

NEWS
OF THE
LARCHMONT YACHT CLUB

mainsheet

WINTER 2023 RECAP



VIEW FROM THE BRIDGE COMMODORE STEVEN J. LEICHT

Dear Fellow Members,

A common misconception, perhaps true at other yacht clubs, is that Member activities cease when the Commodore declares the club decommissioned. This is obviously not the case at Larchmont Yacht Club. We have thrived during the winter months with record Member engagement. Frostbiters sailed 16 days, for a total of 83 races, and 249 mark roundings. The paddle courts were active with leagues, recreational play, and clinics. And our Clubhouse was buzzing with Club-sponsored events, à la carte dining, and our Members enjoying each other's company in the Tap Room lounge.

Around the world, our Members enjoyed tremendous success on the water, from big boats in Florida, California, and Australia to I420s and Optis in Florida. Congratulations to you all and thank you for representing LYC so proudly.

Simultaneously, our professional management team and Member-led committees have been hard at work planning for an exciting and active summer season. In a matter of weeks, the waterfront will be teeming with activity including our Ideal 18s and a new fleet of Z420s. These Club-owned fleets are instrumental in increasing our offerings for adult sailing, junior sailing, team racing, and other sailing opportunities for all levels.

I am pleased we have strengthened our management team with the addition of Joel Labruzetta in a new position, Waterfront Director. This new role, reporting directly to General Manager Ernie Dunn, was created to further enhance the capabilities, operations, and coordination of the existing Sailing Department and Marine Facilities. Joel's credentials fit our job description to a tee and we're thrilled he's on our team. As you'll read later in this *Mainsheet*, this is not the first time Joel has worked at LYC, having been a Junior Sailing instructor a number of years ago. I knew Joel from those earlier days and, once the role of Waterfront Director was settled, I was excited to bring him aboard.

Shore-side, the courts are open, and a full calendar of recreational and competitive events are planned for tennis and pickleball. And the warmer days and extended daylight hint that swimming, beach grill dining, and Tiki Bar gatherings are just over the horizon.

Remember, fireworks are back this summer and Race Week has been re-envisioned with activities for the entire membership—both on and off the water. So, this summer, plan to stay in town for July and join your fellow Club Members as we celebrate our 125th Larchmont Race Week.

Sincerely,




THE MAINSHEET Published by The Larchmont Yacht Club

Publisher
Edward Padin
Managing Editor
Chris Clarke
Art Director
Allie Padin

Contributors
Emma Csenge, Chad Corning, H.L. DeVore, Beth Dowd, Ted Ferrarone, Blair Hammond, Betsy Heerde, Bud Heerde, Megan McCarthy, Peter McWhinnie, Carla Porter, Jennifer Potts, Chris Sheehan, Susanna Shore, Susan Swanezy, Arthur Washington, Pam Washington

Photo credits
Erin Constable, Chad Corning, H.L. DeVore, Ariel Jamil, John May, Cynthia Parthemos
Mystic Seaport Rosenfeld Collection

IN THIS ISSUE

View From The Bridge	2
<i>In Theory</i> winner at Caribbean 600	5
Warrior Won – Still on the move	6
Argo's Winter Season	7
Stanley Bell Memorial Regatta	8
Larchmont Model Yacht Club	9
Junior Sailing This Winter	9
<i>Resonance</i> Sails TransAtlantic	10
Committed to Sustainability	11
Sailor Profile—Jeff Meighan	12
Library Night	14
What, Where, Why?	14
Celebrating C. Stanley Ogilvy	15
On The Wall	16
Paddle.....	17
Staff Profile.....	18
Necrology.....	18
Father Daughter Dance	19
Art	20
History	21
Committee Focus	22
Upcoming Major Regattas and Events	22
The Spyglass.....	23



IN THEORY WINNER AT CARIBBEAN 600

LYC racked up another impressive offshore win in the 2023 RORC Caribbean 600 as **Pete McWhinnie** and **Paula Kirby's** JPK 1080, *In Theory*, and their crew placed 1st in IRC 2 Class (12th in IRC overall) and 1st in CSA 2 (8th in CSA overall). Starting and finishing in Antigua, the C600 is known for champagne sailing conditions and spectacular scenery, with the Caribbean Islands serving as turning marks between a total of 14 different legs. McWhinnie credited his crew, who he says sailed the boat to perfection, for rising to the challenge of the unique course. "They pushed themselves, the boat, and each other hard, from the start right up to the finish some 3 1/2 days later. It was a great race, from an awesome team."

This year was a classic "trade wind year" with the breeze consistently in the 15-20 knot range and rain squalls bringing gusts into the high 20s. McWhinnie commented: "The start and first beat to the southeast corner of Antigua was fairly full-on with a number of rain squalls blowing through as we close tacked up the cliffs. (See cover) With the small boats starting first and then the big boats coming through the fleet, it's quite a spectacle. Tight crossing situations with the bigger boats and multi-hulls kept us on our toes. We made the turn around the southern corner of Antigua in good shape, in close contact with the key competitors in our class. That's how it remained through the twists and turns of the next days and ~600 miles of hard sailing. We were in a pack with 6 other boats - Vamoose, J Bella, EH01, Summer Storm, Kali and Whistler—all of whom owed us time. Our goal was to stay with, or stay close to them. Having these competitors as benchmarks really helped keep us focused—we knew when we were losing or gaining ground. The crew was keenly effective at keeping the boat fast through all the island roundings, wind shifts, and many, many sail changes. Getting to the finish line in first place on Thursday night was a great, great feeling".

The team's performance was particularly impressive given *In Theory's* small size relative to the rest of the fleet. In the breezy conditions, the larger, faster boats dominated the results. However, despite being the fourth smallest boat in its class (the largest in the

fleet), McWhinnie's 35.5-footer won his class and finished 12th in IRC Overall. The next largest boat to finish in the top 25 was over five feet longer. This is *In Theory's* second class victory in this 600-mile offshore classic, following up her 2020 victory with another great result.

Commenting on the boat's second victory in this event, McWhinnie continued: "Overall, this win feels sweeter. There were three big differences vs. our 2020 race. First, in contrast to the lighter winds of 2020, this year we had the classic trade winds making for a sterner test of the boat and crew. Second, we passed most of the islands in the daytime enabling us to fully experience the beauty of the course. And finally, the tight racing with other boats in our class made for a much more competitive—and at times nerve wracking—experience."

The *In Theory* crew of six included Com Crocker, Patrick Slattery, and Peter Fackler, along with Erin Sprague and Simon Karstoft. After Sailing Week in late April, the boat ships to the Solent, UK, for the Fastnet Race in July.

Editor's note: a shout-out is also due to those who helped McWhinnie sail the boat down to Antigua in a three-leg marathon of gear breakages and other challenges in December and January: **Doug Lynn**, **Matt Wittick**, **Nic Buc**, **Peter Fernberger**, and Dan Coughlin.



WARRIOR WON – STILL ON THE MOVE

After competing in the 2022 Sydney-to-Hobart Race this past December, **Chris Sheehan's** Pac 52 *Warrior Won* is on the move again enroute to a full 2023 sailing season in the Mediterranean Sea. After spending a few weeks in Australia before and after the Race, *Warrior Won* was loaded upon a ship in Sydney for a 13,000 mile journey through the Suez Canal to Southampton, UK, to get ready for her Med season. Of interest, the boat went west, through the Panama Canal, to get to Sydney in the first place and, after the upcoming races, will likely complete her circumnavigation of the globe returning west across the Atlantic.

