



the Binnacle

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THE LADIES Cup: LCYC'S TIMELESS HISTORICAL CENTERPIECE

A special Binnacle edition

Featuring a History

By Bern Collins, LCYC Historian

THE LADIES CUP LAKE CHAMPLAIN YACHT CLUB'S TIMELESS HISTORICAL CENTERPIECE

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Attachments:

Lake Champlain Yacht Club Annual Regatta Programme, August 25, 1928 (4 pages)
Eva May Crossing the Finish-1938 Ladies Cup-*Centennial Celebration Book* (1989)
 Lake Champlain Yacht Club 1955 Membership List (2 pages)
 Photo of Miss Vermont Awarding the Ladies Cup, 1957 Waterama
 A Photo of the Famed Ladies Cup-*Centennial Celebration Book* (1989)

Other sources include: *A Tribute to John Dinse/The Reactivation of the Lake Champlain Yacht Club* (January 2006); Milo C. Reynolds' handwritten minutes 1927-1960, and Oscar Drumheller's Minutes, 1965; Commodore Bill O'Brien's Reminiscences of the Lake Champlain Yacht Club From 1962 to the Present, Recorded and Transcribed, April-May 1998.

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Bern Collins, LCYC Historian
 January 20, 2010

THE LADIES Cup: LCYC'S TIMELESS HISTORICAL CENTERPIECE

By Bern Collins, LCYC Historian

Throughout the Lake Champlain Yacht Club's colorful 122-year history the Ladies Cup has consistently held center stage. Although there are no official LCYC archives to refer to, succeeding historians have maintained, retrieved, or been sent various Logs, membership lists, early Annual Regatta Programmes, and newspaper clippings that weave together a tapestry, somewhat threadbare in spots, that provides a picture of the Cup's central role. In spite of some gaps in the chronology, it is possible to trace its history through excerpts from a variety of primary and secondary sources.

The 1888 Log

The Ladies Cup was presented to the LCYC Regatta Committee in 1888 ; reference to it would not, therefore, be contained in the 1888 Log. The following excerpt may, however, have been the basis for subsequent Ladies Cup Regattas:

LCYC Constitution, Article VI, Regattas and Prizes.

1. At every regatta held by the club at least one race shall be sailed as a "Corinthian Race," in which every craft entered shall belong to the club squadron and be sailed by the owner or owners, thereof, assisted by members of the club only, carrying no other persons during the race.

2. No cup or prize of any kind held in trust by the club shall be sailed for by any craft not wholly owned by members of the club, nor on any other date than that of the annual regatta.

Under the By-laws: Chapter IX, Regattas. There shall be an annual regatta in each year, to be sailed on the first Tuesday of the

month of August.

In subsequent Annual Regatta Programmes, a "Corinthian Race" is sometimes listed, but only the "Ladies Cup Regatta" stipulates the restrictions contained in the 1888 Log.

The Elusive "Deed of Gift"

In an excerpt from an **1888 Yachting Magazine**, contained in the *Commodore's Logbook*, (February 2007), there is a full description of the Ladies Cup "Deed of Gift." *According to the rules of the club, the Ladies Cup shall be a perpetual challenge, and shall be sailed for each year by the yachts belonging to the members of the club at their annual regatta. The course shall be about ten miles, and the sailing allowances, etc., shall be governed by such rules of the club, as from time to time may obtain. The course, etc., may be changed from time to time by the regatta committee as the exigencies of the club may require.*

They or their successors in office, are made custodians of the cup for the club, and shall award the same each year to the successful yacht; which yacht shall have its name and the date of the regatta engraved on the cup by the committee, and shall hold it until the next annual regatta, giving bonds to the committee in the sum of \$600 for the safe keeping of the same.

Any damage or loss to the cup while in the possession of a yacht shall be appraised and deducted by the committee from the bond on the return of the cup, which shall be one week before the next annual meeting. Owners of yachts failing to return the cup at the time specified shall sacrifice their bonds and cease to be members of the club. A yacht

holding the cup and not competing for its possession is considered as having competed and lost. In all races, at least three yachts must start or no race, unless a race has been postponed, but should the yacht which is in possession of the cup be a competitor, she may sail the course, without this limit as to the number starting.

