

*A 100 Gun Salute to the
Ithaca Yacht Club as it celebrates
its centennial year.*



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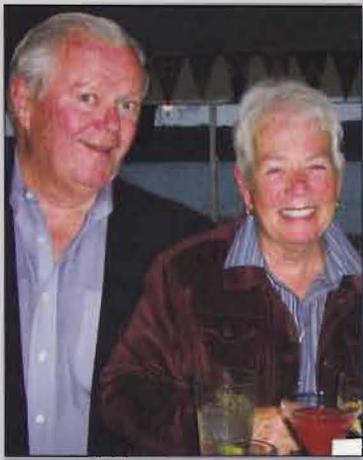
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A History of the Ithaca Yacht Club

1907 - 2007





THE YEAR 2007 was a very special year for the Ithaca Yacht Club. It was a time to honor the past, enjoy the present, and plan for the future. Throughout the year we held programs that enabled our members and their guests to walk down memory lane, learn of the club's traditions, and enjoy programs and events that commemorated our 100th anniversary.

This booklet shares the history and culture of the Ithaca Yacht Club to remind existing members of the Club's history and traditions and help new members understand more about the club and its values.

Thanks to all who have helped make 2007 and this history booklet a success.

RICHIE MORAN, COMMODORE



Ithaca Yacht Club History has Links as far back as General Sullivan

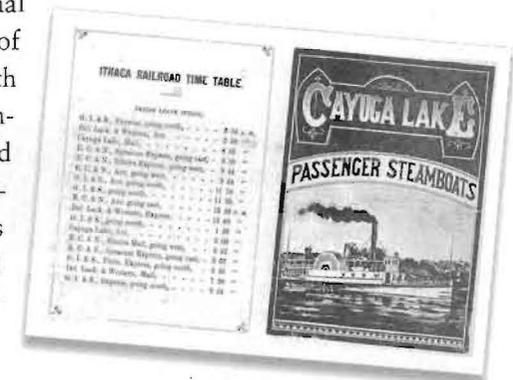
INTRODUCTION

IN SEPTEMBER 1779, General George Washington sent General John Sullivan and his army of 5,000 men to wipe out the hostile Iroquois. After several battles the Sullivan Campaign progressed to the area around Ithaca. As the Revolutionary War ended, New York state, struggling to pay its debts, set aside unsettled land as a military tract. The land was used to repay its soldiers' service, in part.

In 1789, the tract was laid out in 600 plots and one of the areas was the present Town of Ulysses, which was then called Township #22. Ulysses was named in honor of Homer's hero, the ruler of ancient Ithaca.

Abner Treman, a soldier with the Sullivan Campaign, was entitled to claim a 600-acre tract. The Ithaca Yacht Club is part of these Military Lots. The old Yacht Club, situated in the area south of the current South Marina is Lot 32 and the present clubhouse is situated in Lot 25. Historical records tell us that both lots changed ownership about eight times before the Yacht Club acquired the property.

Cayuga Lake history tells us that in 1791, commercial traffic began on the lake. On July 4, 1817, the construction of the Erie Canal was begun, and on October 8, 1823, the canal opened. This was the beginning of steam boating on the lake for both supplies and passengers. The steamboat *Enterprise* was the first, and others such as the *Frontenac* traveled the lake. These steamboats traveling north and south stopped at Glenwood Point, now the site of the Ithaca Yacht Club.



Train and steamboat timetable

*The Glenwood Hotel
on Glenwood Point
in the early 1920s.*



Unbeknownst to the Club, he successfully bid on the property. John Larkin was the father of Dr. Leo P. Larkin, a past Commodore, and Dr. Edward F. Larkin, all members of the Club.

Mr. Larkin rehabilitated the hotel and property. He leased out

the premises, but it didn't prosper and when he died in 1939, his three sons inherited the property. The Larkin brothers always felt as their father did, that the Club should own Glenwood Point. Finally, the Ithaca Yacht Club purchased the property.

