

Wyncote Club - A History and Story

By Past Commodore Rudy Koenig

PREFACE

The first attempt to write the following was to research the years of Past Commodore activities and our Club's notable benchmarks of growth.

The Commodores function is to lead the board to make workable decisions. Part of the Commodores' success is the input of the board members and the initiation of Past Commodores and Board ideas for planning and the beginning of new projects, which the new Commodore must implement with a positive vote from the Wyncote membership.

Therefore don't get your nose bent out of shape at the Commodore, because the Board is also to blame if things just don't jell.

But I digress. Wyncote is more than just a place to moor your vessel, although that is what we had in mind when we first joined. Soon you found yourself on a committee working with other members, finding that you all had much in common. This, of course, is the beginning of your addiction to contribute and enjoy the fellowship.

Therefore this writing is not only a history but a little bit of a story touching fond memories of friends and events.

If you are a history buff, you certainly would appreciate some knowledge of the physical environment that foreshadowed Wyncote's beginnings. It is interesting and only too brief in this writing, but it should give you an overview.

So let us begin.....Rudy Koenig

The Ice Age Did you know that 22,000 year ago, or there about, Arctic ice advanced and covered the northern half of Long Island? When it retreated it scoured out the Sound and formed the hilly areas of the North Shore, explaining why the South Shore is flat. The Ice was also responsible for our aquifer which still holds untold gallons of fresh water.

The Indian Population Did you know that there were several American Indian tribes that traditionally lived on Long Island, which were collectively called Metoac . The tribe that lived in our area were known as the Matinecocks. (No they were not members of Wyncote)

1653 English (Puritans) settlers from Sandwich, Mass. arrive on our shore and purchased land from the Chief of the Matinecocks, of which four acres are now those of the WYNCOTE CLUB. The name for Huntington Village was Ketewomoke or “where the sea flows”

1673 King Charles II of England appoints Governor Thomas Dongan to replace the Dutch in New York. He empowers the towns, one of which is Huntington, to lease the underwater lands (high water to high water) for shell fish farming and to collect rent form these lands.

16?? A parcel encompassing Wyncote’s land conveyed to Jonathan Rogers, Sr.

1699 Deed - Jonathan Rogers to John Rogers, his son, and his wife Rebecah for a sizable sum of money, 38 acres (copy and abstract of this deed is in our possession) (Family moved out west)

1776 The New United States of America acknowledges the Dongan Patent as legal, therefore giving the control of the underwater to the Huntington town Trustees. (The Dongan Patent is being challenged in the Supreme court and could have consequences for Huntington and Lloyd Harbor) (The United States comes into being, Betsy Ross creates our flag with 13 Stars, representing 13 States)

18?? Title of all or part of the Wyncote land is transferred to Joseph Conklin and wife Ellen.
(Francis Scott Key writes "The Stars Spangled Banner")

1891 The Conklins objected to a three Rod wide road (about 49 feet) to cut through their property along the shore. Suffolk County directed Huntington to condemn this parcel and pay the Conklins \$1,275 for a public highway across their land.

1913 George Conklin consents to the extension of a public highway across his land along the shoreline for the amount of \$1. (Records exist in the town archives) (Time portal-18th US amendment, Income Tax)

1915 George Conklin completes his Colonial Mansion (our Club House) and out buildings, which included a pump house, barn with living quarters above (which we demolished some time in the early 1990's) and a boat house, which was rebuilt under the direction and labor of PC Bruce Dantzer and fellow Wyncote members.
(Time Portal - Lusitania Sunk, Postage stamp was 2 cents)

1928 The property was purchased by William Parsons.
(Time portal - Television image beamed from England to the US: RK was born)

1930 The property was again sold and purchased by Mrs. Link, whose family owned "Links Log Cabin", a famous Huntington family restaurant, that served great food, that this writer can attest to.
(Time portal - The Great Depression is underway)

1955 The property was again sold and purchased by the Duggan brothers and George Polinsky, who obtained permission to operate a yacht club, along with underwater lease rights. (It's a beginning, nearly)

1956 Title of four acres passes to Jim Brown and W. Pettit
(Wyncotes former landlords)
(time portal - Elvis's star rising, Andrea Doria sinks off the south shore.)
(A Yacht Club is born)

1956 **PC Jack Richards** holds a meeting at which time he is appointed Commodore, the name Wyncote* is accepted, and necessary papers to incorporate are given to Counsel. Purpose of Club is to:

1. Promote greater interest to boating.
2. Improve dock facilities for small boats.
3. Develop a more friendly feeling among boat owners.

Operations begin from the boat house using war surplus balsa floats.
(I know that you are wondering how the name of our club originated. While rummaging and cleaning out the old and now replaced storage building, behind the Club house, Wyncote founders came across an old beat up sign, WYNCOTE. They thought it was a fine, old, sophisticated English title and adopted the name for our Club.

Now I became curious as to the origins of the name. After a bit of research I found that Wyncote was a community in England. Makes sense!

The English settlers lived in what is now Huntington during the revolution. It was a time when the Colonists that lived in Connecticut would raid the English in the Huntington area. (Now you know!)

