The Houston Yacht Club

It's our 75th Anniversary

1897

1972
By Steve Brown

A New History For An Old Club

"Editor's Note: The Sun recently asked the NYC Commodore Steve Brown to give us some history on former commodores and the Club itself, for use in this special edition. His research, in conjunction with the Houston Library, revealed that the Club was originally conceived in 1897 as the Houston Yacht Club and not under a different name as NYC historians had believed. Brown's main sources of information are the "History of Houston", the "Blue Book of Houston" for 1907-1908 and "Houston.""

According to Brown's research, the Houston Yacht Club first started in 1897 and was formally organized under that name in the offices of Dr. W. H. Griffis in 1898. The first commodore was Dan D. Kennedy, and the Club was located at Elm and Lavaca in Harrisburg opposite Brady Island on Buffalo Bayou.

Brown also learned that other sailing clubs, from which the Yacht Club was to have evolved, were not established until after records of the Houston Yacht Club had been established. Brown said that his research also showed that the Houston Yacht and Power Boat Club was organized in 1905, and the Houston Launch Club was organized in 1906 and was located at the foot of Travis Street on Buffalo Bayou.

Yet Brown also learned that these clubs did eventually merge with the Yacht Club in 1897, giving them the broad history that the club has become.

According to Brown, the first real merging of these three separate clubs came in 1897 when the Houston Yacht and Power Boat Club merged with the Houston Launch Club and kept the name of the latter. When this club joined the Houston Yacht Club in 1897, they retained the NYC name and moved with former histories, their clubhouse, Brown agrees here that this new location was probably in Seabrook, and that joint privileges were extended to members at both the old and new clubhouse.

Some time between 1929-31, Brown said that the building in the present location was completed under Commodore J. R. Honner, and the Club reorganized.

In 1943-44 the Club facilities were used by the Coast Guard as a training and boarding facility, and then remodeled in the 1950's, and then remodeled again extensively in 1952 under Commodore George Allain.

The history which has previously been accepted by Yacht Club members, said that the name "Houston Yacht Club" was not used until 1929, and that the current Club evolved directly from the Houston Aquatic Club of 1897 (located in the old Rice Oyster House near where Main now crosses Buffalo Bayou), which became the Houston Launch Club in 1905, and finally, the Houston Yacht Club in 1925.

Different variations and locations and even dates vary in various books and papers published in Yacht Club periodicals, but according to Brown, there are no records or other proof to support the currently accepted history. According to Brown, the Club can certainly claim the history of the Houston Launch Club, the Houston Power Boat and Yacht and the Houston Yacht Club, because eventually they all merged into one organization, "But the interesting thing is that all three started out as separate and distinct organizations," Brown said. "And then all merged into one."

Since all history is perfectly recorded only on the winds of time, it is often hard to determine happenings and dates from sketchy records and fading memories. So for NYC members, the real history of the Houston Yacht Club, somewhat shrouded in mystery, has to be the one each individualaccocts in his own mind.

But the most important thing, is that the Houston Yacht Club as it is today, was founded by a group of men interested in sailing and in making their club the best. The Houston Yacht Club is among the best, and as one of the South's finest and most distinguished yacht clubs, has provided "good anchorage" for more than its share of fine yachtsmen and sailors.

THE AUGUSTA

The "Augusta" owned by C. G. Piletz was a steamboat and the pride of the early yacht club, as it cruised the Buffalo Bayou waterway, Howard Harris, a watercolor man on the Bayou for 50 years, remembers the boat in all its glory, "It was the biggest boat weft of the Mississippi," he said.

HYC Master Host
Walker Reese Manages Facilities

Master host for the Houston Yacht Club is Walker Reese, who has been club manager for four years. Reese comes to the club from the restaurant business, where he has been in the restaurant business for over eight years. He enjoys people and making them happy, whether planning informal get-togethers or elaborate balls and banquets.

He was previously purchasing agent for the Houston Country Club and the Houston Club, and manager of the Port Bess Country Club.

A native of Brownwood, he attended Brownwood High School and Howard Payne College. He also took club management courses at the University of Houston.

As NYC manager, he is responsible for all operations connected with the club house facilities, from the bellman to the swimming pool. He oversees a staff of about 25 employees.

In the summer, the staff expands to nearly 40, including as many local high school students seeking summer employment at the club.

The club also participates in the Lafayette High School Home Economic Cooperative Education program in providing student employment.

Reese describes his hours as 10 to 16 on weekdays and from 7 a.m. till on weekends.

When the old club was located on beautiful Buffalo Bayou, "Barge Parties" were one of the major social events of the season. Bandstands were set up on the barge's deck as all manner of boats took the members back and forth to the 'party' deck.

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Relocating The Club

A Look Into The Past

By STEVE BROWN & JUDY HUBBY

Recently, in connection with the Sun's Houston Yacht Club special edition, former commodore Steve Brown set out to find the exact location of the original clubhouse in Harrisburg.

Histories listed various locales, some confusing the then Houston Yacht Club with the Houston Launch Club which later merged with it. "I just started asking around," Brown said, "My wife's mother, Florence Allright, remembered it," she said. "She said to get there she rode the Harrisburg trolley to the end of the line."

A friend remembered it being on Buffalo Bayou area across from Brandy Island, and Charles Milby of Houston was able to give the exact location—on the corner of Elm and Lavaca Street. "If there still is an Elm and Lavaca," Brown said as we drove to Harrisburg and onto Broadway. Just after we went under the overpass, Brown said, "That's Elm Street and turned right. But there was no Lavaca Street. In fact there was only one street intersecting it between Broadway and the Bayou. "This looks like some of the old pictures of the yacht club I've seen," Brown said as we eased past the intersection of Frio and Elm and down to the Bayou bank.

But there didn't seem to be much resemblance between the pictures of clear water and lush foliage and this. With some kind of boat works farther up on the bank, the murky waters of the Bayou, instead of numerous yachts, old shells of tugboats and barges being repaired, it was another world. "Let's ask these workers if they know anything about it," Brown said, following a long-shot. But the long-shot paid off, because the man Brown questioned has been on the Bayou for over fifty years.