THE BEGINNINGS

At the turn of the century, the United States was prospering, automobiles were made and sold in increasing numbers, and even pleasure boats were becoming popular. In 1897, a group of friends rented the top floor of McClunes Bicycle Shop on South Cayuga Street. Among this group there were perhaps a dozen motor car owners. The group represented more boats than cars, but it was a miscellaneous assortment of boats.

The men formed a club and it flourished and took its objective seriously. They elected officers and formed The Motor Club of Ithaca. At about the same time (1901-1903) there was a Lakeside Yacht Club. The Commodore of that club was the first president of the Inter-Lake Yacht Racing Association. This was a sportsman's club of large sailboats that raced for large stakes. Top prize was a bag of gold dollars. As far as we can find out, the Lakeside Club had no connection with The Motor Club.

In 1907, the boatowners, who claimed they had more fun, broke off from The Motor Club and formed the Ithaca Motor Boat Club. The Motor Boat Club continued its regular meetings with a gathering point at Jarvis Boat



• *Regatta off Glenwood
Point, 1937*

Yard, which later became Johnson's Boat Yard. The war years from 1910 to 1923 were lean years, but membership of the Club slowly increased. The Club burgee was flown all through this period and it is the same burgee we fly today. This is basis of the 100 years of history the Ithaca Yacht Club celebrates in 2007.

On April 18, 1923, a meeting was held at Johnson's Boat Yard with eleven members present. Arthur N. Gibb was elected Commodore, Jerome Fried, vice Commodore, and Arthur B. Brown, secretary and treasurer. The name of the Club was changed from the Ithaca Motor Boat Club to The Ithaca Yacht Club.



• *The Club, 1929*

**CLUBHOUSES FROM 1929
TO PRESENT**

IN APRIL 1929, the Ithaca Yacht Club purchased Arthur Gibb's

cottage on the hill overlooking the lake, just below Route 89. He also owned lakefront property that included frontage below the cliff. When it became apparent that the cottage was too far from the lake for Club purposes, the cottage half of the property was sold back to Mr. Gibb, and he sold the shore property to the Club for a reasonable price, reserving a right-of-way from his cottage to the beach. Fourteen members underwrote the cost of the purchase.

At about the same time, the Club acquired a 14-foot right of way along the beach of Cayuga Lake, which was necessary to build a road to the Club that would be dry when the waters were high. This is the road that serves the Marina and South Club today.

IN 1939, the dues of the Club were increased from \$3 to \$25. During the war years, Club membership declined somewhat. Activities continued but

on a lesser scale. Gasoline rationing was introduced and Cornell began the Naval V-12 program. Several of the officers stationed at Cornell were invited to the Club for various events. Car pools were formed to bring members to the Club; cruisers used some of their precious gasoline for the same purpose. Some members resorted to rowboats and bicycles.



AS MENTIONED EARLIER, the Club had an opportunity to buy Glenwood Point, next door to its location in 1935, but decided not to do so. Not until 1945 was Glenwood Point conveyed to the Ithaca Yacht Club by the Larkin brothers for the purchase price of \$15,500. Many members contributed \$100 each to pay for the property. By January, the Club had raised \$7,037 from 80 pledges and the Yacht Club took a mortgage from the Larkin Brothers for \$8,500, which was fully repaid by 1953.

In 1945, Ralph Lent, then Club secretary, signed a contract to have the Glenwood Hotel demolished. The demolition was paid for in part by \$1,000 that the contractor paid for salvage materials, and an auction of furniture, electrical, and plumbing fixtures from the hotel.

Planning for a new facility began in 1946 but construction did not begin until 1953. During that period, members built picnic tables and fireplaces and used the property as a meeting place and picnic ground.

In 1953, the First National Bank agreed to partially finance the project. Members who purchased second mortgage bonds totaling \$21,000 provided the rest of the financing. Much to the surprise of the bondholders, the bonds were called in and paid in full in three years, with all receiving interest due each year. Some names familiar to us today were involved in the construction. The general contractor was McPherson Builders and plumbing was by Donahue-Halverson. Total cost of the project was \$50,000. Members agreed to complete some of the interior finish work, working many nights and weekends over the winter.