Some of these restrictions, such as the requirement that only LCYC members be on-board, were later relaxed or eliminated; in 1888, however, Dr. W. S. Webb's *Flyaway* was declared the Ladies Cup Regatta winner until it was discovered this rule had been broken. The *Agnes T* was then declared the winner (from the *LCYC Centennial Celebration Book, 1987-88*).

In all of the historical documents and agreements that remain, there is no printed "Deed of Gift." Since the first two LCYC clubhouses were destroyed by fire, a printed deed could have been consumed by the flames. It could have been lost in later years when the LCYC moved to different (temporary) locations during the 1930s, or during the dormant years from 1939 to 1962. It is referred to through the years, however, over and over again in excerpts from yellowed newspaper clippings, early handwritten minutes, and regatta programs, some of which are contained in this brief history and the attached copies of historical artifacts.

The Golden Years-LCYC's First Half Century-Under Sail & Power

Lake Champlain Yacht Club is a Golden Memory to Many... The Lake Champlain Yacht Club's early years were recalled in a *Burlington Free Press* article published in 1959: *Memories of the Club's golden days are deep-rooted in the hearts of many old-timers in this area. Nor need one be too old to recall some of the gay*

social events of the club's later active years. Clambakes, smokers, regattas, and dance brightened summer social life, season after season. Names closely associated with the early days of the club read like a page from an unwritten social register.

From the meticulous records of its secretary-treasurer, Milo C. Reynolds, unfolds a history of significance paralleling as it does, changes in an entire era. The present club, for example, grew out of the "Sharpie Yacht Club of Burlington" organized September 4, 1886, 'to encourage the introduction and development of yachting on Lake Champlain. "

W..H.H.Murray, noted for his promotion of the Adirondack region, and known through the country as "Adirondack Murray" introduced the Sharpie type of yacht and was one of the club's original members. He came to live in Burlington, "captivated by the beauty of this part of the lake, " and "interested many men in all this north region who were prominent in social, business and public life. " From the first small unit developed the Lake Champlain Yacht Club, its organization completed in May 1887.

From the beginning, the club was financed by dues of \$10 a season, plus a few contributions. The first clubhouse, built in 1887 for about \$5,000, burned November 5, 1901. A second, completed June 15, 1903, was gutted July 1, 1911; repaired temporarily for the season and finally replaced. It was this third structure, at the foot of College Street, on the very edge of the lake, which many still remember, with its inviting porches and specious interior.

In its heyday the organization included a commodore, vice commodore, rear commodore, secretary, treasurer, president, first and second vice presidents. There were also an executive committee of 30 members, a regatta committee of six, two house committees of six and seven, and a membership committee of ten.

Peak membership in 1922 was 334.

Unique in its history is the famous Ladies Cup, "a perpetual challenge trophy for the ships of the Lake Champlain Yacht Club fleet."

The Appeal of Power.

Contained in an old LCYC scrapbook is a Regatta Committee sheet listing the rules for rating motor boats for the 1908 season. There were four classes, based on miles per hour. And, in a yellowed 1923 Burlington Free Press article, it is reported that the LCYC Regatta Committee used the American Power Boat Association's rules for rating based on the following formula: "Length of boat, area of the midship cross section and the power are the three factors considered, and the share which each has in determining a rating is fixed by experience tables which the association has compiled. A boat's length is the distance from stem to stern at low water line. This then is the formula-the cube root of a certain quantity is multiplied by 18. This quantity consists of the square root of the low water line, one quantity (multiplied by the horsepower) as a dividend, divided by the midship cross sectional area."

The 1928 Annual Regatta Programme lists twelve races, all power, including:

Race 3 at 3:00 P.M - Ladies Cup Race for Stock Runabouts 26 ft. 150 H.P. Three times over course, no handicap. Perpetual Cup given by ladies of Burlington in 1888, winning boat to hold cup until next Regatta.