Sheehan reports that the ship will be arriving in Southampton in April after the 10-week passage. Once there, the boat will be set-up again for racing and the crew will have a block of training time on the Solent and surrounding waters out of either Hamble or Cowes, Isle of Wight. Then, on May 27, it's back on the racecourse for the Royal Ocean Racing Club's Myth of Malham Race, a 235-miler off the southern coast of the UK starting at Portsmouth, going west around Eddystone Lighthouse, and returning to finish in the Solent at Cowes. At the time of this writing, *Warrior Won* is the only U.S. boat among the 100 yachts registered.

Following the Malham Race, it's another training block in June followed by the 2023 Rolex Fastnet Race, now 695-nm starting in Cowes, sailing west and then north to round Fastnet Lighthouse off the southwest tip of Ireland, returning to the English Channel to finish in Cherbourg-en-Cotentin, France.

Known to be a rough-and-tumble race, this is just the kind of race that *Warrior Won* was designed for.

Once everyone dries off after the Fastnet Race, the boat will be shipped to Malta in August for more training in September in preparation for the 605 nm Rolex Middle Sea Race that goes from its start in Malta, through the Strait of Messina, around Sicily, then around Pantelleria and Lampedusa before finishing back in Malta.

November will find *Warrior Won* shipped to Lanzarote, Grand Canary Islands in preparation for next January's RORC 3,000 nm Trans-Atlantic Race from Grand Canary to Grenada.

Now, how's that for a racing schedule?



ARGO'S WINTER SEASON

Jason Carroll's MOD 70 *Argo* had a successful winter season campaigning the boat in Florida and California.

First up in Florida was the Miami Nassau race in early November. The course runs from Miami, up and around Great Stirrup, and then south to the finish in Nassau. With no other multihulls to compete against, the goal was to beat the course record of 13 hours 31 minutes. Conditions were favorable with the wind well to the north of east, which meant much less beating than in the usual easterly. Sheets were eased at the lighthouse at Eldorado Shoal, and the balance of the trip went quite quickly, with *Argo* crossing the line to claim a new course record of 9 hours 3 minutes, about a 20 kt average speed.

Next up was the Palm Beach Race (Miami to Palm Beach) in

early December, affectionately known as the "buffet race" for its sumptuous dinner party after the finish. Again, *Aeolus* smiled on *Argo* delivering a fresh 20-25 kt easterly, making it a rapid trip up the coast. *Argo* finished the 60nm course in 2 hours 35 minutes, breaking her course record from 2019 and managing the win on handicap as well.

The team had been chasing the record in the Ft Lauderdale to Key West for years, both in the Gunboat 62 *Elvis* and three tries with the MOD 70. No luck in the past and *Argo* was skunked again in January 2023 as light winds put the record well out of reach. Still a pleasant run down the keys and a good result coming in second on handicap.

After shipping to the west coast, *Argo* took on the Newport Harbor Yacht Club's race to Cabo San Lucas, an 800-mile run down the Baja Peninsula. It was a tight match race against *Argo's* MOD 70 sistership *Orion*. Light winds and fog were the features for the first portion until the boats broke into fresh winds about 200 miles into the race. From there it was a foot to the floor run in big breeze and waves. *Argo* maintained a lead of around 15 miles for most of the race, covering her opponent closely and dancing between pushing and pushing too hard. There was a bit of drama at the finish as *Argo* sailed into the light winds first, and *Orion* attempted an end around by staying offshore. Through nervous times, *Argo* stayed the course and beat *Orion* over the line by two hours to take line honors and the handicap win.



21ST ANNUAL STANLEY BELL MEMORIAL REGATTA

Stanley Bell was at the helm overseeing 21 seasons of winter racing at Larchmont with the same attention to detail that he gave to the many championship regattas he ran. Each season resulted in 100-150 races with an average fleet of 25-30 boats. Much of this turnout can be credited to the strong program he created and maintained.

Stanley earned a reputation for going the extra distance to give racers a square course, without making them mill around waiting on cold winter days. For that, he was awarded US Sailing's John H. Gardiner, Jr. Trophy for his lifetime of service to one design sailing through the IC Dinghy class.

The Club has honored the memory of Stanley Bell by hosting a spring regatta in his name for the past 21 seasons. This year's Bell regatta saw two amazing days of IC sailing the weekend of March 4-5. The sailors finally got a "typical" winter sailing N/NW weekend and sailed eight great races on Saturday in fairly windy, very shifty conditions, followed by four races in a big breeze on Sunday. The RC kept the races moving in tricky conditions and the safety team did a great job bailing out those who went for a swim on Saturday.

Ted Ferrarone and Meredith Killion were able to take home the win, followed by Simon Strauss and Katie Murphy in second a mere one point ahead of Keith Taboada and Lanie Ferrarone. Mike Curtin with Cameron Cooleen and Brooke Curtin won B Division, and Marion Manaker and Kate Manion won C Division.

Ted Ferrarone shared the following about the regatta's namesake: "For those who did not know him, Stanley Bell was a pillar of the Little Scorpions (LYC's frostbite sailing fleet), chairing the RC for decades. He was tough to please, but I think he would have been happy with this past weekend!"

LYC IC Dinghy Sailors Dominated 2023 Frostbite National Championship

Metenecock, NJ

1st – Pau Jon Patin/Felicity Ryan

2nd – Ted Ferrarone/Meredith Killion

4th – Simon Strauss/Laura Johnson



LARCHMONT MODEL YACHT CLUB

A NEW TWIST ON RACING

For over 25 years, Saturday morning model sailors kept score as competition, at times, was very competitive. From the very beginning, a high-point scoring system that was created by **Bizzy Monte-Sano** and **Buttons Padin** on an evening train from the City, accommodated the fact that not every boat would sail every race. Electronics or breakdowns often resulted in attrition throughout the morning's sailing. The key to the scoring, however, was the present week's winner would be charged with bringing donuts the following week. Or, as in the case of **Tom Wey** who once said, "I like finishing second, then I don't have to buy donuts," a thunderous outcry from his fellow modelers demanding that he stop by Dunkin Donuts... just because.

It should be noted that these donuts would be enjoyed as the sailors prepped their CR-914s for the day.

So, along comes the pandemic and the suspension of Club services and racing. Eventually, it was agreed that, rather than

meeting on the Founders' Porch, masked sailors would prep their boats on the Veranda and stand on the front dock an appropriate distance apart. Then, there was an LMYC epiphany: it was so satisfying just to be back sailing, then why bother keeping score.

The much relaxed competition became racing model sailboats for the joy of the sport. Racing was still performance oriented, but if someone gets hung-up at a start by a port tacker, there is no hesitation to restart the race. If someone is doing a horizon job on the fleet, they will stop and wait for the other boats to catch-up because sailing "in a group" is more fun than winning a race by a leg.

As the LMYC sails on with its 30th season approaching in the near future, a new tone, a new sense of fun, and a new joy of model sailing has prevailed. Model sailing ends the morning of Commissioning, but you can get your own model, practice all summer, and be ready to "race" next fall.



JUNIOR SAILING THIS WINTER

I420s

Our juniors made a strong showing at the I420 US Nationals, North Americans, and Midwinters. These competitive events are all in Miami where much of the country's winter junior racing takes place. Of note was that **Callie Hammond** (helm below left) was fourth overall and top female at the i420 Midwinters and Nationals. If you want to learn more about the i420 fleet and the fun experience of sailing for LYC beyond Long Island Sound, talk to Callie, **Gabriela Collins**, **Penelope Hall**, **Michelle Kaneti**, and **Kathryn McGranahan**.