1957-1958 PC Nelson Wray, the first elected two term Commodore, requested action be taken to install gasoline facilities and make use of the house on the hill as a Club House. Colors of red and yellow were chosen to be the Club's identification. (Good choice)

Our burgee was designed and registered in Lloyds Register of American Yachts. Oh yes and a beer license was applied for. (Yes, indeed)

Two steel pontoon floats were installed for use at the gas dock and fuel tanks installed, compliments of Texaco after a contract was signed. Texaco also paid for the pumps, etc. (Ah yes, those were the days) Construction (2nd of importance) was a bar room and bar. Nelson Wray was immediately re elected Commodore for a second term. (Ah yes, those were the days, the bar did it !) PC Wray was quite the organizer.

FIRST WYNCOTE PARTY FOLLOWED (and continues to this day)

1959 PC Grayson Johnson was elected. Texaco agrees to buy Wyncote a 80 foot float to replace the steel pontoons. (loose change, stockholder will never know!)

Our Budget for the year was \$22,950, of which \$13,000 was for rent on a month to month basis, because no lease had yet been signed. (risky stuff)

We had a meeting at Huntington Yacht Club to buy its Club Property at \$50,000 if they would move to Lloyd harbor. Deal fell through. (There's got to be a story here, but no living interviewees*). (*new word)

1960 PC John Stocksdales 15 year lease with PDQ corp. (Brown & Pettit) was signed, expiring in Dec of 1976.

Plans were formulated for bulkhead and slips, at an estimated cost of \$27,000. Bonds were issued in the amount of \$ 350 each and sold to the membership to finance the work. (sounds familiar)

1961 PC Richard Van Steenburgh Army Corps of Engineers and Huntington Town approved bulkhead, floats and dredging (no EPA or state environmental rule; a simpler time)

Work to be completed by June 1, 1961.

PC Van Steenburgh, being a lawyer, was council for Wyncote and in 1971, with the board, drew up the language of the Club "Certificates".

1962 PC Edward Reilly Wyncote Club starts operating. Years later Ed's Daughter, Alison (Fazio) and son, Doug became Wyncote Members. A true welcome addition to the Club. Alison, charming and Doug, always "A Happy Guy" , a testament to their heritage. Alisons husband, Tony Fazio is a Marine Insurance adjuster and Surveyor. You can imagine the questions he is asked and always comes through with marine information that has helped his fellow members.

Getting back to PC Ed Reilly ; he managed the progression of work on the new bulkhead and as an aside, recommended the use of Vodka to winterize the boats, it was cheaper than antifreeze. (Now who would have "dunk it")

(To place you in a framework of time: Marilyn Monroe ended her life.)

(Not on Vodka !)

1963 PC Tom McDermott In January ice demolishes about 25 pilings. A Bubble system was ordered for the following year. In the meantime electric and plumbing was installed on the new docks.

Tom McDermott was a club fixture for many years, attending most all functions. My best memory of Tom was that he was most platitudinal and always bloviated his thoughts at meetings. He had a negative slant to many ideas, most of which held true. He was Wyncote's hawk.

1964 PC Roy Royals First bubbler system installed. (Even Lawrance Welk couldn't top those bubbles!) Yes, we were growing. (Time portal - The Beatles come to America)

1965 PC Robert Foundy Dinner was now served on Friday, Saturday and Sunday evenings. The house was painted and a safe was purchased. (we had to put the leftovers somewhere.) (Time portal - The premiere of "The Sound Of Music")

1966 PC Louis Anderson Club Roster initiated and financed by selling Ads. Maintenance dredging was completed. Club House was open weekends, but No Meals. (The safe wasn't refrigerated)
"Uncle" Louie, was 96 years of age when he passed away on October 25th, 2008 .

If you have ever wondered where the name "Uncle Louie" came from, let it be known, that when this writer joined the Club, PC Louis Anderson introduced himself to Me and my two children. He said "You can call me Louie". After my children spoke his name I thought it disrespectful, but "Uncle Louie" was acceptable. And the rest is history. "Uncle Louie" must be recognized in a bit of detail, since his contribution was ever ongoing. With a twinkle in his eyes "Uncle Louie" brought joy to those that met him.

Louis Anderson was born in Brooklyn in 1911, of Norwegian parents, who moved to Huntington in 1921. He served in both World War II and the Korean conflict. The first Suffolk plumbers license was issued to him.

One day, as a young man, while fishing with his friend's Father, they motored past the Huntington Lighthouse and its keeper waved their boat over. The keeper knew the father of Louie's friend and asked him if he knew of anyone that would be interested in being lighthouse keeper for a couple of years. The father jokingly pointed to the two boys and that is how PC Anderson became, to this day the oldest lighthouse keeper in America. He served from 1937 to 1938 in two lighthouses , the other one was in Oyster Bay. His duties: fill the oil lamp to keep the light going and rewinding the spring mechanism to functionalize the fog horn. And there he lived in isolation. (Hmmmmmm.....So I'm told)

From 1958 to 1990, 38 years, Anderson was in charge of the docks, pulling them out in the Fall and replacing them in the Spring, disconnecting and reconnecting plumbing and electric. Of course he had help and in later years committees were formed to divide the burden and eventually, with the improvement of the bubbler system and new steel pilings, the job became a lot less burdensome. Into his 90's, he was our Cannoniere on memorial day. Past Commodore Louis Anderson will be remembered.