He is Howard Harm, and he and his family have been involved in ships and steamways for years. "I remember the Yacht Club well," Harm said. "I used to sit up there by that telephone pole," he said as he gestured toward the Frio and Elm intersection on the crest of a small hill. "It was very big, and very impressive," he said in a thick German accent. "There were wide, white steps leading down to the Bayou, and there, boats docked."

Harm also remembered the many boats that moored at the Yacht Club. He was particularly impressed by the huge steam yacht owned by C. G. Piltz, the "Augusta". "It was the biggest boat west of the Mississippi," Harm said as a distant look came over his face. "It was something."

Harm remembered things well from that earlier era. "I remember when you could catch fish here, the water was so clean," he said. "But it was destroyed by the storm of 1915," he said, "boats under it were crushed."

It takes a lot of imagination now, to look at the Bayou and see past wrecks and pollution, to the days of magnificent vessels and the great men that piloted them, or to stand on a vacant lot amid the notes of a busy boat works and see the great clubhouse in all its elegance and glory, but not if you're a man of the past like Harm, or a yachtsman like Brown.

Two Named As Honorary Past Commodores

The honorary title of "Honorary Past Commodore" has been bestowed on two Houston Yacht Club members in recognition of their contributions to the club.

The late W. H. Parker was named honorary past commodore in 1959, recognizing his outstanding service and contributions to the club.

The late Julius Glass was named honorary past commodore in 1956. Gordon was recognized for his contribution to construction of the HYC harbor.

CLUBHOUSE VIEW

Industry, wreckage, and clutter are the view of Buffalo Bayou from the original site of the Houston Yacht Club. There were once huge cedars here, and clear water. Now there is progress. (SUN STAFF PHOTO)

DISCUSSING THE PAST

Past HVC commodore Steve Brown, (right) and Howard Harm, who has been on the waterfront better than 50 years, discuss the Houston Yacht Club clubhouse of the past, which Brown remembered well. In the background is the area of Buffalo Bayou where the yachtsmen moored their boats, and an old cedar stump that was destroyed by the 1915 storm and damaged the vessels tied up under it. (SUN STAFF PHOTO)
HYC Has Full Calendar Of Social Events

By FRAN STRONG
The Houston Yacht Club has a full calendar of yearly social events as well as numerous additional events and get-togethers. Main events on the club's social season calendar include the following activities:

SPRING. In April, during the club's social season calendar additional events and get-togethers. March events on the The Ann:J.'1 Commo ·1ore's Ball to right are Commodore Henry Westerlund and his wife, Dallas; vice-commodore Clark Thomp­son Sr. and his wife Betty Jo; rsar commodore Jack Freeborn and Joy Stevens; and fleet W. O. strong and captain

Amon6 those attending the 1972 Commodore's Ball were officers for the year. Pictured left as past governor 'Jf Texas, at attention and ready for the Chaplain's blessing. The ceremonies are hlghUhted with the Annual An-

byword Is Fun

OFFICERS AT THE BALL
Among those attending the 1973 Commodore's ball were officers for the year. Pictured left to right are Commodore Henry Westerlund and his wife, Dallas; vice-commodore Clark Thomp­son Sr. and his wife Betty Jo; rear commodore Jack Freeborn and Joy Stevens; and fleet captain W. O. Strong and his wife Fran.

HYC ARTIST
HYC member Jerral W. Derrberry has lent his artist talents to render this sailing scene which graces the Houston Yacht Club dining room.

Facilities For The Real Sailor
Aside from the luxurious clubhouse, the facilities of the Houston Yacht Club are also designed for the experienced sailor. Boat storage facilities are the best and most convenient on the Bay, and covered slips, open slips, dry storage on trailers and board boat lockers are available. There is also dock space for visiting boats. The Club's Olympic Circle race course is the only one in the U.S. recognized by the U.S. Coast Guard as having permanent markers, and this makes the HYC course the center of many sailing activities all year long.

The deep harbor accommodates sailing and power craft 40 feet in length and larger. At most, there is a 500-yard broad reach from the T-head pier to open water. All craft in the harbor are watched by the Club's full-time crew and there are also watchmen from dusk till dawn.

FOR YOUNG AND OLD
The Annual Commodore's Ball is the peak event of the social season for the members of the Houston Yacht Club. Young and old come together each year for this magical night.

Other special events are always taking place at the Club, such as "The Buddy Friedricks Night" where we honored the 1968 Olympic Gold Medal sailors from New Orleans, with a cocktail buffet, followed by a film of the Olympics with depl-

Ragnots

By CHIP JUNKIN
Fun is the byword for the Ragnots, the organization for all young people 11 years old and under that are members of the Houston Yacht Club. The Ragnots operates under a board of officers similar to the board that runs the Houston Yacht Club. In addition, the Ragnots are sponsored by Mr. and Mrs. John Biddle, cinematograph­er from Philadelphia, here to show exciting sailing films taken during his travels throughout the world. The Annual Mid-Winter Regatta is also held in February, which draws people from all over the country. Guests are always entertained on their arrival with a cocktail party and beautiful evenings for the whole weekend are planned, along with special sea-food dinners.

The wonderful thing is that everyone has fun," declares an enthusiastic member.

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Commodore Heads HYC Flag Officers

Four flag officers head offices for the Houston Yacht Club: commodore, vice-presidents, commodore and fleet captain.

Commodore

Henry Westerlund, plant manager of Findlay Adhesive, is current commodore of the club. Commodore Westerlund has been a member of the Houston Yacht Club since 1961, and worked with the Red Cross water safety program for 10 years.

He is chairman of the Physical Education Committee, Downtown YMCA, At the Yacht Club he has served as State Committee Chairman, on the House and Grounds Committee, as past rear commodore and past vice-commodore.

Vice-Commodore

Clay G. Thompson is vice-commodore of the Houston Yacht Club. He has been in general practice as an attorney since 1937.

At the Houston Yacht Club he has been a member since 1961, and has served as measurer, trustee and fleet captain.

Thompson and his wife Shey Jo live in Houston. They also have a home on Bay Colony Drive, La Porte. They have three children, Ann Tucker, Clark Jr., and Paul Bundy.

Thompson's 35-foot Ensign is named "Escape."

Rear-Commodore

Jack F. Freeborn is rear-commodore for the Houston Yacht Club. He is secretary-treasurer and general manager of Schott's Bakery.