RESONANCE SAILS TRANSATLANTIC

PART 2: GRAND CANARY TO SAINT LUCIA

H.L. DeVore finishes the story of *Resonance's* journey home.

Kurt and Anne Locher's XP-55 *Resonance* sat patiently at the dock in Las Palmas, Grand Canary, from October 16 to November 16, 2022. Her long voyage from Newport to Denmark to Gibraltar and then on to Grand Canary were all preludes to the "big" trip and adventure—crossing the Atlantic to the Caribbean island of Saint Lucia. The 2,700+- miles of downwind sailing in warm conditions were highly anticipated by the entire crew. The planned eight crew members for the trip had been Kurt Locher, H.L. DeVore, **Peter Bauer**, **Carter Holliday**, **Chris Allen**, **Peter Carpenter**, Jeff Feehan, and **Florimond Smoor**. Unfortunately, prior to the trip, Kurt sustained a shoulder injury that required surgery.

At the last minute, he was faced with the difficult decision of canceling the entire trip or entrusting the crew to complete the dream of sailing her to St. Lucia. After so much effort, preparation, and planning, Kurt decided to ask H.L. DeVore to step in as captain and complete the voyage. H.L. accepted and asked Peter Bauer to serve as a watch captain. Peter's watch included Chris Allen and Jeff Feehan. H.L.'s watch was made up of Carter Holliday and Peter Carpenter. Flor Smoor, brought along for his good cheer, strong constitution, and extraordinary meal planning and cooking skills, was slated to be a "floater." Flor would be asleep and awake on his own schedule as he saw fit to accomplish his duties as chef.

It's hard to sum up the preparation and planning for a transatlantic voyage, let alone the voyage itself, in a mere 750 words! Suffice it to say there was plenty of last-minute work done at the dock to repair, prepare, and plan for the many

eventualities that can happen at sea. It is one thing to sail 2-6 days offshore where you can bring enough water, fuel, and food to survive the worst of conditions. Crossing an ocean on a voyage of potentially 20 days at sea, however, meant being able to charge the boat's batteries not just by burning diesel fuel, but with alternate emergency technology.

At sea, we felt so free and inspired, wrapped in the horizon-to-horizon nighttime blanket of stars; but we also realized our vulnerabilities. Nature can be kind, but also unforgiving and punishing. We relied heavily on our batteries for the water maker which desalinates ocean water. And this same battery power was relied upon for our navigation equipment, satphone for weather downloads, and to keep our fresh foods healthily refrigerated. We did have on board an emergency hand-operated water maker, but we wouldn't have left the dock without the confidence that we would be able to charge our batteries. Unfortunately, we did have a major problem with our alternators on the diesel engine. Fortunately, we had a separate diesel generator and the excellent Watt-and-Sea hydrogenerator Kurt had laboriously spec'd out and had installed. We deemed it safe to leave the dock.

On Sunday, November 20, with all of our food stored, our water tanks full, and the comfort of a good weather forecast, we waved goodbye to Kurt and Anne on the pier and cast off the dock lines. Our journey across the Atlantic Ocean was in a "rally" (see <https://www.worldcruising.com/arc/event.aspx>), specifically the Atlantic Rally for Cruisers. This is an annual event allowing people sailing their boats from Europe to the Caribbean to make the journey "together."

(Continued on page 22)



ON THE WALL

THUNDERHEADS - OVER 133 TROPHIES, 87% FOR FIRST PLACE



As we sit in the Men's Bar, around us are scores of half hull models representing many of the boats that have made up the Club's squadron. This new Mainsheet column is being created to share some history of the more notable boats on display.

This first article is not about one but two models, both named *Thunderhead* and both with sail number 75, both grey, and both owned and sailed by **Paul Hoffmann**, a long-time Member as well as former Commodore of the Storm Trysail Club. From 1961 through 1998, there was always a *Thunderhead* on a private dock across the harbor to the left on the inside of Flagler Drive. The first *Thunderhead* was designed by McCurdy & Rhodes and built by Abeking & Rasmussen in Berman, Germany in 1961. A beautiful and gracious Bermuda cutter design, with a forward curving clipper bow, she was 49' long, drawing 10' with her centerboard down, and built of double planked African mahogany on oak frames with a teak keel. Unlike a modern racer/cruiser, where there is little if any wood on the boat, *Thunderhead* was a carpenter's work of art. As seen in the deck photo, her cabin house and trim were always kept in Bristol fashion.



Making the first *Thunderhead* more unusual were the spiral companionway staircase, with wood inlays, and, yes, an organ below. Mrs. Hoffmann, Marge, played the organ and **Paul, Jr. (Binky)** noted, "It was one of the first electric organs, working on a 12-volt battery. The reason the organ was installed was because my mother could play it, and everyone would sing to the organ. That's when we use to have raft-up."

A masthead cutter rig with 964 sq ft sail area, later Hoffman changed the height of the mast to 8' taller, and at the time was not endorsed by the Rhodes office, or recommended. A year later the Rhodes office congratulated Hoffman on his decision, and admitted that the taller mast had been extremely effective.

Paul Hoffmann, with his sons Binky and **Charlie**, sailed the first boat in Bermuda Races, Block Island Race Weeks, the Marblehead to Halifax Race, and she won the Vineyard twice in consecutive years. She also won the prestigious North American Ocean Racing Trophy.



The Hoffmanns sold the first *Thunderhead*, currently sailing out of Booth Bay, ME, around 1972 when they launched their second *Thunderhead*, a Sparkman & Stephens 58-foot IOR boat built in Mamaroneck by Derecktor's. A state-of-the-art aluminum racer, this larger *Thunderhead* quickly made a name for herself racing all the northeast regattas being a regular participant of the Bermuda Race, the annual SORC, Key West races, and the Annapolis Fall Series. In comparison to a 58-footer today, this *Thunderhead* was a big boat. High freeboard, two coffee grinders on the mid-deck, a large cockpit with a fixed, protective 1930-style dog house, and all the latest electronics. Her inventory of Dacron sails included everything from bloopers and blast reachers to what Binky described as a "bald eagle," basically the lower portion of a jib that would be set as a staysail to fill the slot below the spinnakers

Sorry, Marge, there was no organ on this boat. "She was built to compete," Binky noted, "Weight was a consideration in the design and construction." Those that sailed on this boat will recall that, due to her draft, there was often some "plowing" of the bottom with the keel coming into and out of the harbor.

The final *Thunderhead* was sold after Paul, Sr.' death in 1996 and is reported to still be sailing on the Great Lakes out of Wisconsin.



SAILOR PROFILE—JEFF MEIGHAN

Jeff (Jefferson) Meighan is a third-generation member of the Larchmont Yacht Club and currently is ranked #16 in seniority. His great grandfather was a Member in the late 1890s when they didn't let women into the Club. He never knew him, but he understands that his ancestor was a big player of dominoes on the porch which was a big money game on the weekends. This was in addition to the poker room upstairs. During an interview for this column, Jeff shared the following recollections of his life at LYC:

My father (Burton Meighan) was a member and, when the Club was going through tough times in the late 1930s and early 1940s, he was one of those who made a contribution to Club becoming a Life Member.