In the spring, members brought in new topsoil and planted grass seed. They also built the road to the kitchen area and began building the North Docks. The official opening of the new Club was June 5, 1954.

The remainder of 1954 saw the building of a new swim dock, dedication of a new flagpole, and many refinements to the land along the lake.



At about this time the Board of Directors set the maximum membership number at 300, so that there would always be room for all members to enjoy the Club.

By 1959, the Board of Directors decided more alterations and additions to the Club were necessary. McElwee and Sons, contractors, completed those alterations at a cost of \$46,000.

In the early 1970s, the Club's social activities expanded and there was an increased demand for boating facilities as families came to the Club by boat for weekend activities. In 1975, the Club installed 40 buoys that constituted the boating facilities of the South Marina. Construction of the South Marina was not completed until 1993.

The small boat park, providing storage for Lasers, Optimists, canoes, kayaks, and other small boats came of age beginning with efforts by the Mulcahy family in 1998. The park has since been expanded and reorganized to accommodate even more boats under the guidance of Walter Hang and Charley Williamson as well as other Club members who have lent their muscles and expertise.

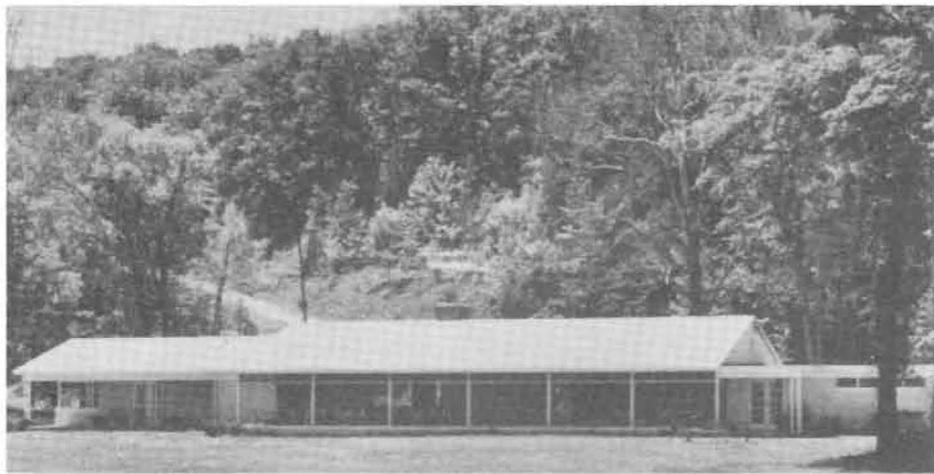
The Century Club

During our 100th anniversary year a \$100 Century Club was established. The contributions are used to continue our celebration of the history and traditions of the Ithaca Yacht Club. The funds are also used for children's events, music on Friday nights, Founder's Day activity, a history week in September, and other related entertainment activities. A permanent plaque with the names of contributors is displayed at the club.

Contributors as of September 15, 2007

- | | |
|---|---------------------------------------|
| <i>Bobbi and David Smith</i> | <i>Sandra and Carmen Hill</i> |
| <i>Pam and Chip Bryce</i> | <i>Charlotte and Arthur Shull</i> |
| <i>Pat and Richie Moran</i> | <i>Mary Ellen and Tom Tranter</i> |
| <i>Karen and Byrne O'Brien</i> | <i>Gail and Jack Murphy</i> |
| <i>Mary and Brad Grainger</i> | <i>Barrie and Hakan Sokmensuer</i> |
| <i>Valerie and Bruce Caward</i> | <i>Barbara Thuesen</i> |
| <i>Leonore and Vern Durkee</i> | <i>Amy Russ and John Webster</i> |
| <i>Ellen Remington and Michael Gillman</i> | <i>Clare Fewtrell</i> |
| <i>Jim Carroll, Irish Lacrosse Foundation</i> | <i>Nancy and Brad Corbitt</i> |
| <i>Jeanne and Ted Thoren</i> | <i>Julie Delay and Sam Schuepbach</i> |
| <i>Linda Hirvonen and Rick Fritz</i> | <i>Doris and Peter Walsh</i> |
| <i>Dorothy Zimmer and Ingeborg Van Erp</i> | <i>Ruthye and Stuart Lewis</i> |
| <i>Nancy and Edward Siemon</i> | <i>Cande and David Yeater</i> |
| <i>Fair and Fred Gouldin</i> | <i>Alice Colquitt</i> |
| <i>Gloria and Charles Wharton</i> | |

