given, including stoves, floor covering, doors and light fixtures.

On Friday, September 26th, we had our first Octoberfest with the fine Bavarian food prepared in the Clubhouse by our head chef, Pepi Herrmann. That was a grand night to remember.

# OCTOBERFEST

by Pepi Herrmann

Octoberfest originated in Munich centuries ago to celebrate the end of a plague.

It has continued to be an annual gathering to rejoice for our many blessings.

We have had good times here at W.Y.C. So why not schnapps, beer, good food, music and dancing?

We were fortunate to get King Ludwig's Bavarian Band with their many musical instruments including:

Accordian

Trumpet

Guitar

Drums

Cowbells

Alpine Horns

Musical Saw

Timing was right for the grand opening of Armin Langsten's fine new kitchen.

The Bratwurst and Weisswurst (white ones) were from our favorite butcher shop in Connecticut. We also had homemade Kartoffelsalat (you know, potato salad). Dark bread and many fixings were served.

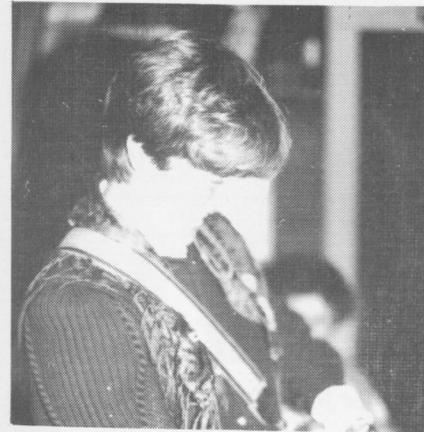
The many posters added to the good time. The music was great and the dancing a little strenuous for senior citizens. I hope all had an enjoyable evening.

Bows to Kati along with Joni and Hermann Hinterhaeuser and many others. Don't forget the help from our kids. They liked it all.

"Pfiat Eich God"

God Bless You All

*Peggy Buttinger*



*Klaus Buttinger*



*Chow Line*

*Our Bavarian Chefs  
Kati &  
Pepi Herrmann,  
Herman  
Hinterhaeuser,  
Klaus Buttinger*