Rear Commodore Freeborn has been a member at the Houston Yacht Club since 1961, and just finished a term as HCY commodore.

He is a native Houstonian and a graduate of the University of Houston, Freeborn lives on Fondren Road in La Porte. His 27-foot Chris Craft Commodore Cruizer is dubbed "Rusty."

Fleet Captain

W. O. Strong is fleet captain at the Houston Yacht Club.

He is manager of the Universal Pole Division of A. R. Chance, and a MIT graduate.

Commodore Strong has been a member of the Houston Yacht Club since 1953 and has served as commodore, trustee and as chairman of the House and Grounds and Race Committees.

He, his wife and sons live in Seabrook. They have a home on Bay Colony Drive, La Porte. His 31-foot Corinthian is named "Challenger."

The HYC commodore has command of the fleet, presides at all meetings of the club, and is responsible for enforcement of the bylaws and appointments of the standing committees.

The vice-commodore assists the commodore in the discharge of his duties and officiates in his absence.

The rear-commodore assists the commodore and vice-commodore in the discharge of their duties and officiates in their absence.

The fleet captain is the commodore's deputy, and keeps a correct list of the yachts enrolled in the club. He officiates in the absence of the commodore, vice-commodore and rear-commodore.

The fleet captain's duty is also to promote intra-club and inter-club racing and regatta, arrange for the presentation of trophies and to promote sport in the best interests of the membership.

Eight Trustees Included On HYC Board

Houston Yacht Club members on the board of trustees in addition to the officers include Ralph Atmar, Rolfe Beauregard, W. Berkeley Glasel, Lowell Holmes, Ward Jones, John S. Bonner III, Joel B. Coolidge and Robert K. Jeffries.

Atmar

Atmar is president of Technical Marketing Associates Inc. He is the secretary and director of Meso Corp. He is a graduate of Rice University. Atmar has been a member of the Houston Yacht Club since 1967 and is currently chairman of the Public Relations Committee.

Atmar and his wife Eugenia live in Houston and also have a home in Bay Colony. They have three children, Glenn, Anne and Terry.

Atmar sails the "Gente-Anse," a 22-foot Corinthian.

Beauregard

Rolfe Beauregard is a stockbroker member of Schindler, Bernet and Hickenman. He is a graduate of Rice University and has been a member of the Houston Yacht Club since 1967.

He is active in sailboat racing and has served on the Protest Committee and as chairman of the Race and Regatta Committee.

Beauregard is a graduate of the University of Houston with an engineering degree and is employed with Shibly, Overbeck Associates.

He and his wife Joanne live in Houston. They have two children, Wally and Mike.

Commodore Westerlund and his wife Delta live in Houston. He sails a 32 1/2-foot Triton named "Wandast." He is chairman of the Physical Education Committee, Downtown YMCA, At the Yacht Club he has served as State Committee Chairman, on the House and Grounds Committee, as past rear commodore and past vice-commodore.

Jones

Ward Jones is president of N and J Electric Co. He is a graduate of Rice University with a degree in electrical engineering.

He has served the Houston Yacht Club as a member of the Youth Activities Committee, past trustee, measurer, and chairman of the House and Grounds Committee.

Jones has a 24-foot sloop named "Good Grief," and 22-foot Thunderbird dubbed "Her's."

Bonner

John B. Bonner is a consultant with Management Services with Bonner and Moore Associates Inc.

He received his bachelor degree in chemical engineering at MIT in 1956 and did graduate work at Cal Tech.

For the last two summers he has been boat captain in the British Virgin Islands, where he is active in Power Squalls, GJ&CA, and on the Houston Yacht Club Yachting Committee. He sails the "Tumbleweed," a 32-foot Alberg Yawl.

Coolidge

Coolidge sails a 19-foot Corinthian named "Sunny," and 40 foot Cal 46 dubbed "Al-Hance."

Jeffries

Robert K. Jeffries is a professional engineer. He joined the Houston Yacht Club in 1969 as a senior member. He has served as fleet captain of the Flying Scot Fleet and on the Race and Regatta Committee.

Jeffries is an officer on the American Society of Oceanographers and was a participant in the 1970 Governors Conference on Coastal Zone Resources.

GETTING THE RIGGING READY FOR THE RACE

"Red" Pastorek (left) and an unidentified companion set the head sail as they get ready for the race.
Bay Sailboat Racing Began In 1800's

BY POKIE STAMPER

Probably one of the earliest names in sailboat racing on Galveston Bay was Dr. John Beanly who owned the Country Girl. That was in the late 1850's when Houston Yacht Club was only an embryo.

The original Country Girl was destroyed in the 1860 storm so Beanly had the Country Girl II built. Congressman Joe H. Eagle owned the Mary Jane and Irma and usually loaned them to other skippers to race. One of these skippers was the then young Holland Bradley who gave an account of what he deemed the last great sailboat race between these boats and John Huston's Success from Rockport. That was in 1913 and these ships were the famous sand baggers.

After World War I when HYC was first racing the Fish Boards, such names as Sam and Boyd Streetman, Billy and George Humphrey, W. E. Hamilton, Ray Davis, Johnny Green and Herb Burgard ruled the sea. According to Billy Taylor, Taylor joined the club in 1921 and may very well on any present member. He says that Davis, Green and Burgard and Clark's 35' chip sloop to HYC which was the Dutchess, purchased in New Orleans.

In the early 1920's it was the days of Bay Crasty, Don Townsend (also prominent in stars John Byrum and the club's first racing woman skipper, Patricia Moody. During the '30s Tommy Lee had a six meter, his brothers, Ronald and Donald, Paul Richmond and Walter Sterling had victory sloops and Harry Talmachet and Hillard B. boat, Albert and Ernie Fay brought over a Louisiana Lake Stalker.

Tommy Lee was a winning Fish Boat skipper and continued his winning ways in Corpus Christi until his death in 1954, The Tommy Lee Memorial, which stands as the club's award to the top skipper of the year, was donated by the Lee family, Mrs. Ruth Lee, Tommy Jr., Lani and Lucy. This namesake on that trophy is certainly representative of the leading skippers, not only of the club, but on the Bay.

During the early 1960's club member Ralph (Bob) Smith was one of the founding fathers of the Texas Yachting Association for which he was its secretary for the first 10 years. This was the beginning of the club's participation in the North American Yacht Racing Union.