I grew up on Hazel Lane in the Manor and there was a whole bunch of us who entered sailing class at an early age. Some of my neighbors were Tyner and Bud Corning, Bizzy Monte-Sano, Bill and Peter Kelly, Pat O'Neal, Dick Ronan, among others. This list is like an LYC sailing hall-of-fame. For our parents, sailing class was an affordable way to occupy us during the summer. I entered sailing class around 1947 or 1948 at age eight. In those days, even at eight or nine, we would bike to the Club and sail from nine to five every weekday only coming off the water for lunch.

At that time, the sailing class was held at the squash court that is now the locker room behind the Pando. It was an active squash court at the time, and I remember the tin along the front wall and small a grandstand in the back. We had a great sailing class, with older sailors like Dave Smalley and Glit Shields standing out. Steve Carr, Mike Carr's older brother, was an instructor because in those days you could instruct at your home club.

We sailed Dolphins, a post WWII plywood kit boat. They were almost double enders. They could hold four kids and we were sent out in them to sail. There was a ton of them lined up on the first day of sailing class and we were all assigned a boat to sand, paint, and care for during the summer. That was a great learning experience for us all. It was a great time.

I was one of the few that was on the Swim Team, but I would



barely make meets because I was always on the water.



On rainy days, when we grew tired of learning to tie knots, we would play Hare & Hound (a team tag game) with the boundaries being the Sound, the Post Road, the edge of Flint Park, and the Premium River. Image all these junior sailors running around the Manor in the rain playing this game! Can you imagine doing that today and the parental complaints?

Eventually the Blue Jay replaced the Dolphin. Blue Jay's were made by many builders, including a little shop called McKean's off Prospect Ave. in Mamaroneck. We sailed many Larchmont Race Weeks in Blue Jays and religiously went to Manhasset Bay Jr. Race Week where we made many friends. We'd stay at their homes. Bizzy's parents would always have a big Race Week party at their home on Pryor Lane for the sailors from Manhasset Bay and JAYC at American.

Then we got into Lightnings—there were tons of them racing. During Race Week there were so many entered that we would have even and odd numbered divisions.

Occasionally, when I was young, I would crew on International One-Designs (IODs) for Howard McMichael, Sr., my father's and uncle's cousin. It was an unbelievable fleet of IODs back then with Arthur Knapp, Corny Shields, Arthur Wilcox, Bill Cox, Bus Mosbacher, and other giants of sailing.

While in sailing class, the Star hoist was along the sea wall by the parking lot and you could only launch at high tide. I remember Stan Ogilvy always being there working on his Star Flame. There were at least a dozen Stars on overbuilt hand-made trailers with all the big name sailors racing them. Stan would "run" the hoist, he knew where the rocks were, and he'd always be controlling it. The actual hoist was telephone pole with a gaff, and the trailers were old car chassis with frames on top.

An interesting thing about Stan, he was a really sweet guy once you got to know him. He was reserved and humble, but he always wore long khaki pants, a beat-up blue shirt, and his wire rimmed glasses. Stan grew up in Sutton Manor in New Rochelle where Howard McMichael, Sr., Owen Torey, and the Isdales lived there. My great grandfather lived at 108 Echo Avenue, across from Sutton Manor, and we have a picture of him pushing a baby carriage with Howard McMichael, Sr. in it.

One of my other recollections is sailing a Lightning skippered by Tyner Corning with Bizzy and me as crew. Placing second at the Juniors allowed us to enter the regionals which we won beating Bill Cox, Jr. Then it was on to the Sears Cup in Montreal where we finished mid-fleet never having sailed Y-Flyer scows before. Throughout this venture, we were accompanied by our LYC instructor "Stubby," Bill Stubenbord, who later became a prominent surgeon and a Club member for 50 years until his death last September.

In the late 50s into the early 60s, a bunch of us from LYC and American Yacht Club had Finns. We would get 20 boats racing together on the weekend using rabbit starts. We used to get angry with Dave Smalley because he was so tall he could hike out further than the rest of us shrimps.

I also remember, while at Brown University, I discovered that that the school yacht club had Beverly dinghies. I showed the

program head my student ID and took out a boat to sail. The varsity team was having a practice and they asked me to join a race. I did and I led at the first mark. This other guy was right behind me the whole race and I covered him to squeeze him out at the finish. After the race, he said in his southern drawl, "Boy, you're a really good sailor. Want to join the team?" That was Ted Turner, and probably the only time I beat him.

I had a good freshman season winning the New England Freshman Championship at Tufts. We had a terrible first day. We went back to campus that night and all went out drinking. The next day, I don't know how I did it with a hangover, but I won six races in a row for the championship. Once on the varsity team, the stuffy New Englanders running the program would always send off Ted and me to regattas. He becoming the "mouth of the south," and me as a wise cracker from Western Long Island Sound, they loved to see us gone. Ted would always win in the A division, and I'd finish top three in B. For a while there we were cleaning up and developed a better reputation than the others on the team.

Later in life, my wife Marcia, Steve Csenge, and I crewed for H.L. DeVore on his Shields for over 10 years—we had a great time. Marcia hadn't sailed prior to that, but she soon learned how to run the bow with Steve, showing you can learn to sail at any age. We won the Shields Nationals in Chicago.

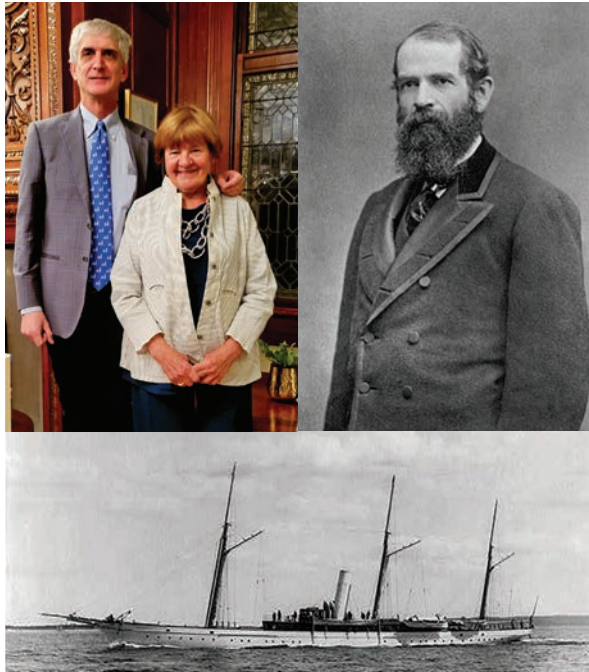
For as far back as I can remember, I think the Club has done a terrific job evolving the grounds and facilities. Also the ongoing initiative started by Bizzy and Peter Kelly to attract younger, post-college sailors to the Club has raised the quality of our sailing. LYC has always been a part of my life. Simply learning to sail is learning to enjoy sailing and making lifelong friends. If you enjoy sailing when young, you will enjoy it throughout your life. I don't think I could live anywhere that isn't by the water.



LIBRARY NIGHT

American Scoundrel: How Jay Gould Built Wall Street's Biggest Fortune Greg Steinmetz

Who was **Jay Gould**? Rockefeller, Carnegie, and Vanderbilt are immortalized to this day, but where's Gould? His fortune certainly matched that of his Gilded Age peers -- \$20 billion in today's terms -- but unlike the others, his name faded in history. This is what motivated LYC member, journalist, and author **Greg Steinmetz** to write *American Scoundrel: How Jay Gould Built Wall Street's Biggest Fortune*. On January 20, it was standing room only for Greg's fascinating Library Night presentation about the mysterious Mr. Gould. Steinmetz is pictured with Library Committee Chair Caroline Romans.