In 2004, there were extensive renovations to the seawall that protects Club property from erosion. Included in this project was a sandbox designed by George Breuhaus. It contributes to the enjoyment of the waterfront by both young and old and is a special favorite with the children during the summer.



Ithaca Yacht Club, 1954

One historic event in Club history occurred in 2004 when Robin Rogers became the first woman elected Commodore of the Club. It was appropriate that Robin should be the first woman to hold this office because of her family's nearly 50-year association with the Club which continues into the present.

Also in 2004, keeping up with the technical world, the Club installed a wireless connection in the clubhouse so that members could use their laptops on the property. A computer was provided so that members and guests could check their email while at the Club, or find the weather, or other information. In 2007, Bob Hansen installed a "repeater" at the South Club so that boaters at the marina could also take advantage of this technology.

In 2005, the septic system at the Club was replaced. This was not an especially exciting event, but given that the septic system being replaced was one first installed to service the Glenwood Hotel, it was about time.

Club members have always stepped up to the plate to contribute their sweat, skills, and dollars to make the Club a better place. In 2004, more



• *Waterfront improvements, 1994*

than 60 members "bought" dining chairs to honor other members and past Commodores. The small brass plaques that are attached to many of the chairs in the dining room are evidence of this effort.

SOCIAL ACTIVITIES

THE ITHACA YACHT CLUB has always had a full spectrum of social activities. When the first Club was housed in a small building, members enjoyed Shipwreck parties, clambakes, and specialties of the house like Leo Larkin's onion soup. When the Club moved to its new quarters, many of these activities continued, and new ones began.

The first Commodore's Ball was held in July 1956 at the behest of Commodore Ray Robinson. By tradition, each Commodore hosts the annual Ball to honor past Commodores. All living past Commodores are invited.



Hugh Troy

You may wonder about the Yacht Club's relationship to Hugh Troy, the famous Cornell prankster. In the latter part of the 1930s, he was visiting relatives in Ithaca and volunteered to paint murals on the wall of the barroom in the clubhouse. The scenes were of familiar objects or buildings situated near the lakeshore. The objects in the foreground of the picture depict history, mythology, and Mother Goose rhymes. One mural is

"Sirens" which is displayed today in the club. It is interesting to note Mr. Troy's description in the lower corner of the picture. The other two murals were donated to the Tompkins County Historical Society.



Each year a picture is taken of all attending current and past Commodores, and many of these photos now hang on the walls of the Commodore's Room.

Pirate's Night was begun in 1997 and has continued, usually on a night in August when there is a full moon. George Breuhaus and Beth are to be thanked for organizing this event, in which parents and kids alike enjoy a hunt for buried treasure, camping and a bonfire on the Point, and a hearty breakfast the next morning.

For many years the Yacht Club had a tradition of Men's Nights on Wednesdays, when women were forbidden to be on the Club property. Women were invited to "Ladies' Lunches" on Thursdays at noon. This changed in 1997 when Commodore Tom Tranter changed Men's Night to a co-ed affair, while reserving the Commodore's Room for men who wish to play cards. Since 1997, there have been occasional Men's Nights at the Club, Ladies' Lunches have been opened to men, and Club programs are generally available to all.