HYC members became eligible to compete in North American championships for men (Malby) and women (Adams) and Junior (Jears). There followed the club's hosting some of these competitions. The first of national prominence was the Adams Cup in the mid-1960's, complete with a final night rodeo.

There have been here many quartennial and semiannual series in the three mentioned series and also the match-race competitions which started in the 1950's. The club has hosted North American championships for Stars, Flying Dutchmen, Dragon, Flying Scots, and many more, plus any number of district and regional series in various classes. The club was the site of the 1968 U. S. Dragon Olympic trials whose winner, Buddy Friedricks of New Orleans, went on to win the Olympic Gold Medal.

One of the finest programs at the club is the junior member's organization, The Ragamuffins. John Kotlas came up through the ranks of this group and became the first Texan to ever win the Sears Cup, although he actually represented the Galveston Bay Cruising Association. Kotlas added the Malby title two years later, and again it was for another, Texas Corinthian Yacht Club. Kotlas, however, two fellow club members followed in his tracks and they did represent HYC. Dan Williams, who was on Kotlas crew, won the Sears Cup the year after Kotlas, Clark Thompson Jr., won the Sears Cup this year and he has been a member of Williams' crew.

There are many, many more names of prominent skippers at Houston Yacht Club; but foremost for every "navie", whether sailor or non-sailor, is the promotion of yachting here. The club facilities are the finest, the hospitality-- unequalled!

HYC To Mark 75th Anniversary Sunday

Official observance of the 75th Anniversary (1897-1972) of the Houston Yacht Club by the HYC membership will be held Sunday, Dec. 3.

Members and special guests will gather at the Houston Yacht Club for a champagne reception. Highlighting the refreshments will be the 75th Anniversary Cake.

The gala celebration is planned from 1 until 4 p.m.

Tracing its origin to a time when Houston was just a landlocked frontier town, the Houston Yacht Club has come to be a recognized leader in Gulf Coast and Southern Region racing activity, and is one of the few clubs that observes formal yachting protocol. It is one of the oldest clubs in the U.S. and its boating facilities are among the best in the country. There are some 550 members.

HYC's neighboring waters, with prevailing southeasterly winds, contains a full Olympic Circle, ideal for sailing events of all types, and a juvenile harbor for members of other yacht clubs along the Gulf Coast.

Al Felt is the oldest living commodore of the club, and young Chip Junkin represents the future of the club as president of the Ragamuffin Junior Sailing Club.

UNDERWAY FOR THE COURSE

Boats leave the Houston Yacht Club harbor for the race course on regatta day.

REGATTA LINEUP

Boats line up in the harbor prior to starting of a regatta at the Houston Yacht Club.
HYC TRUSTEES

Roger Toler
Began Ragnots
15 Years Ago
By MRS. MARTY STOVALL

"The Ragnots" - the youth group of the Houston Yacht Club was started by Roger Toler, a young sailing instructor from San Antonio. During the summer of 1977, Toler borrowed boats and sails (thus the name, Ragnots) and many kids as possible on each craft, and taught the kids to race.

From that beginning, the program has grown into year around activities, both on land and on the water.

The Ragnots have produced two National Youth Sailing Cup winners, Danny Williams and Clark Thompson Jr., who successfully beat the top youth sailors in the U.S. to bring the Big Cup to the Houston Yacht Clubs and honor to their organization. Williams won in 1970 and Thompson in 1973.

The Duck Hayworth Trophy is awarded to the youth who has been outstanding in the activities throughout the year. Duck Hayworth was interested in the Ragnot Program and the youth activities, and the trophy is given in his memory.

1961 - Year Of Disaster

The year 1961 marked major disasters for the Houston Yacht Club harbor and led to rebuilding of the harbor in its present form.

In July, fire from an exploding gasoline tank destroyed three boats and rendered useless a whole bank of covered slips. Restoration was only half finished when Hurricane Carla hit September. Because nearly the entire Houston Yacht Club fleet was in the sheds, damage to the harbor facilities was multiplied by the crashing boats.

Those who saw the devastation of the harbor on the morning of Sept. 11, 1961 will remember that eight long days, the1961 year, must be subtracted from the fifty-year anniversary of the Grand Opening of the Club.

Today there are more than 250 boats of every size and description anchored in the harbor, with more on land storage.

HYC COMMITTEE CHAIRMEN
Committee chairman for the Houston Yacht Club include (left to right): Jack Freeborn, house and grounds; Burt Moulton, entertainments; Edwin T. Davis, harbor; E. W. Kimball, long range planning; and Karl Woods, races and regattas. Not pictured are Ralph Atmar, public relations; Hottle Beasley, membership; Edward G. Taber, Windjammer; Donald W. Owen, sailing; J. D. Thompson, special assignments; and Jack Boyle, youth activities and Robert Middleton, finances. (SUN STAFF PHOTOS)

HYC OFFICERS
Officers for the Houston Yacht Club are, (left to right) from row, W. O. Strong, fleet captain; Henry Watson, commodore; Clark G. Thompson, vice-commodore; Jack, George Mejias, treasurer; and Edward DeJong, secretary. (SUN STAFF PHOTO)
Houston Yacht Club

1936 OFFICERS

Officers and past commodores of the Houston Yacht Club pictured in 1936 included, left to right (standing) Dr. G. M. Mathis, commodore; Dr. O. Gary Turner, fleet surgeon; George Humphreys, trustee; J. S. Glass, trustee; O. L. Rader, trustee; L. H. Schom, seated; W. R. Hamilton, past commodore; W. R. Taylor Jr., treasurer; H. Hilliard, vice commodore; J. H. Tallulah, commodore; J. W. Weatherford, past commodore; and Paul Richmond, secretary.
39 Have Served
As Commodore

By STEVE BROWN

Thirty-nine commodores have led the Houston Yacht Club in the 75 years since the club was first organized in 1897. The club has traditionally drawn its leadership from the business and professional community and commodores over the past 20 years have had business interests ranging from oil and steel to construction and printing.