Dubbed the "mightiest disaster to ever befall the country" by Mark Twain, Gould was single-minded in his pursuit of money. His Wall Street shenanigans were notorious. Greg likened him to Jesse James, a contemporary -- but of Wall Street. Gould took advantage of the fact that no rules governed commerce in those days. He and a partner even tricked the US Treasury, attempting to corner the gold market -- resulting in Black Friday of 1869. Then Gould hedged against his

own scheme as it started collapsing. He was that kind of guy.

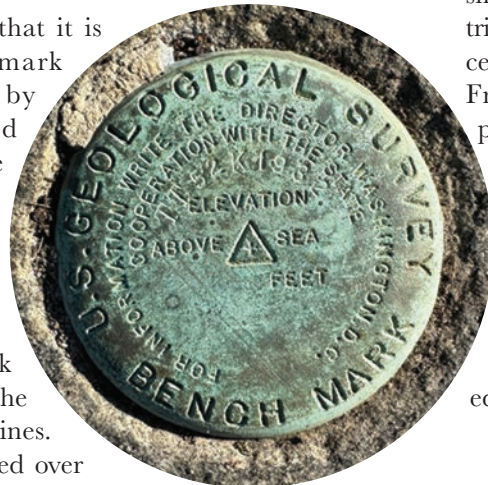
And Gould was not to be outdone. He commissioned the largest yacht of its day -- the steamship Atalanta (photo). When the New York Yacht Club rejected him as a member, in 1883, Gould founded the American Yacht Club as a steamship club. And, when Atalanta lost an AYC race in 1884, Gould protested for six months until his club relented and ruled that he'd "won." Jay Gould was also a Larchmont Yacht Club member, as attendees were thrilled to see for themselves in the historic LYC yearbook of the era which was passed around.

Gould had no interest in the social machinations, nor the prestige which money could buy. He was a private man, devoted to his family. Greg surmised Gould's drive was motivated by the determination to spare his family from the deprivation he'd endured growing up on a farm in the Catskills. As we left the presentation, we were intrigued to read on about the scoundrel Jay Gould, a reclusive family man with brilliant robber-baron schemes.

WHAT, WHERE, WHY?

As we walk around the Club grounds, our eyes are usually cast out onto the water or the Clubhouse itself. Occasionally, it's worth looking down, where you may come across something of interest. Maybe it's the plaque for the time capsule buried under the cannon, or the compass rose on the Veranda terrace. Or, maybe you'll spy the 4-inch bronze medallion set into the top of the seawall about 25 feet west of the elephant planter. What is it and why is it there?

The short answer is that it is a geological benchmark put there in 1932 by the U.S. Coast and Geodetic Survey (the country's first scientific agency, now part of NOAA). Established in 1807 during the Thomas Jefferson administration, its task was to accurately map the country and its coastlines. As technology advanced over



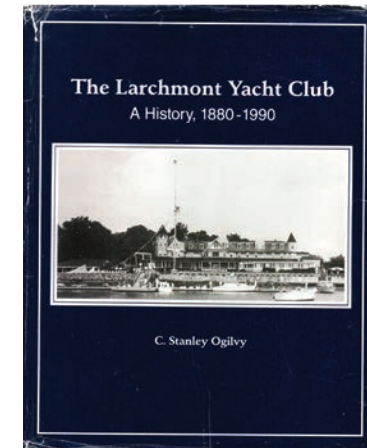
the next century, so did surveying skills. Then, during the Great Depression, the Survey created a task force of 10,000 otherwise unemployed engineers (likely part of FDR's New Deal Works Progress Administration -- WPA) to expand the scope of America's survey.

In 1932, the LYC benchmark was put into place and it has remained there ever since. You will notice a triangle with a cross in the center of the medallion. From the surveyor's perspective, that "X" marks the spot exactly! Interestingly, while many benchmarks cite height above sea level, ours doesn't, perhaps due to its proximity to the water's edge. Go take a peek...



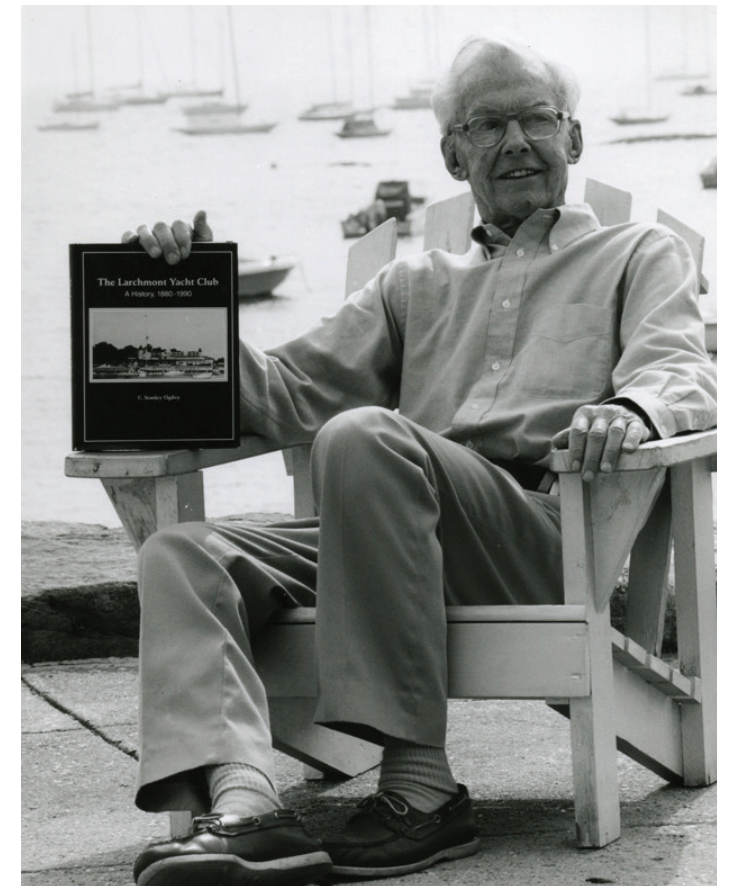
CELEBRATING C. STANLEY OGILVY

On Sunday, March 5, 2023, a large group of Members gathered for a special joint presentation of the Club's History & Heritage Committee and Library Committee organized by their respective chairs, former Commodore **Andrew Donnellan** and **Caroline Romans**. Commodore **Steve Leicht** and Donnellan gave an overview of the decision to reproduce **Stan Ogilvy's** long out-of-print book, *The Larchmont Yacht Club: A History 1880-1990*, precisely as it was first published 30 years ago, without update except for a tribute to its author in the foreword by **Vincent (Bizzy) Monte-Sano, II**. The book describes the origins of the Club, including themes of mishaps and mayhem such as larceny, war, Prohibition, the Depression, and bad weather—even a plane crash off Larchmont Harbor.



Romans introduced a panel of Members who knew Ogilvy - **Butch Ulmer**, **Jeff Meighan**, **Billy Kelly** (prerecorded), and Monte-Sano (via Zoom) - who offered insights into his life in Sutton Manor, New Rochelle, and accomplishments as a sailor in the International Star Class, a class that in the post-war period attracted the world's best sailors. Ogilvy, a math professor at Hamilton College, was a member of LYC for 63 years and a Star Class champion.