(Note: See Attachments for a copy of the complete Programme.) The winner of the 1928 Ladies Cup is listed as Nan Ned.

It is interesting to note gaps in Ladies Cup winners during these peak years of membership when one newspaper headline declared that "Motor Boats Have Largely Supplanted Sailing Yachts on [the] Lake." There are other gaps as well-no winners between 1905 and 1910; 1910 and 1923; 1923 and

1928; and 1928 and 1934. Part of the explanation may be due to World War I, when several LCYC members served; the hardships associated with the Great Depression; and, of course, the dormant years from 1939 until 1955, when the Wateramas began.

At the close of LCYC's first half century, *Eva May* was the last power boat to win the Ladies Cup, in 1938. Although Lake Champlain continued to be a popular destination for skippers from throughout the Northeast, and the LCYC was mentioned in a 1936 New York Times article, its 1937 Golden Jubilee had to be held in a new (temporary) location. In 1934, the College Street location had to be abandoned. As reported in the *Burlington Free Press*, July 3, 1959:

Today the yacht club building which stood for years at the foot of College Street is only a memory. The organization, however, still holds annual meetings as an incorporated body, and has a membership of 100.

The end of the 1930s was the beginning of the "dormant years" when the Lake Champlain Yacht Club was kept alive by one man: Milo C. Reynolds.

LCYC's Dormant Years and the Efforts to Revive Yachting on Lake Champlain

Although the Malletts Bay Boat Club, founded in 1936, suspended operation during World War II, it was able to resume activities in 1946, on property purchased in 1938 that included a two-story farmhouse. The Lake Champlain Yacht Club no longer owned any property, as reported in a Burlington Free Press article, May 30, 1950:

Club Officials Tell Why Burlington Loses Out Without Yacht Facilities/Old Days Recalled When Wealthy Cruising Parties Left Lots of Money Here Shopping/Suitable Marina and Cleaner Water Needed:

Burlington will never know what it's los-

ing not having a representative yacht club on its waterfront, with a club house and all essential facilities -Burlington Yacht Club Commodore William J. Cote thus deplored the city's failure to cash in on its greatest natural advantage... and said that boating will never hit its stride until the sewage problem is cleaned up.

Strong confirmation of Cote 's estimate of the great value of a going yacht club in Burlington harbor came from Milo C. Reynolds, [the Lake Champlain Yacht Club Secretary-Treasurer] who said, "The 63-year-old organization still exists, though its activities and club house are long of the past. " Reynolds told a Free Press writer, "In the old days, 150 to 200 and more visiting boats would come here in a season, attracted by the Club. Their owners and guests would spend large sums with local merchants... All visiting yachtsmen received full privileges of the Club. They'd tie up here, many of them, for an extended period, get their mail at the club house, patronize Burlington stores, hotels, restaurants and amusement attractions... They came from Albany, from Long Island, New York City, New Jersey points and other distant places. Most of them took summer-long cruises... this was a popular port of call."

In a later 1959 newspaper article answering the question, "With no club house, no dues and no activities, why does the organization remain alive?" Milo C. Reynolds said:

"We want to remain in legal existence as a corporation. The 1957 Legislature passed a law whereby corporations operating on a non-profit basis are exempt from the tax. Our idea is that one of these fine days a group of men will get together and build another club house, reactivate the club. Then we can legally retain the name of the old club, which has a lot of sentimental interest, and would be better than a new one.

Recalling the annual regattas, which at-

tracted boat owners from many distant points, Reynolds mentioned **a motion carried at a meeting July 28, 1890, providing for a dance to be held on the evening of regatta day.**

The Wateramas in Burlington Harbor

In an effort to revive interest in all boating activities on Lake Champlain, Burlington Harbor in particular, the Burlington Chamber of Commerce began sponsoring Northeastern Wateramas. As the *Burlington Free Press* reported, July 14, 1956:

The event is designed to restore Burlington Harbor to its former leadership as the scene of the outstanding aquatic events in the eastern United States.