COMMODORES - HOUSTON YACHT CLUB

1897 First Club Meeting
1898 Dan E. Kennedy, Elected February 5
1899 Dan E. Kennedy
1900-04 James Howe
1905-08 T. J. Anderson
1909-12 George Glass
1913 C. G. Pilot
1914 Frank Armin
1915 W. E. Humphreys
1916 W. E. Humphreys
1917 W. E. Humphreys
1918 Sam Streetman
1919 J. S. Bonner
1920 W. T. Glass
1921 R. A. Bond
1922 Norman Pilot
1923 Henry Falk
1924 E. L. Crain
1925 W. E. Hamilton
1926 W. E. Hamilton
1927 J. W. Weatherford
1928-34 J. S. Bonner
1935 J. H. Tallichet
1936 J. H. Tallichet
1937 Harry Hillard
1938 W. E. Hamilton
1939 W. E. Hamilton
1940 E. M. Funkhauser
1941 E. M. Funkhauser
1942 Donald Lee
1943 Duncan Neblett
1944 Duncan Neblett
1945 Roy H. Allison
1946 T. M. Tynes
1947 W. Howard Lee
1948 W. Howard Lee
1949 A. C. Felt
1950 A. C. Felt
1952 Paul Courtenay
1953 Chas. Markle Knipe
1954 Chas. Markle Knipe
1955 Charles M. Smythe
1956 Louis F. Bonner
1957 Louis F. Bonner
1958 Louis F. Bonner
1959 Lorne F. Van Stone
1960 Lorne F. Van Stone
1961 Geo. H. Allen
1962 Geo. H. Allen
1963 Garner A. Mabry
1964 Stephen S. Brown
1965 A. S. Barada Jr.
1966 W. O. Bartle
1967 E. M. Fontaine
1968 E. M. Fontaine
1969 T. H. Crawford
1970 H. H. Carter
1971 W. Kimball
1972 Tynes Sparks

Left to right, HYC Past Commodores R. Hobson Carver, E. M. Fontaine, Tom H. Crawford Jr. and Edgar W. Kimball.

(left) P/C Stephen S. Brown
(right) P/C George H. Allen
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HYC HARBOR MASTER

40 Years At Work
On The Water

Capt. O. C. Davis, harbor master at the Houston Yacht Club for 40 years, has followed the sea all of his life. He inherited an "itch for salt water" from his father, who was captain of a dredge boat at St. Petersburg, and the itch has lasted more than 40 years.

It all began with a number of years in commercial fishing on Florida's west coast, followed by 10 years as captain of private yachts cruising up and down the eastern coast of the United States.

Even in his military service during World War II, Capt. Davis followed the water, serving with the U.S. Coast Guard out of St. Petersburg as officer-in-charge of an air-sea rescue vessel. And when one of his rescue boats blew up under him he came out of his 75-day stay in the hospital asking for another ship.

"There are two things I've always loved, the sea and fishing," he recalls. "When I was in the Navy, I was a petty officer on a fishing boat." As soon as he was discharged, he took a job on a commercial fishing boat. "My wife Alva did a great job with the children, O. C., Jimmie, and Ed, but they needed their father, too," he recalls. So he moved to Texas 50 years ago, where his bank's license expired, and went to work for the Seabrook Shipyards.

"I'll admit I was grounded," Davis explained, "with one foot on land and one in the water. And I liked it so much that I've been that way ever since."

Capt. Davis became harbor master at the Houston Yacht Club on June 1, 1963, the summer after Hurricane Carla paid her historic visit to the Texas coast. He watched as the NYC harbor was rebuilt and played an important role in developing an evacuation plan for the yacht club in the event of future hurricanes.

As harbor master, Capt. Davis is responsible for harbor maintenance, management of the gas dock, wet and dry storage, and traffic control. He keeps a watchful eye over safety and makes sure that all HYC vessels have the required safety equipment on board.

Just recently Capt. Davis acquired his own boat, which he has named the "Captain D.I." This winter he plans on refurbishing the 56-foot Chris Craft sea craft and putting it up to shape.

"The itch for salt water" still exists, and Capt. Davis and his wife live in League City. Their son O. C., Jr., is now Dr. O. C. Davis, Jr., senior program associate with International School Systems, New York. He and his wife reside in Jamaica where he is headmaster of the Belair Secondary School and the Manchester Preparatory School.

Their daughter Joanne is married and lives in Palacios. She has three children.

Their son Edward is principal of Spring Wood High School. He and his wife live in Houston and have one son.

Power Boaters
Active At HYC

By ED TABER

Power boats were originally the basis for naming the Houston Yacht Club's predecessor, the Houston Launch Club. But those were the days when the Club was located in downtown Houston on Buffalo Bayou, a situation that should have made possible a profitable dining room, but which made sailing impractical.

Today, small boats predominately use the Club. Their large number and the public, attention, glamour, and excitement surrounding the regattas, tends to obscure the fact that over 40 power boats are berthed at the Houston Yacht Club. They range from an occasional outboard motor boat to the 56-foot "Bo Peep II".

A little remembered fact of the recent past is that if it had not been for a group of power boaters, the Houston Yacht Club might not have been able to rebuild the harbor after Hurricane Carla destroyed it in 1961. This group guaranteed the loan of funds necessary to rebuild. They rebuilt the harbor, and used part of the slip rental revenue to pay off the bank loan. After the debt was repaid, all the revenues went to the Club, as they do now. Power boaters mostly use their boats for fishing, social life, fishing in the regattas, and a few own a new distance cruising. Several couples have taken their boats on cruises to Florida and the Bahamas. They enjoy shelling, snorkeling, and scuba diving - looking at the fish instead of catching them.

Power boaters and sailboat owners love the water, but differ in their view and attitudes. Sailboat owners admire their "quiet" world of wind and water sounds. Power boaters want to get something done, get some place, go fishing, or of course, just go for a ride. To them, the sound of a properly working engine or set of engines is a "good" sound.