As the panelists explained, he kept meticulous racing journals and wrote numerous books not only about sailing, but about mathematics and geometry. Also on the panel was Robert McKie, who was one of seven math majors at Hamilton in the class of 1966, Ogilvy having been one of only three professors in



the math department. McKie was greatly influenced by Ogilvy and crewed for him on Ogilvy's boat, *Flame*.

A common thread among the panel members was Ogilvy's love of sailing and LYC, his kindness and generosity, and his reluctance to talk about himself. His book, again available for purchase, will speak for him to a new generation of LYC members and sailors.



PADDLE

Anyone passing by the paddle courts on a weeknight or weekend can't help but notice the increased levels of usage the LYC courts have enjoyed in the last few years. Whether it's a tournament, a fun game with friends or family doubles with the kids, it's proven to be the perfect antidote to the winter blues. The Club's paddle program has grown to be one of the largest in Westchester.

There were 110 adults enrolled in paddle clinics during the course of the year. Paddle has a quick learning curve and many of these players moved on to competitive league matches by season's end. We also had an additional 50 kids enrolled in junior clinics as well.

On a weekly basis, the Club had over 100 members competing on six men's teams and three ladies' teams in the Westchester Platform Tennis League. There's a team for every level of play ranging from highly competitive to beginner level. The Ladies A team won Division II and will be moving up to Division I in the fall. Our Mens A team finished mid-flight in Division I.

LYC held a total of 12 tournaments this year stretching from October into March. Some of the highlights of the season were the Opening Nights, the Mens and Ladies Pro Ams, and several successful scrambles events. The Mens Member Guest featured a record 64 players, with matches held at six different clubs before funneling back to LYC.

The Mens and Ladies club championships were held the first weekend of March. The winners were:

Mens Club Championships

Winner: **Joe FitzSimons, Tom Schneider**

Runner Up: **Mike Dsupin, Kyle McEvily**

Ladies Club Championships

Winner: **Katie Robinson, Kristen McCarthy**

Runner Up: **Carrie Krow, Megan Johnson**

It should be noted that Rodrigo and his staff worked hard to conduct clinics and manage the tournaments. Those interested in joining the program next year should keep an eye out for the season opening events in the fall.



FATHER DAUGHTER DANCE



STAFF PROFILE

JOEL LABRUZETTA, WATERFRONT DIRECTOR

In March, Larchmont Yacht Club was thrilled to welcome Joel Labuzetta as Waterfront Director. Joel comes to us with an extensive sailing background and solid professional experience gained from his years working at other well-regarded yacht clubs. Most recently at Indian Harbor Yacht Club in nearby Greenwich, CT, and before that at Annapolis Yacht Club in Maryland. Joel's first job the summer after graduating from College of Charleston in 2008 was at LYC as the Head Optimist Racing Coach. So it's "Welcome back, Joel."

While at College of Charleston, Joel was a key member of their sailing team, serving as team captain for two-years, during which time the team won five national championships. After college, Joel continued to race competitively in dinghies and was active in the national team race circuit. It was team racing that brought him to LYC frequently, including for the 2012 U.S. Team Race Championship for the George R. Hinman Trophy.

As Waterfront Director, Joel is responsible for overseeing all aspects of the waterfront - including Marine Facilities and the Sailing Department. When asked about his new role, Joel reported that he is excited to be at a club that is so serious about sailing. He is eager to continue to help promote the Club at the national level and serve our many different sailing

interests, including: hosting National and North American championships; elevating our junior sailing and team racing programs; and continuing the success of last summer's dinghies-off-of-the-docks ("DOOD") program to increase recreational sailing opportunities at the club.

Since starting, Joel has been hard at work lining up some clinic-level coaching to supplement the junior racing and adult sailing programs this summer. Joel is also in the final stages of helping prepare for the arrival of the Club's new fleet of Z420 boats early this summer, which will sit on the front docks and enable sailors to have easy access for getting on the water in the boats.

Since being back at LYC, Joel noted he's already reconnected with some of the junior sailors he coached many years ago in Optis—who are now taking an active role as the next generation of adult sailors and team racers at LYC—and their parents, who continue to be involved with sailing at the club. He's looking forward to meeting more of the membership as the summer sailing season gears up.

When he's not at LYC, Joel and his wife Samantha (who also works in the sailing industry) are busy taking care of their son, Luca, who was born in December, and two dogs.



NECROLOGY

Scott E. Wollaston
January 15, 2023
Elected 1968

Mrs. Robert W. (Florence) Holliday
March 2, 2023
Elected 1994

Joseph L. Albertson
March 26, 2023
Elected 1975

Marc T. Kent, Jr.
February 6, 2023
Elected 1976

George R. Hallenbeck
March 11, 2023
Elected 1969

Carl W. Ordemann
April 24, 2023
Elected 1986

COMMITTED TO SUSTAINABILITY

This year, Members will see more evidence of the Club's commitment to "going green." The Board of Trustees, our General Manager, Ernie Dunn, and his team are taking a "whole Club" approach by working with the various functional areas as well as the relevant Club committees to reduce waste, increase recycling, and incorporate sustainability best practices to enhance our role as stewards of the Sound.

Already you will see a number of changes in and around the Club. Note the use of warm LED lighting throughout the building, and the following steps taken to improve the grounds:

- Elimination of the use of harmful pesticides/chemicals
- Installation of a vegetable and herb garden for use by kitchen staff
- Increased number of recycling bins, with clearly defined labeling
- Refillable water stations around the club

Over the spring and summer, be on the lookout for "Coming Attractions" on the sustainable front:

- Notable changes at the Tiki Bar and Beach Grill will include reusable acrylic cups and wine glasses enabling a significant reduction in single-use bar ware.
- A Farm-to-Table dinner at LYC with locally-sourced food.
- Replacing single-use beverage napkins and disposable snack cups with multi-use beverage coasters and with reusable cups.
- Replacing single-use amenity products in the hotel rooms with multi-use pump products.
- Incorporating eco-friendly practices, lessons, and activities into the Camp Seagull as well as junior and adult sailing programs.
- Elimination of disposable items for camp lunch programs, replaced with washable, reusable trays, flatware and cups.

- Installation of a rain garden by Pando.
- Consideration of adding oyster nurseries off our docks, as oysters are nature's water filters.

We will keep the Membership updated on these continuing efforts. Check out the latest monthly sustainability tips in the LYC e-news and on our website. We have heard great ideas from many of you and welcome additional ideas and input from the Membership and staff. If of interest, a great resource is Sailors for the Sea: sailorsforthesea.org, a Newport-based non-profit that aims to unite boaters to protect the oceans. Sailors can find an abundance of tips at their site, from cleaning your boat to organizing clean regattas.

Our Members are primary stakeholders in the Club's sustainability goals. We all can have a tremendous impact on the health of our environment. Below are some tips and reminders to maintain our path to a greener club:

Reduce waste as much as possible around the Club and on board your boats.

- Remember always to bring refillable water bottles; use LYC's new refillable water stations. Check out LYC's signature water bottle sold in our store.
- Use the clearly marked recycling bins around the Club.
- Return the acrylic cups to the designated bins to facilitate re-use.
- Take advantage of the pump-out stations at the work dock; NEVER empty your hold in the Sound.
- Recycle your shrink wrap in clearly marked receptacles at the work dock.
- Take care not to spill or overflow when pumping fuel.
- Recycle used tennis balls.

We have the opportunity to make an impact and enhance our environmental stewardship.