The Ithaca Yacht Club has had an exchange with the Red Jacket



Women Swimmin'

Women Swimmin' has become an annual fund-raising event in support of Hospicare, in which women swim from the east side of Cayuga Lake to the Point, where they are welcomed by friends and family members. Again, Yacht Club members participate in the swim, but also use their small boats to accompany the swimmers across the lake for safety reasons. Ithaca Yacht Club participation in this community event is organized by members Jack and Judy Stewart.

Yacht Club at the northern end of Cayuga Lake for many years. This very social event usually involves a sailboat race to Red Jacket, followed by a dinner and socializing at that Club and overnight camping on boats or in tents. Members who do not wish to sail to Red Jacket are always invited to drive to the event.

Memorial Day, the Fourth of July, and Labor Day are always important family holidays at the Ithaca Yacht Club. Labor Day features a "boat parade," which includes any and all boaters who parade from the Pile Cluster at the south end of the Lake to the Yacht Club where they are saluted by the Commodores and given a cannon salute. This tradition has been kept come rain or shine and many of the boaters decorate their craft with flags, some of which have been acquired in regattas. The holidays usually include a barbeque and special entertainment and even rainy holidays do not dampen the spirits of Club members who enjoy these special occasions with their families.

WEATHER PLAYS HAVOC

IN 1935, as mentioned earlier with the Glenwood Hotel, the Club suffered extensive damage after four days of continuous rain. Creeks overflowed on both sides of the clubhouse. Bridges around Ithaca were washed out and many cottages in the surrounding area were washed into the lake.

Again in 1946 washed-out roads leading to the Club and substantial beach erosion caused havoc.

The 1972 flood put the lake over its normal level with water stopping just below the steps to the clubhouse. The entire point was under water for several days until the water receded. If it weren't for the calm waters through that period the clubhouse would have been completely flooded.