HYC HARBOR MASTER

Capt. O. C. Davis, HYC Harbor Master, recently acquired his own boat, which he has named the "Captain D.I." He plans to put the 56-foot Chris Craft into top notch shape over the winter. (SUN STAFF PHOTO)

LARGEST CRAFT

The largest craft moored at the HYC is the "Bo Peep II", a 56 foot classical boat originally built in 1926 and owned by Louis F. Bonner, Sr. (SUN STAFF PHOTO)

VISITING DIGNITARIES

In the Houston Yacht Club's long history, many dignitaries have been present for such occasions as flag-raising ceremonies, regattas and the blessing of the fleet. Here the party of VIPs include, facing the camera, (left to right) Bill Daniel, Mrs. Price Daniel, Governor Price Daniel and Houston Yacht Club Commodore Loraine Van Stone.
75 Years Of Sailing At HYC

By POOKIE STAMPER

In 75 years there are bound to be myths, false starts, half-forgotten truths; but most of all there are many fond memories. Houston Yacht Club dates its beginning back to 1897. That's a fact. Whether there was a Houston Kodak and Canoe Club connected with HYC, whether the origin of the present club started at the Old Rice Oyster House and whether there were sailboats anchored at the foot of Main Street in Houston that were to sail Galveston Bay for racing—many a good copy, or it could be true.

What follows here about sailboat racing at HYC and racing on Galveston Bay, in the early day, is from conversations with a few "oldtimers."

There were sailboats that raced on Galveston Bay at the turn of the century and they were somewhere in the 25 to 30 foot class. Their booms were low, extended aft of the transom a few feet and swept the deck. They were mostly centerboarders and many of these had sand bags for ballast. The crew, none 12 to 13 of them, had to be strong and athletic as they first must each shift two 50 pound bags of sand (50 when wet) to the high side before a tack.

Some of the familiar names were Country Girl, Little Star, Irmale, (Herreshoff designed) and Mary Jane and the Nobile from Norfolk. The last great race of these ships was probably in 1913. Then, after followed World War I and the 1915 storm which destroyed most of the vessels.

After that war, HYC members were meeting at a two-story house in Seabrook and the Houston Land Yacht Club members met at Greens Bayou where it emptied into the Houston Ship Channel. The former had purchased about 12 Fish Boats from New Orleans which were berthed at Morgan's Point. These were the first class boats brought to the Bay. They were 20-foot gaff-rigged ships made of cypress and with a lead keel. The two groups got together and built a clubhouse at the present site at Shoreacres about 1924. In order to race, boats had to be drawn for; so bright and early each Friday morning, expectant skippers met at Humble Bros., in Houston to reach into the hat to see who got which boat and who would be skipper.

It was during the late 1920's when the first cabin cruisers were bought to the Bay along with such designs as 58-foot boats, Victory, Six Meters and others, Just prior to World War II, the Fay brothers, Al and Frank, had Sparskinn and Stephens design a boat that would meet the design standards for a three man keel boat with spinnakers, that would perform well in the Galveston Bay chop and that was adaptable for either light or heavy air. Thus came into being the 21-foot Corinthian, the first few of which were built at Platz Shipyard in Houston. The Fays were members of HYC, but helped found the Texas Corinthian Yacht Club in 1938, which is the same year they started their Seabrook Shipyard. After the war, Seabrook Shipyard built the Corinthian which were raced at both HYC and TCCYC. The Corinthian, plus a hurricane during the war which destroyed many of the Fish Boats, saw the end of the Fish Boat reign.

Cruising Class boats were becoming popular too in the latter part of the 1940's and the 1950's. Carla in 1961 destroyed many of these wooden boats and the hurricane just about spelled the demise of large wooden boats for racing on Galveston Bay. The new fiberglass hulls had been improved and been proven sound and owners began replacing their lost boats with fiberglass. By the mid-1960's there were about a dozen classes racing at HYC. The Corinthian was still pretty much at the head of the list but, Star, Ensign, Thistles, Geary 16, Dragon, Cruising boats in about four classes and Sunfish were well up the ladder.

The Soling was announced in late 1966 as a new Olympic class for 1972, club members went strong and heavy for the new three man keel sloop. The same thing happened at TCCYC and it was just about the end of the Corinthian Class on the Bay.

There are many other classes of boats now in the crowded club harbor and dry storage area. Prominent among these are the tall masts from many of the larger cruising boats. As individual class popularity rises and falls, which is probably healthy for the development of better and better designs, but HYC's sailing reputation goes only way up!
The three signal flags—the red flag, the white and the blue flag and the yellow and blue, wave a message well understood and appreciated by all members of the Houston Yacht Club... "GOOD ANCHORAGE."

This motto is taken literally by members and their families, for the Yacht Club is strictly a 'family affair.' Whether for a day, a weekend or prolonged vacation, the Club provides a "good anchorage" for everyone. Here at the spacious clubhouse with lovely views and landscaped lawns and beautiful bay waters, are all the surroundings for gracious living.

Playgrounds and a wading pool for smaller children is within sight of parents as they enjoy the lawn and verandas. The unique "Crow's Nest" a haven for teenagers, is equipped with refreshment machines of all kinds, a television set, a record player, ping pong tables, colorful lounge and dance floor—all completely "off limits" to adults. Supervised athletic contests are provided and the special sailing and boating activities are open to young and old alike.

The Yacht Club has 16 air-conditioned twin-bedded rooms, colorfully and comfortably appointed. In addition, the women's dormitory accommodates 25 persons, and the men's dormitory accommodates 36. The dorms are equipped with modern shower, lockers and other conveniences.

The beautiful reception room and lounge on the second floor is the pride of Club members. Luxuriously furnished, it carries out in true artistry a decor of green, beige, tan and dusty rose that is restful and at the same time reflects dignity, taste and beauty. One of the many attractive features are the huge windows with their handsome drapes. Adjacent to the lounge is the ladies' card room where players may relax with their games while enjoying a full view of the front lawn stretching down to the water of the Bay. The Club offices are also located on the second floor.

The enlarged dining room on the second floor accommodates more than 120 diners with normal table arrangement. On occasions of formal dinners and banquets, more than 200 can be seated. An informal dining area is provided off the main dining room, overlooking the terrace and swimming pool. Here are wrought iron and glass topped dining sets and motifs of cool greens and white in the floor covering and appointments. Planter boxes flit across this space from the dining room.

Recently the entire kitchen space has been remodelled and arranged with installations of modern all-stainless equipment. From this, directed by experienced chefs, come the distinctive cuisine of the Club with emphasis on fresh seafood, which is the pride and boast of all members.

Toward the Bay from the clubhouse and adjoining II is a spacious red-bricked path, open to the sky, which serves as a link from the front lawn and the rear parking area. This is a favorite place for informal parties and moonlight dances. Conveniently located to this area is the popular "Poop Deck" where hamburgers and other light refreshments are available. And further out on the lawn is the covered barbecue pit and facilities for buffet service.