COMMITTEE FOCUS

THE COMMUNICATIONS COMMITTEE

When people ask about what the Communications Committee does, it's easy to point to today's Mainsheet as the Club's premier, flagship quarterly publication. Based on the feedback lately from Members, this publication does very well.

What most don't realize, however, is the planning it took to get the Mainsheet to its current state or the effort that goes into editing and producing each issue. It's also hard to convey the hard work, passion and care taken by our staff and committee members to improve all of the other LYC communication vehicles from other printed publications to the eNews, LYC website, and our social media channels.

The Communications Committee focuses on three primary goals. First and foremost is to ensure that there's high quality and consistency across all LYC communications. A second goal is to make the stories, information, and photos shared as relevant, compelling, and engaging as possible to the full range of the Club's membership. Finally, the Committee provides oversight of the various channels (email, web, social) checking that they're fully accessible, up-to-date, and easy to use. "We've always felt that communication plays a critical role in enhancing the overall Club member experience," explains **Chris Clarke**, Committee Chair. "We need to make sure all Members know about, and fully appreciate, all that the Club has to offer."

To accomplish the goals, Clarke organizes the Committee to cover four focus areas of the Club—on the water/dockside, poolside, courtside, and house & entertainment. In addition to each coverage "captain," the Committee recruits crews of contributors from each of the activity areas, other committees, or Members at large. In this way, the workload is distributed, and the content becomes more representative of the full Club.

Over the last few years, the Committee has worked with

Communications Director, Daisy Palacios, to completely redesign the weekly eNews, and with the Technology Committee to help re-design the Club's website user experience. It also has created Brand Guidelines to help ensure consistency and to strengthen the brand's clarity. "There's more room to improve, especially in social media, but we've made great progress over the last few years," extols Clarke.



The most important and ongoing challenge, however, is evolving and continually elevating the Mainsheet. The committee felt it was important that the Mainsheet reflect the full richness of the Club, providing great depth, breadth, and polish, worthy of its flagship publication status and the status of Larchmont as one of the country's premier yacht clubs.

Recently, it was reported that, during a visit by Flag Officers from other prestigious clubs, several were drawn to the current Mainsheet issue lying on the front foyer table. After paging through, one of them was heard to remark with envy, "Now that's a fine yacht club magazine."

UPCOMING MAJOR REGATTAS AND EVENTS

May 6	143rd Commissioning
May 13	68TH Edlu Race
May 20 - 21	J/70 East Coast Championship
May 27-28	YRA Memorial Day One-Design Regatta
June 1 - 4	Robie Pierce Regatta
July 14-23	125th Larchmont Race Week
August 5-6	Optimist Champs
September 15-17	Ideal 18 North American Championship
September 23-24	C420 Atlantic Coast Championship
September 27-Oct 1	J/88 North American Championship
October 7-8	LYC & STC Intercollegiate Regatta
October 13	LYC & STC The Bitter Ender Double-Handed Race
October 14 - 15	Harbor Team Race Regatta
October 21	Club Championship

THE SPYGLASS

LARRY BODKIN

Larry Bodkin is another example of a current member who spent much of their youth growing up at the Club. Having joined the Club on his own in 1985, he and his wife Caroline are regular members of our racquets programs. Here's what Larry shared with the Spyglass recently:

What are your favorite memories having grown-up at LYC? The first two kids I met at LYC were Greg Johnston and Billy Bishop. We played tennis and hung out a bit back then and I still play and hang out with both of them today on a regular basis. Some things never change.



When I was 21 I ran up a huge bar tab at LYC with my college buddies. My dad proposed me for membership as soon as the bill came in. The joke was that Ricardo (a former, well loved bartender) was my seconder. So I became a member on my own in 1985.

In my late twenties I was moonlighting as a stand-up comedian and was asked to speak at the LYC paddle dinner in 1992. Carolyn was invited there as a guest of her sister. I made a few jokes at the expense of her brother-in-law which she seemed to really enjoy. We met that night and have been together ever since.

How did you participate at LYC as a junior? My folks joined LYC when I was 14 years old, so I missed out on most of the junior stuff. My sisters did junior sailing and were very popular as frostbite crews due to their light weight and willingness to be bribed with free sandwiches. My brother did tennis, sailing and swimming but I mostly stuck with the tennis.

Tell us about your sailing experience. As kids we raced blue jays in the Thimble Islands every summer. As I was pretty clueless my main job was to hold the tiller while more qualified family members set the spinnaker for the downward legs. My dad would bring in ringers from LYC towards the end of the summer to try to win the season points total. He was a pretty competitive guy.

How many years have you been playing racquet sports at the Club. I've been playing tennis since I was seven years old and picked up paddle in my twenties. The great thing about racquet sports is that you can play them your whole life. My brother and I play a weekly singles game to this day. We still have pretty good rallies as long as we hit it right to each other.

Role/importance of racquet sports in the life of LYC? LYC is not only a world class sailing club but also a great local club as well. You can come down here any time of the year and there will be people to hang out with. The racquet programs are a big part of that. LYC fields many competitive racquets teams and the recreational use of both sports is through the roof.

How does your immediate family use LYC? Carolyn and I both play weekly paddle and tennis games (usually separately to keep the peace). In the summer we use the pool to swim laps and we have dinner at LYC once or twice a month. We like to come down without a reservation and eat on the Founders Porch. The kids are all veterans of Camp Seagull and various junior programs and continue to use the Club athletically and socially with their friends. The older two are now members in their own right.

How about your siblings – still at LYC, how are they using the Club? Chris and I have been paddle partners for 30 years. We've won a lot of matches and lost a lot of matches. It's a lot of everything. Katie is very involved with ladies paddle and junior sailing. She keeps a boat on the water and periodically runs us over to Louie's for dinner (hint hint)

Biggest changes you've seen at LYC? The biggest change for me was the building of the paddle hut in 1996. Prior to that we just had a (barely) heated room with no amenities. People would play and then skedaddle. The new hut changed that mentality and the program grew exponentially. LYC is now widely acknowledged to have one of the nicest paddle set ups in Westchester.

Plans for using the Club this summer? Carolyn and I will be down there two or three times a week for sure. We like to hit some balls and have a drink on the lawn. At the pool we've graduated to the adult beach and also like to read in the new seating area. Whenever the kids are around they want to go to dinner at LYC. They still order Shirley Temples even though they are now adults. Like I said some things never change.

ART

PORTRAIT OF COMMODORE CLARENCE A. POSTLEY



Measurements: 40" H x 30" W
Ninth Commodore of the Club - 1897-1900
Artist: George Rufus Boynton (American, 1866-1945)
Date or Work: 1897-1900
Medium: Oil on canvas

mathematics at West Point for five years. It is unclear what other career Postley had or if his wealth was inherited.

Commodore Postley had two primary homes, one at 817 Fifth Avenue in New York City (63rd Street) and one in Belle Haven, Ct. In 1883, two years before buying the Fifth Avenue mansion, Clarence retired. He turned his attention to what he most enjoyed, club life, horses, and yachting. In addition to Larchmont Yacht Club, his club memberships included (but were not limited to) the University, Union League, Players', New York Athletic, Hamilton Park, New York Jockey, Coney Island Jockey, New York Yacht, American Yacht, Corinthian Yacht, and Seawanhaka Yacht Clubs.

Harry Brown, in his *The History of American Yachts and Yachtsmen*, noted "Commodore Postley occupies one of the most palatial residences on Fifth Avenue, where his system, order, taste and geniality have established one of Greater New York's ideal houses of the rich, from whence flow commerce and prosperity."