August 1994 brought another continuous rainfall that caused extensive

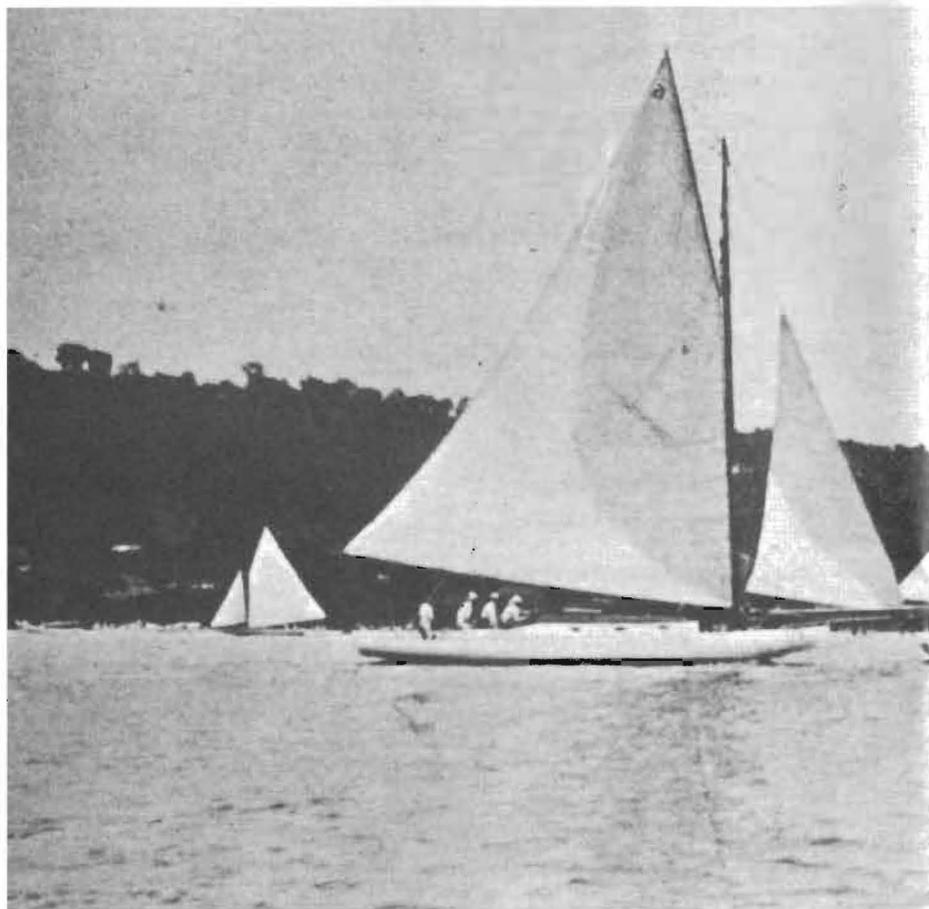
Voyage of the Mimi

Although the Ithaca Yacht Club is a private endeavor its members are active in the community and, as much as possible, the club shares its facilities with the community. The Voyage of the Mimi was, for years, a culminating event for sixth graders from the Boynton Middle School who studied an interdisciplinary unit involving science, language arts, and math. For many students, it was their first opportunity to be on a boat on Cayuga Lake. The voyage started and ended at the Yacht Club and was organized by members Nancy Howland and Joyce Putnam and supported by many members with their boats.

erosion. A May 1996 flood along the waterfront and road to the South Harbor caused more damage to the road that already needed repair. This caused a delay in opening the South Harbor. Since that time we have had several more damaging rains but thanks to the many improvements along the waterfront with added seawalls and more substantial concrete retaining walls, erosion has been minimized.

One further problem in recent years has been the strong winds and waves in the winter placing stress on the South Marina. A 64-foot floating breakwater was added to the South Harbor Marina south of C Dock to protect against this water action.