The Club also has a beautiful cocktail lounge and piano bar which provide an exciting view of the upper reaches of Galveston Bay and a spacious ballroom, designed to take care of the Club's large social affairs and provide meeting or banquet facilities for other large groups.

**FOR THE SWIMMER**

Among the recreational facilities at HYC is an Olympic-size swimming pool and a wading pool for the youngsters. There is also a fully-equipped playground and complete outdoor cooking facilities which include barbecue pits, charcoal broilers and fish fryers.
A Year Of Change, A Year Of Growth

On January 22, 1961, an article appeared in the Houston Chronicle which heralded a new age of eloquence for the Houston Yacht Club. The headline read: "Houston Yacht Club To Spend $350,000 In Expansions," and the story was the prophecy of one of the country's most beautiful clubhouse.

"Houston Yacht Club," the article said, has announced plans to build on its attractive Galveston Bay site an expanded clubhouse facility that will make this 63 year old Houston institution one of the outstanding resort-type yacht clubs of the South.

The original Houston Yacht Club clubhouse built at Shore-acres, established in 1925 and soon nicknamed the "Pink Palace," was then even a structure of great elegance, and this was what the renovators of the club hoped to maintain.

"The building, both the original section and the new," said the chronicle, "is of concrete and stucco construction. Its traditional coral color, which has made it a landmark for a dozen of Galveston Bay sailors, will be maintained in the new decoration plan.

Plans called for the addition of approximately 18,000 square feet to an already spacious building, and for the extensive remodeling and relocation of square-foot facilities.

The most important plan was for a 5,000 square-foot ballroom designed to accommodate the club's large-scale social affairs and to provide meeting areas for large groups. The remodeling also called for extensive enlarging of some facilities, such as large swimming pool, bigger kitchen facilities, a new dormitory to house club employees, guest bedrooms and suites, extensive dressing rooms of both sex and a new lobby lounge as an open terrace, as well as an over-all "face-lifting."

As plans began to become reality, and workmen suffered numerous delays, work finally seemed to level off rapidly, as workmen worked a six day week on the construction.

The official Club publication, the "Windjammer," marked the progress of the face-lifting.

"The clubhouse facilities have been advanced now to the point where the promise of bright new things to come can easily be visualized," the article said, "and the handsome new entrance with its tall columns and the winding stairway to the second floor lobby lounge give more than a hint of the beautiful new structure that the HYC is to become."

Members of the club were invited to share Lake-wood Yacht Club facilities during the construction, and efforts were made to set up a place where members could come watch the progress being made. The "Beachcomber," was soon established. This was originally a little dock-side nook known as the cook-shed, which was greatly enlarged by the Club Committee Chairman, a bar and grill was installed, decorations put in place, and profit choppers were invited to "Come on down and enjoy it and see for yourself where the clubhouse is coming along."

HYC Race Course Busy In All Seasons

The becoming of salt water and the thrill of the race course has lead to development of a year-round racing schedule at the Houston Yacht Club for both Olympic and Cruising lines.

The Blessing of the Fleet on San Jacinto Weekend, followed by the San Jacinto Regatta, traditionally marks the opening of the racing season each April.

Other highlights of the season include the Fourth of July Regatta; the Annual Regatta in August; the Labor Day Regatta, the Galveston Bay Ten Cup Regatta, the Ensign Race for the Smith Family Trophy in September; the Turkey Bay Regatta in November; the traditional Jan. 1 Rovagah Race; and the Mid-Winter Regatta in February.

There are also year-round series planned for both the Cruising and Olympic lines. In addition, the Magnolia, youth organization at the Houston Yacht Club, also plans a number of races throughout the year, climaxing with the Annual Rag- nol Regatta in July. A number of state, area, national and international championships are also held at the club. During 1972 these included the Texas Olympic Championship Regatta in April, the Tornado National Championship Regatta in May, the Sea Spray National Championship Regatta in June, the International 18 Championship Regatta in Zone, the Wingate National Championship Regatta in Zone, the Flying Boat Club National Championship Regatta in July, the Flying Boat North American Championship Regatta in August, and the Texas Ensign Championship in October.

With the addition of a number of special races throughout the year, the HYC harbor maintains a busy schedule in every season.

Honorary HYC Officers

Honorary officers for the Houston Yacht Club include the fleet surgeon and the fleet chaplins.

Fleet Surgeon
Dr. Larry B. King is the current fleet surgeon. He has been in private practice in surgery in Houston since 1960. He is chief of staff at Memorial Hermann Hospital and was a constant professor of surgery at the University of Texas Medical School.

He has a B.S. degree from Harvard, and a M.D. from Columbia P.S. Medical School. He took his residency training in New York City, and fellowship in cancer surgery at M. D. Anderson.

He is a diplomate of the American Board of Surgery.

Fleet Chaplain
The Rev. Joseph Koebel of St. Mary's Catholic Church in La Porte, La. is the current fleet chaplain. He has been in private practice in surgery in Houston since 1965. He is chief of staff at Memorial Hermann Hospital and is also a constant professor of surgery at the University of Texas Medical School.

He holds a B.A. from Harvard and a M.D. from Columbia P.S. Medical School. He took his residency training in New York City, in fellowship in cancer surgery at M. D. Anderson.

He is a diplomate of the American Board of Surgery.

The Houston Yacht Club clubhouse, often referred to as the 'Pink Palace,' has undergone many changes of layout, style, and architecture over the years. This shot shows how remodeling has modernized the original Spanish style of the building. The arched windows have been played down with light colored paint, and the advent of air conditioning units has played down their 'open boccdes' effect. Note the emphasis on landscaping, as a tropical look is achieved with swimming and wading pools, plant-lookimg banana trees and palms, and profit choppers were invited to "Come on down and enjoy it and see for yourself where the clubhouse is coming along."

WITH SPANISH FLAIR

This early shot of the Houston Yacht Club clubhouse on Galveston Bay in what is now Shore-acres, shows the original accent of Spanish flare. Arches, windows and balconies add to the Spanish effect. Note that the emphasis was on style and not landscaping.