Postley, also a capable equestrian, enjoyed his series of grand yachts. His grandest, however, was the 187' *Colonia*, designed by Gardner & Cox and built as an America's Cup defender. Immediately after purchasing the then year-old *Alberta* and changing her name to *Colonia*, Postley had the interior completely redone with the crew quarters moved forward and the owner and guest spaces aft. This major renovation was reported in depth by the New York Times for who, in those days, yachting news was keenly popular and regularly reported.

night, a sky filled with stars. We had a few more challenging moments along the journey, including a wrapped spinnaker that needed to be cut down. Very light winds on our approach to St. Lucia required rationing our final fuel and battery power. In the end, the trip was 17 days at sea. Many gorgeous sunrises, sunsets, and star-filled nights were enjoyed by all; but it was unanimously agreed that the absolute highlight of the trip was the incredibly cooking that Flor pulled off every single day. Fresh fish reeled in became crevice. There were grilled Mahi sandwiches in the blink of an eye. One crew member was heard "complaining" that he was gaining weight!

Upon arrival in the harbor at St. Lucia a colorful local motorboat raced up with a beaming Cathy DeVore aboard waving to us all. Cathy handed off a case of cold Heinekens for our journey to the dock where we met up with Kurt, Anne, Cathy, Jen Smoor, and Jeff's wife Ashley.

Great memories were made by all. Resonance has spent the winter in the Caribbean and will head north to Larchmont and Newport for the summer of 2023.

Clarence A. Postley came from a long line of military men. His great-grandfather was an officer in the Revolutionary War; his grandfather, Charles Postley, was an officer in the War of 1812; and his father was General Brooke Postley, "commander during the Rebellion of the famous Hussar Brigade." The Postley family traced its New York roots "to its earliest history." Clarence, too, started out in the military. He graduated from West Point in 1870 and served in the Third U. S. Artillery and was an instructor of

Resonance (continued)

As we exited the harbor, we joined nearly 120 other boats for the "start." With the shot of a canon from a Spanish naval vessel we were off! Though the event awards prizes for racing, the vast majority of the boats, including ourselves, were intent on making a safe and fast passage. Warned by the meteorologists that there could be some very strong winds funneling between the Canary Islands, we headed south taking us towards the more reliable "trade winds." We had planned to gybe west after a day or so, but suffered two gear failures. First, our spinnaker pole, which we had been using to "pole out" the jib, broke off, and then we suffered a failure of our mainsheet system. These early "breakdowns" were disconcerting, but we sorted things out and never really seriously considered diverting to Cape Verde. Eventually, we gybed to head west. Jeff enjoyed sharing that the route we were taking was the historic "butter-melt route," the lore being "head south until the butter melts, then you are in the trades and head west."

The weather became quite spectacular, shorts and t-shirts at

HISTORY

NICE LINES - THE LARCHMONT O BOATS

In recent years, the Mainsheet has covered our people--- the legendary sailors of LYC, our programs---the legendary regattas, races and activities, and the place---our historic Clubhouse and grounds. But the one aspect we've not covered sufficiently, in the opinion of the editorial team, is the product that makes the magic happen- our boats! The very vessels that lovingly adorn the walls of our clubhouse in paintings, photography, and half-models need to come to life in stories shared in the Mainsheet. So, we're launching a series called *Nice Lines—Profiles of Legendary LYC Sailboats*. This initial article will focus on a one-design class from the early 1900s. while, later in the Mainsheet, we turn to a famous big boat ocean racer.

Long before designer, meter, and production-branded boats came on the scene, a common practice in the early 1900's was for specific yacht clubs to design, , build, and name a class of sailboats just for their club. The Larchmont One Design, Interclub, and other Larchmont one-designs

were introduced through the years, along with the Manhasset Bay Class knockabouts, Seawanhaka 21s, and New York 40s.

This is the story of the Larchmont O's which were launched in the spring of 1917. This one-design class of 60-footers had great overhands (thirty-nine-foot LWL). They were designed by William Gardner to the Universal Rule and described by enthusiasts of the day as "finer and more graceful" than the New York 40s. The designer, William Gardner, is renowned for his yacht *Atlantic*, which held the transatlantic crossing record for nearly 100 years. He also designed the Star and Larchmont Interclub class sailboats.

Six O boats were commissioned by members as part of the inaugural fleet, including *Varuna* built for **Commodore James B. Ford** and *Geogia*, built for **Charles Lane Poor**, author of the 1937 *Men Against the Rule; A Century of Progress in Yacht Design*. Charles Lane Poor was also a well-known Astronomy professor

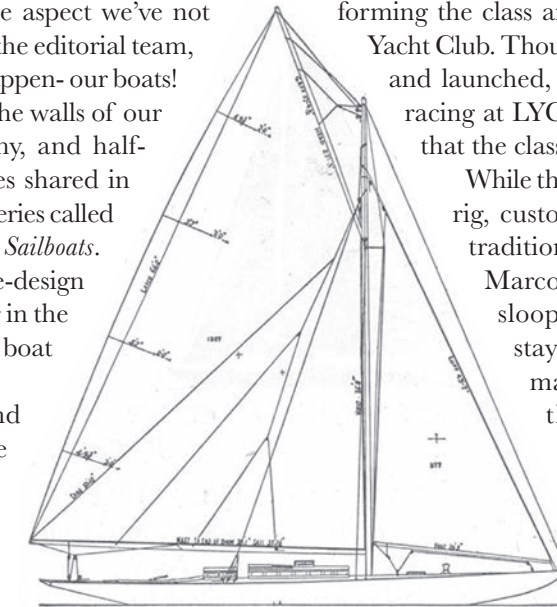
at Columbia University who became famous for his opposition to Einstein's theory of relativity.

Edmund Fish, a member since 1901, was credited with forming the class and getting the O's built for Larchmont Yacht Club. Though five of the six O's were commissioned and launched, World War I caused suspension of all racing at LYC. It was not until after the war in 1918 that the class was first raced.

While the initial sail plan for O's called for a gaff-rig, customary for the day, Ford's *Varuna* broke tradition and sported the very first Marconi rig. Marconi rigs are what we see on most sailing sloops today as a fore-and-aft rig, with a stayed, main mast and a triangular-shaped mainsail attached to a boom. Back then, this was a revolutionary innovation and *Varuna's* exceptional speed and performance paved the way for Marconi rigs to flourish following World War I.

The main builder of the Larchmont O's was Wood & McClure of City Island. Built of oak frames and mahogany planking, an O displaced 35,500 lbs. The class was actively racing through 1938 but O boats were seen afloat as late as 1950's. As elegant as they were fast, several black and white photos are in the Morris Rosenfeld collection at Mystic Seaport (below left photo July 5, 1926). But you don't have to go to Mystic to see a fabulous photo of the O's. There's another photo of the Larchmont Os displayed on the second floor of the Clubhouse.

A New York Times headline in July of 1928, trumpets the Larchmont O class boat *Mirage*, owned by **Robert A. Mahlstedt**, as "easily winning" the City Island Regatta. The sub-heading reveals, however, that the "easy win" was because a barge interfered with the rest of the fleet. Nonetheless, victory guns for Larchmont O's were commonplace and this class takes its rightful place in the pantheon of legendary Larchmont sailboats that once changed the sport of sailing.





Larchmont Yacht Club
1 Woodbine Avenue
Larchmont, NY 10538