One of the chief sailing events will be the resumption of the Ladies Cup, famed competition of the Lake Champlain Yacht Club, [a] distinguished organization of more than a half century old... the cup is the oldest challenge cup in New England

And on July 31, 1956:

Ladies Cup Sailing Race to Highlight Weekend's Northeastern Waterama

The race for the Ladies Cup trophy of a sailing classic on Lake Champlain for more than half century, will be the feature racing event of the Northeastern Waterama ... Fame of the Ladies Cup spread from the annual regattas of the Lake Champlain Yacht Club, which attracted craft from many ports. The ladies of Burlington presented the cup to the club in 1888. It was to be a perpetual challenge cup to be raced for in the annual regatta... [The club] saw its heyday in the early 1900s and its sailing and motor racing events attracted competitors from all over.. Milo C. Reynolds related the history of the Ladies Cup... "No trophy ever offered on Lake Champlain has been more sought after or more keenly competed for than this cup. It is truly the sailing classic. "According to the deed of gift, Rey-

nolds said, the sterling silver Ladies Cup cost \$500 when purchased... Because of its beauty, he said, "it must have been custom made for the ladies. I'd estimate that the cup couldn't be duplicated today for less than \$6,000 or \$7,000."

When returned to competition in 1955, the Chamber's first regatta, the winner was won by the late Paul Raine of Essex Junction sailing *Royal Savage*.

(Note: Paul Raine was one of the charter members of the Malletts Bay Boat Club, and he is also listed as a member of the 1955 Lake Champlain Yacht Club-see attached LCYC 1955 list. Also, see the attached photo of Miss Vermont holding aloft the Ladies Cup at the 1957 Waterama.)

LCYC Membership 1939 to 1962 **Reactivation**

With no club house, no property, no dues, how did LCYC stay alive through the dormant years? It was thanks to Milo, who paid the corporate dues (sometimes late-he had to request reinstatement which the State granted) until the 1957 Legislature made the change cited earlier. There were no meetings between 1949 and 1955. The membership was maintained by "abating the dues of all members from 1939..." Later it was decided to "abate the dues of the members for the years 1940 to 1955 inclusive." In 1961, however, "Annual dues, which had been remitted in previous years, were expressly not remitted for the coming year"-1962, when the LCYC was reactivated. Thus, the membership was maintained and Ladies Cup Regatta as the centerpiece of the Wateramas attracted additional members. The rules for eligible vessels that could compete did not include power boats, however-a newspaper article in 1956 specified only "decked-over sailboats with cruising accommodations." (For additional history see *The Reactivation of the Lake Champlain Yacht Club*, January 2006.)

A Change Made Citing the "Deed of Gift"

With the resumption of the Ladies Cup Regatta in 1955 at the Northeastern Wateramas, additional safeguards were put in place regarding the Cup. The following is from Milo Reynolds' handwritten minutes:

Special meeting of the Board of Governors at office of Secretary [100 Church Street, Burlington] on July 31, 1956 with quorum present. Moved and seconded that clause in the Deed of Gift of the Ladies Cup which provides that the winner of cup race shall hold it until the next annual regatta, be changed to read as follows: That the Ladies Cup shall remain in the permanent possession of the Lake Champlain Yacht Club but the name of the winning yacht at each Regatta shall be inscribed on the Cup by the Club. Also, the winner of the Cup shall have the privilege of its possession for not more than three days at a time, but not more than two times a year, with rental charge. Motion and carried.