Start of the Race at Ithaca, July 14, 1903

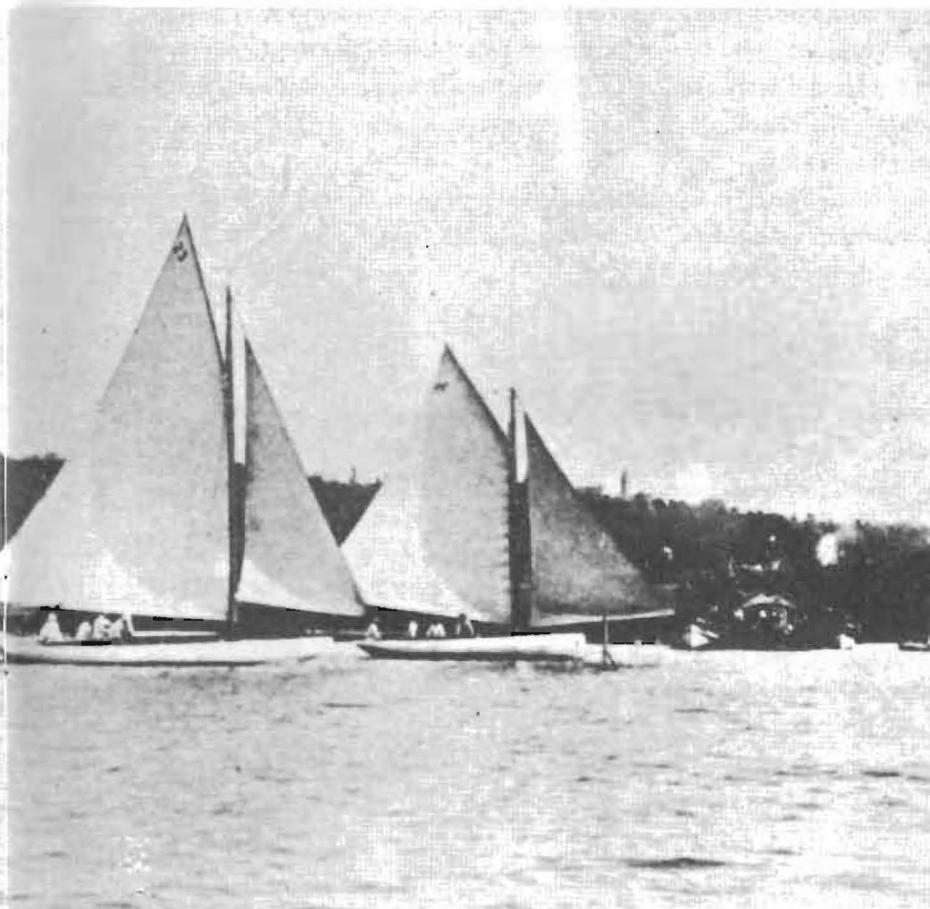


The real positive to these many happenings from Mother Nature is the many willing and dedicated members who have worked diligently to do clean up and repair following the storms.

REGATTAS

THE ITHACA YACHT CLUB is a member of the Central New York Yachting Association. In the mid-1950s, several of the offices of the organization were held by Club members. Twenty-five yacht clubs belonged to the Association at that time.

In the summer of 1939 Ithaca sailors were successful at both the Central New York Racing Association and the Twelfth District Star Regattas. An



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IYC's Sundown Tradition

MANY OF OUR MEMBERS are veterans of the U.S. Navy and the U.S. Coast Guard and were instrumental in seeing that our flagpole meets Coast Guard regulations. The flagpole of the yacht club is considered to represent the mast of a vessel and the peak of the gaff. The gaff is a spar holding the upper side of a four-sided sail. The gaff is a place of honor from which the U. S. Ensign is flown just as it would be on the gaff of a rigged boat.

The flag should be hoisted briskly, but lowered slowly and ceremoniously. There has been some confusion because proper etiquette requires that no other flag be flown above the U.S. Ensign and obviously another flag such as the IYC burgee at the masthead will be higher than the U.S. Ensign when the latter is at the gaff. This is entirely proper because in flag etiquette, this means "directly on top of." The right yardarm flies the three current Commodore flags—Commodore, Vice Commodore, and Rear Commodore. The left yardarm flies the Past Commodore flag. Display of any or all of the flags indicates that the Commodore or Commodores are on the premises. Racing flags may be flown in any position for greater visibility. Often other flags are taken down during races to avoid confusion.

Members today participate at sundown in a pre-World War II tradition brought to the club by Philip White, Commodore in 1963, who was awarded a lifetime membership in 1995. At sundown, the Commodore asks current and past Commodores (and members if a Commodore is not available) to take down the U.S. Ensign (nautical usage) or American flag. At the sound of the cannon, the flag is lowered while members in attendance rise and stand at attention facing the flag. After the flag is lowered and properly folded, the Commodore gives the signal for those standing to be seated.

Each of the 13 folds in the flag has a special meaning. Here is the meaning of those folds:

The first fold is a symbol of life.

The second fold is a symbol of eternal life.

The third fold is in honor and remembrance of all veterans who have defended our country.

The fourth fold represents trust.

The fifth fold is a tribute to our country and all it stands for.

The sixth fold is for where our hearts lie. It is with our hearts that we pledge allegiance to the flag of the United States of America. *The seventh fold* is a tribute to our Armed Forces, who protect our country.

The eighth fold is to honor mothers.

The ninth fold is a tribute to all womanhood, for it is through their love, loyalty, and devotion that the character of men and women is molded.

The tenth fold is a tribute to fathers, who have prepared their sons and daughters to face the world.