BANANAS AND PALMS

This early shot of the Houston Yacht Club clubhouse on Galveston Bay in what is now Shore-acres, shows the original accent of Spanish flare. Arches, windows and balconies add to the Spanish effect. Note that the emphasis was on style and not landscaping.
LADIES ASSOCIATION OFFICERS

Officers and committee chairs of the Ladies Association of the Houston Yacht Club are (left to right): Mrs. Mary Tubber, publicity; Leola Gissel, telephone; Georgia Leannworth, hospitality; Rude Oilise, president; and Mary Neel Selecz, secretary-treasurer. Not pictured is Mrs. Beth Sampsel, vice-president.

PAST PRESIDENTS

One of the most interesting programs of the Ladies Association in the last few years was in October of 1970 when the past presidents were honored. The following past presidents were able to attend: Martha Page, Martha Carter, Joyce Smith, Lucy Barlow, Stan Wolkin, Vivian War, Lynda Mae Wright, Georgia Leannworth, Max Brown, Carman Van Stone, Carol Maugam, Gerry Edie, Alivee Moore, Mary Jane Wilson, Leslie Robinson, Grace Corr, Linda Nebbett James, Hilly Rambles, and Kathryn Foley.

FISHSHARE

A Fishshare is a fun activity for the members of the Ladies Association, and they report that they actually do catch some fish. Shown here with proof of their catches are Martha Carter, Frances Jolley, Marge Stanford, and Edith Foley.
12 Committees Serve Houston Yacht Club

Twelve committees serve the Houston Yacht Club, supervising all phases of yacht activity.

House and Grounds Committee
The House and Grounds Committee is responsible for general management of the house and grounds of the club and their maintenance. Current chairman of the House and Grounds Committee is Rear Commodore Jack Freeborn.

Harbor Committee
The Harbor Committee is responsible for the general management and control of the harbor and wharves. Current chairman of the Harbor Committee is Edwin T. Davis. He has been a member of the Houston Yacht Club since 1943 and served on the board for four years during the 1950's. Davis and his wife Jane live in Baytown, His 26-foot Saumur is named "Gisald."

Entertainment Committee
The Entertainment Committee is responsible for all entertainments given by the club including dances and entertainment for inter-club races meetings.

Chairman of the Entertainment Committee is Bert McAll- ban. He has been a Houston Yacht Club member since 1956. He was born in Houston and grew up in La Porte.

Newly elected to the Board of Directors is John Magee, who is known as "Stop."

Membership Committee
The Membership Committee investigates and passes upon the qualifications of all candidates for membership.

Chairman of the Membership Committee is Hoke Beal- droy, who is also a member of the board of trustees.

Public Relations Committee
The Public Relations Committee is responsible for developing programs, providing for suitable publicity and all necessary printed materials including the club year book and other club publications.

Chairman of the Public Relations Committee is Ralph Alt- man, who is also a member of the board of trustees.

Yachting Committee
The Yachting Committee has general management and control of all power boat races, and club cruises. Chairman is Donald W. Owens.

Owens and his wife Joanne live in Houston. Their 24-foot boat is "Play Time II."

Race and Regatta Committee
The Race and Regatta Committee has general management and control of the club's sailboat racing and yacht sailing.

Chairman of the committee is Karl J. Wrede. He has been a member since 1947 and is skipper of "Yungt." Class sailboats.

"Sahara," a 21- foot yacht, is owned by Katherine .

Special Assignment Committee
The Special Assignment Committee carries out designated assignments from the commodore or board of trustees.

Chairman of the Special Assignment Committee is J. D. Thompson.

Thompson and his brother Stan, live in Houston. He sails the "Patriot VI," and 16-foot Defender sailboat.

Finance Committee
The Finance Committee prepares the annual budget for the Houston Yacht Club.

Chairman of the Finance Committee is Robert Midde- ton, who also serves as treasurer of the Houston Yacht Club and Windjammer.

The Windjammer is the monthly newsletter for the Houston Yacht Club. It is published under the direction of Edward C. Talley.

Talley and his wife Mary live in Seabrook. Talley's boat "Pilgrim" is a 45-foot Hatteras.

Long Range Planning Committee
The Long Range Planning Committee is responsible for a long range plan for improvement and maintenance of the club, and for maintaining permanent records of the club's past and present.

Chairman of the Long Range Planning Committee is Ed Kimmall, a past commodore of the Houston Yacht Club.

Kimmall and his wife Helen live in Houston. Their 26-foot cruiser is named "Arie- nel."}

Youth Activities Committee
The Youth Activities Committee is responsible for the programs offered for younger members of the Houston Yacht Club.

Chairman of the Youth Activities Committee is Jack Boyd.

Three Line Officers Serve Houston Yacht Club

Three line officers support the flag officers for the Houston Yacht Club. These include the secretary, treasurer and measurer.

Secretary
Current secretary is Edward Fleck, district manager of John M. Davis.

Fleck has been a senior member of the Houston Yacht Club since 1938 and his club activities include the Star Fleet and chairman- ship of the entertainments committee.

Fleck, who is a native of Minnesota, has many friends in the sport of yachting.

Mejias and his wife Moira live in Houston. They have three children, Debbie, 22; and Mike, 18. Mejias' 24-foot Star is named "Pyjor.

Treasurer
Treasurer of the Houston Yacht Club is Robert M. Mills, manager of Admiral Lines. He has been a senior member of the Houston Yacht Club since 1943 and has been active in the sailing program. He has just completed a term as Houston Yacht Club secretary.

Middleton and his wife Joan live in Houston. They have four children, Robert, Douglas, Nancy and Jan. Middleton sails a 19-foot Rhodes named "Take Me Along."

Measurer
Measurer George Mejias is measurer for the Houston Yacht Club. He is an independent oil producer and a graduate of the University of Oklahoma. He has been a senior member of the Houston Yacht Club since 1938 and his club activities include the Star Fleet and chairman- ship of the entertainments committee.

Mejias and his wife Moira live in Houston. They have three children, Debbie, 22; and Mike, 18. Mejias' 24-foot Star is named "Pyjor Star."

The Houston Yacht Club secretary is responsible for club records and correspondence. The treasurer collects all dues and monies, and has charge of all funds of the club. The measurer's responsi- bility is to measure all yachts and to calculate their rating as prescribed by the rules, laws and sailing regulations under which they are to race. He reports to the fleet commodore.