Reciprocal Memberships with MBBC **After LCYC's 1962 Reactivation**

In March 1962, Milo got his wish-a group of men got together, purchased some property on Shelburne Bay and reactivated the Lake Champlain Yacht Club with its "old corporate name under which to operate." John Dinse has the distinction of having been both Master of the Malletts Bay Boat Club (1958-59) and Lake Champlain Yacht Club Commodore (1961-62). He initiated a reciprocal membership with MBBC as this had the appeal of "two stations to sail out of," and these members would also be eligible to win the Ladies Cup as members of LCYC. The MBBC passed a reciprocal membership bylaw in 1964. From the minutes of the LCYC Annual Meeting, February 3, 1965, Oscar Drumheller, Secretary:

Article X, Section 4: Any member of the Malletts Bay Boat Club in good standing may be admitted, upon the approval of the Board of Governors, to all privileges of the Lake Champlain Yacht Club, for a period of one year, upon payment of a sum equal to Fifty percent (50%) of the regular annual dues at the Lake Champlain Yacht Club. Such persons shall not be entitled to vote or hold office at meetings of the Lake Champlain Yacht Club, but shall otherwise be entitled to all of the facilities and benefits of the Lake Champlain Yacht Club. This privilege may be renewed annually or be terminated by action of the Board of Governors.

In the discussion that preceded the vote, it was pointed out that this would be reviewed annually by the Board of Governors. The highest number of reciprocal memberships as listed in the LCYC Logs is fifteen. These reciprocal memberships were dropped in 1974.

The Varying Descriptions of the Ladies Cup

This is an area marked by myth as well as facts. In a newspaper article about the reactivation of the Club in 1962, it is reported that:

They [the ladies of Burlington] collected silver dollars, had them melted down and fashioned into a cup. Original cost was \$500 and the cup is now insured for \$4, 000.

In the Commodore's Logbook, Tiffany's is listed as having made the Cup at a cost of \$500 (a sum which repeated consistently) in 1887 or 1888. A July 1959 *Burlington Free Press* article states:

The ladies of Burlington paid tribute to their sailing masters as far back as 1888, and by their presentation of a large silver cup to be known as the "Ladies Cup" to the Lake Champlain Yacht Club, have inspired the sailors of the Champlain area to "tack hard"

for most coveted prize of the sailing classics on Lake Champlain.

The Ladies Cup in the form of a heavy sterling silver punch bowl manufactured by the Gorman Company stands 12" high, 16 1/4" in diameter and 18 1/2" from the outside tips of its two ornate handles. The inside of the bowl is gold plated, and its hand engraving gives the cup a value to be treasured by its holder. A recent evaluation for insurance and replacement value of this handsome trophy was set at \$4,000.00. This makes the "Ladies Cup" the most valued of any trophy of prize presented for any sporting event held in the State of Vermont."

A 1964 appraisal to establish the value for insurance purposes states:

Silver Punch Bowl/Trophy - Ornate sterling silver bowl, with gilt lining, measuring about 11 1/2 inches high, including base, X 16 1/4 inches in diameter and weighing 11 lbs 6 ozs. which contains the following inscription in slightly raised letters on the front "Presented by the Ladies Yacht Club - Burlington, Vermont." On the back is a hand engraved likeness very slightly raised sailing scene which contains three sailboats in which is believed to be Burlington Harbor. The two handles measure about 3 1/2 inches in circumference and are about eleven inches long in the shape of pine branches. The base, which is soldered to the bowl, is believed to depict rocks with plant and insect life on them, measures about 11 % inches in diameter and about 2 1/2 inches from the bottom of the bowl to the bottom of the base. In various forms of hand engraving on top of and inside the lip of the Cup, are the winners of the Cup since 1889. [Appraised at] \$50,000.00.

There may be subsequent appraisals, but most members would agree that the Cup is now priceless.

The Social Grace of the Ladies Cup

Finally, some of the social aspects related to the Ladies Cup Regattas and Dinners are long gone, but not forgotten. In an interview with Bill O'Brien (Commodore 1970-71) recorded in 1998, he remembers the Ladies Cup Dinners after reactivation that were held at the club house on the day of the Regatta:

Speaking of the Ladies Cup, we made it a very pleasant affair. Women wore long skirts and men wore ties and jackets.