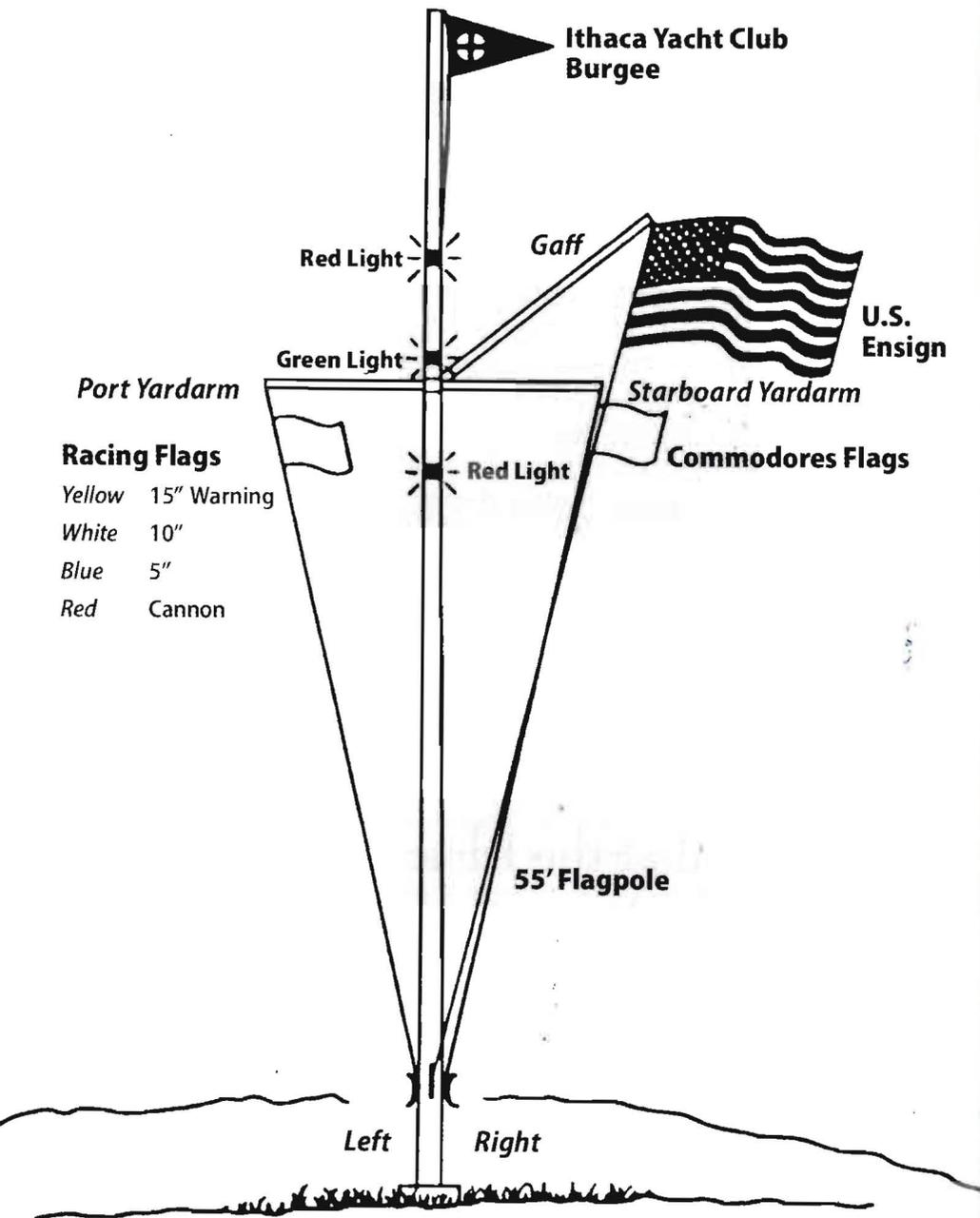
The eleventh fold, in the eyes of a Hebrew, represents the lower portion of the seal of Kings David and Solomon, the founders of Islam and Judaism.

The twelfth fold, the eyes of a Christian, represents an emblem of eternal life and glorifies God the Father, the Son, and the Holy Spirit.

The final fold leaves only the stars showing, reminding us of Eternity.

In appreciation of the enjoyment
we've had at the Ithaca Yacht Club.
It's been an honor to be Commodore
during this special centennial year.
Thanks everyone for contributing to
this tremendous year.

Richie and Pat Moran



Racing Flags

- Yellow 15" Warning
- White 10"
- Blue 5"
- Red Cannon

Glenwood Point

Coast Guard Regulations

Donated by Robert and Dorothy Boothroyd