*Alpine Horns*

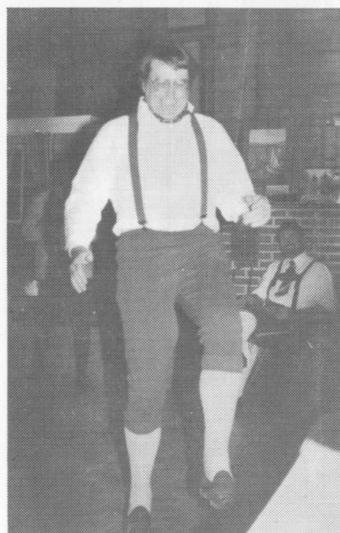


*Burgermeister Rollie Mailloux & Al Hayward*



*Leo Sanfacon*

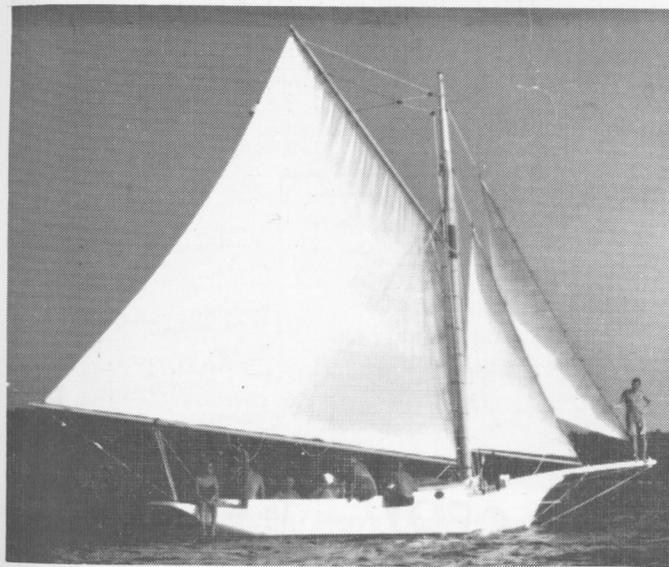
*Alpine Music*



*Doing the Schuhplattel  
Lilo Kraemer (on right)*



# Memory Lane



*Bob Montana in  
His Friendship Sloop  
"White Eagle";  
Jimmy Wells forward*



*One of Our Oldest  
Members Gordon Langill  
in his catboat "Traditton"*

Bob Montana's  
Cartoons



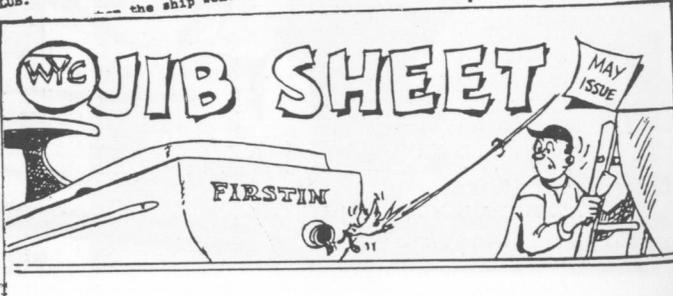
by over 100 club  
ing of Bruce Shaw, class  
transcendous food. It was  
I left over.  
Shaw's wife, Claire, is  
to the hospital.  
His wife Peg says she  
the White Eagle  
have a better story by  
a staffing the Race  
Committee, Race Committee  
little boat - such as  
at the end of the Race.  
want one and you are



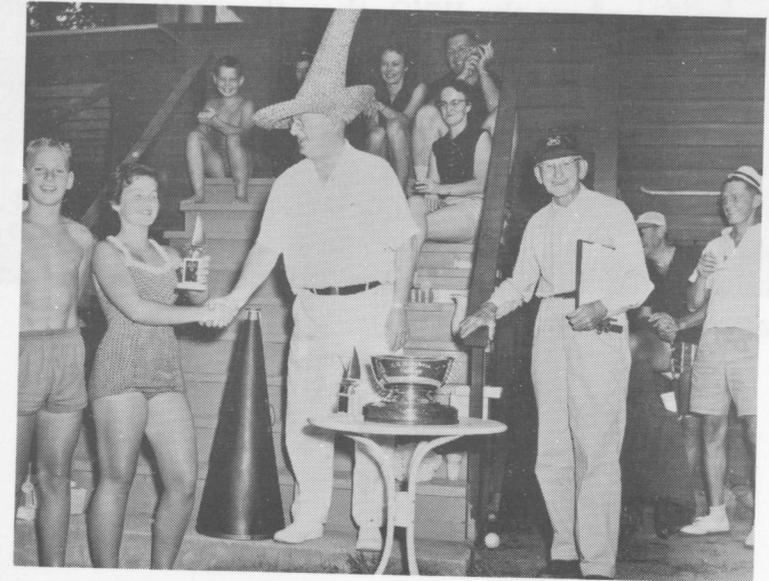
OBOY! OBOY! OBOY!  
The  
SHIPWRECK  
DANCE!

MARK IT ON YOUR KITCHEN  
CALENDAR!  
MAY 13<sup>TH</sup> (THAT'S SATURDAY)  
AT THE YACHT CLUB.

Come as you  
were marooned on  
Costumes are  
encouraged at all  
Let's make  
a blast!  
Watch Passes  
of "When the Sea"  
up at midnight.  
Thrill to  
Watch the  
SEE YOU.



Bruce Bunker, Bunny Horn, Ginny Dwyer, Sharon Dwyer, Jay Roper, Don Roper, Jimmy Wells.



Jay Roper, Sharon Dwyer, Ed Lydiard, Frank Gilman, Ted Martin, Doreen Hodges (on steps)

## EPILOGUE

When Bob McHaffie, Commodore in 1977, penned the epilogue to the previous Club History, he did not foresee any further expansion of the existing plant. He felt that all of the labor available from the members would be needed to maintain the existing facilities. Such has not been the case, and the "wish list" of improvements from the membership is, even now, quite lengthy. I'm certain that his concern, which I share, was that our maintenance requirements could become so large that the membership could or would not provide the required labor and we would be forced to pay for outside labor which would result in a huge dues increase. If we, the members, ever fail to provide the "free labor" required to maintain and improve the WYC, then the central ingredient which has ensured the success of the club for fifty years will have been lost and only the very wealthy will be able to afford a membership in the Winnepesaukee Yacht Club.

In sum, I sincerely hope that the next *History of Winnepesaukee Club* is full of summaries of member's contributions of time and skills and the resulting camaraderie which accompany such efforts.

**Don Sibson**  
Commodore



**THE END**