In a "Remember When" newspaper article, March 14, 1982, Kenneth Bessette of Williston recollects the LCYC club house at the foot of College Street:

There was a boardwalk out to the Club. The carriages would stop at the end of the boardwalk and I would watch the people from "the Hill" get out, the man with his silk top hat, white scarf and white spats, and help his lady friend out with the fancy gown and big picture hat ... it was always a beautiful sight to be by the yacht club, the Japanese lanterns with all their colored lights around the outside of the building, the lights inside where you could see the guests dancing and hear the soft music over the water

Lake Champlain Yacht Club

Burlington, Vermont

Annual Regatta

SATURDAY, AUGUST 25, 1928

Regatta Ball

SATURDAY EVENING
BEGINNING AT NINE O'CLOCK

Members will use their regular membership card for admission to the Regatta and Regatta Ball.

Members can get complimentary tickets of admission for their friends of Burlington for the Regatta in the afternoon only by applying to the Secretary.

Visiting Yachtsmen welcome.

Westport Regatta—August 18

Programme of Races

BEGINNING AT 10:00 A. M.

1. 10:00 A. M.—Class B—Outboards. 1st heat, twice over course.
2. 10:30 A. M.—Class C—Outboards. 1st heat, twice over course.
3. 11:00 A. M.—Class B—Outboards. 2nd heat, twice over course.
4. 11:30 A. M.—Class C—Outboards. 2nd heat, twice over course.
5. 1:30 P. M.—Runabouts up to 24 miles per hour, twice over course, handicap.
6. 2:00 P. M.—Runabouts 25 to 32 miles per hour, twice over course, handicap.
7. 2:30 P. M.—Final heat Class B—Outboards. Twice over course.
8. 3:00 P. M.—Ladies' Cup Race for Stock Runabouts 26 ft. 150 H. P. Three times over course, no handicap. Perpetual Cup given by ladies of Burlington in 1888, winning boat to hold cup until next Regatta.
9. 3:30 P. M.—Runabouts 35 to 45 miles per hour, three times over course, handicap.
10. 4:00 P. M.—Final heat, Class C, outboards.
11. 4:30 P. M.—Free for all, three times around course.
12. 5:00 P. M.—Bang and go back.

Regatta Committee reserves right to change the races to conform to such boats that may be ready to enter races. No entry fee. All boats welcome, whether member of club or not.

Prizes given by the Chamber of Commerce, Burlington, Vt.

Above all, be sportsmen and let the best boat win.

Racing Instructions

START AND FINISH LINE

Between center flag pole on Club House and red flag buoy near breakwater.

COURSE

From starting line around light on north end of breakwater; around red buoy west of center of breakwater; around south end of breakwater and then to finish line; leaving all marks and buoys to port.

SIGNALS

Each race designated by its number will be displayed from Committee Stand at the preliminary gun. As soon as boats are in line starting gun will be fired. False start will be recalled by two guns in quick succession.

CONDITIONS

At least three boats must start to make a race.

HANDICAP RACES—All boats must run a trial before 1:00 P. M., at full speed. If race is faster than trial you will be disqualified. Handicaps given at start and boats will start on the basis of such handicaps, so that winners will be in the order of crossing the finish line.

Prizes will be awarded in each race.

OUTBOARDS—Best 2 out of 3 heats. Class B boats can race in Class C, but Class C cannot race in B.

All boats muffled. All drivers wear life belts.

All boats entering the races should be at the Club House at 10:00 o'clock on the forenoon of the Regatta.

Visiting yachtsmen will be provided with lunch at noon.

Standard "Special" Gasoline will be furnished free by the Standard Oil Co. of N. Y., for all racing boats.

Organization 1928

Commodore THOMAS W. PARKHILL
 Vice-Commodore RAY D. CRANE
 Rear-Commodore JOSEPH WINTERBOTHAM, JR.
 Secretary-Treasurer MILO C. REYNOLDS
 Measurer CHARLES H. JONES
 Fleet Captain CHESTER M. WAY
 Fleet Surgeon DR. JOHN B. WHEELER

GOVERNING BOARD

Thomas W. Parkhill, 1929
 Chester M. Way, 1929 Joseph Winterbotham, Jr., 1930
 Milo C. Reynolds, 1929 Edward H. Thornton, 1931
 Ray D. Crane, 1930 William S. Preston, 1931
 Col. R. W. McCuen, 1930 Howard S. Crane, 1931

HOUSE COMMITTEE

Edw. H. Thornton, Chairman
 William S. Preston Howard S. Crane

REGATTA COMMITTEE

Commodore Thomas W. Parkhill
 Charles H. Jones Joseph Winterbotham, Jr.
 Paul D. Raine V. E. Rockwell
 Howard S. Crane Ray D. Crane

THE MIDDLE YEARS

Ladies Cup races were discontinued after 1938, and were not resumed until 1955. During this period, the Cup was stored at a local jewelry store. It was brought out once a year after 1949, when two or three officers would meet at Milo C. Reynold's office for an "annual meeting." Club gossip has it that a bottle of bourbon and one of soda were mixed in the Cup for an annual toast to the health of the Club.

In 1955, the Club loaned the Cup as a prize for races held by the Chamber of Commerce as part of the regional promotion known as the "Northeast Waterama." This practice continued for several years until the Club began to sponsor its own races. In 1955, it was voted by the Board of Governors that the Cup would remain in the possession of the Club but that "the winner of the Cup shall have the privilege of its possession for not more than three days at a time, but not more than two times a year, without rental charge."

Awarding the Cup, August 1957.



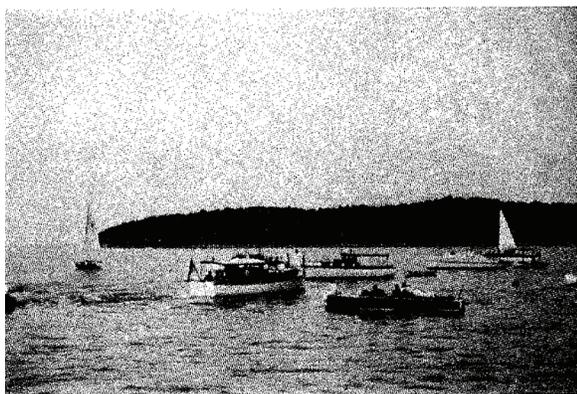
THE FIFTIETH ANNIVERSARY LADIES CUP RACE

The Ladies Cup race of 1938 was one of the last races held by the Club before it suspended operations. That year the Club rented facilities at the Lake Champlain Club, now the Marble Island Club, for use as its clubhouse. The race for the Ladies Cup was run on what we now call outer Malletts Bay and was held in powerboats.

This particular powerboat race was to be what is called a "fixed throttle" race. Each boat was to complete the course in a proscribed period of time and, after an initial setting of the throttle, no further speed changes were permitted. Bob Thompson, who celebrated his 50 years of membership in 1985, skippered the *Eva May*, owned by former Commodore William S. Appleyard, his father-in-law.

The race appeared to go well for the *Eva May* until the boat approached the last mark before the finish. At that point, the skipper and crew realized that they were somewhat early and, after consulting the rule book, swung wide of the mark in order to bring their time close to the set limit. The boat went on to cross the finish line closest to their estimated time and won the race.

The uproar was incredible. The rule book apparently failed to discuss the question of how close to the mark the boats were to pass. The cup was awarded to the *Eva May*. Members of the entire boating community, including the recently formed Malletts Bay Boat Club, were



The *Eva May* crosses the finish line in the 1938 Ladies Cup.



Ready for an excursion on the *Eva May*, c. 1938.

well aware of the dispute and the subject was not raised in polite company. The passage of 50 years has given the participants the excuse of age for not wanting to discuss the race in great detail. Even Bob Thompson seemed reluctant to give details, but the grin on his face and the twinkle in his eye at the mention suggested that he still relished the tactical coup he pulled fifty years ago.