1967 PC Gerald Gilrain

Bulkhead was slipping seaward. (gotta do something)
(Time portal - Dr.Barnard, first heart transplant)

1968 PC Henry Nilsson

Bulkhead still slipping despite instillation of a new deadman.
(I wonder who the deadman was?)

1969 PC Vansteenburg - Contract for a new bulkhead was signed.
(Time Portal - Armstrong & Aldrin first to walk on Moon)

1970 PC Bill Richter New bulkhead completed.

Commodore Bill Richter, an avid boater, had an Egg Harbor 37'. His was a planked wooden boat, the Cadillac of its day, a time when fiberglass boats were a phenomena. He challenged me to a race with my fiberglass Hatteras versus his wooden Egg Harbor. The race started at the Huntington Lighthouse and would end at 11B, off Eatons Neck. Couldn't believe the beauty and speed off that vessel through the water. Bill beat me by a boats length, nuff said. His spirit was typical Wyncotian. Richter was one of the Club's founders.

1971 PC Lou Nahodyl The Purchase of Wyncote

Certificates for \$1,000 each were floated to purchase the Club from PDQ Corp. (Brown & Pettit). (60 Certificates)

For those of you who indulge in an interest for details, I have researched the deal and came up with the following:

Cash required to close sale.....\$ 52,200

Broken down as follows :

Deposit for purchase.....\$ 18,000

Additional deposit at months end.....\$ 8,100

Additional deposit due Jan.13, 1972.....\$ 26,100

The proceeds from the sale of certificates was required at this time to:

A. Obtain the required cash.....\$ 52,200

B. Closing expenses (survey, title search, etc.).....\$ 3,000

C. First half taxes.....\$ 2,200

D. Misc. expenses (Certificate printing, filing fees, etc.)..\$ 500

Cash required (Estimated)TOTAL.....\$ 57,900

Cerificates that were sold.....\$ 51,000
Balance needed (covered by Wyncote income)....\$ 6,900
(So now you all know !) (PS: Total Cost.....\$ 175,000)
(PSS: Bank gave us the rest.)

One caveat, former owner, Pettit, would have a free slip for his boat. Consummated Dec. 30,1971. WHAT A DEAL ! But it was like pulling teeth to get the 60 certificates sold, but salesmanship prevailed, This writer bought the third certificate. (Had to break the piggy bank.) PC McDonald, the first, PC Taylor, the second Certificate.

1972 PC Frank Quarry First (Official) Fathers Day Dinner Cruise to Norwalk Conn.

It was a blast. About eight boats were loaded with members and friends. On the return trip to Wyncote a slight fog developed, we didn't have Radar, GPS or Loran, we had to maneuver through lobster pots and hope that our compasses were correct and the east-west current wasn't running too fast.

Over our radios came a distress call that our Commodore Frank (Pank) Quarry, who was slightly tipsy, fell over board into the pitch black night. We put the call out on the VHF to cut all engines and turned on our spotlights, calling out "Pank ! Pank !" . Then we heard in a growling voice, "Over here, over here". All spotlights shone in the that direction. There was Pank with one hand on a bottle of beer, the other waving and a big smile on his face. (Ah those were the days, or were they?)

1973 PC Bob Malito

Al O'donnell was hired as new dock master. A former mounted NY police officer added much joy and help to Wyncote. A memorable moment was a New Years Eve Party when Al, at midnight, makes his entry into the club party dressed, looking like Popeye the Sailor, in a diaper, pipe in mouth and a bonnet on his head. (Baby New Year) There were tears of laughter. Al was with us for 18 years, until his retirement. As was said,"he was a piece of work"

Al and his wife Carol. have been active with the "Wyncote South" (Florida) past Wyncote members.

1974 PC Larry DeGeorge This was the year that the mandatory 8 to 12 Night Watch and two workdays for members was established. The House Committee was increased because of the greatly increased party attendance. Speaking of increased social activities, Larry's wife Una and daughters, Beth, Patricia, Cathy and Alice, all delightfully charming, carry on the tradition. Every year you can bet on an unannounced or impromptu party, either on the docks or on the bulkhead. The "Larry DeGeorge Fishing Tournament" is a yearly event followed by a party. Every workday, Una and her Girls provide lunch and their presence are refreshing.

Presently Beth DeGeorge now Captains their vessel "LA UNA" with the expertise of a professional sailor.

Larry's wife Una, was presented in 2008 with an acknowledgment of 50 years membership at Wyncote. Her smiling Irish face was blushing when daughter Cathy spoke of her mother, in behalf of her self and sisters at our annual Installation Diner and Dance.

Larry and Una had new diesels installed into their 41 foot Hatteras

and that encouraged their trip to the Florida Keys and eventually to the Bahamas. (Diesel fuel was selling for less than a dollar)
This dream and action was not only theirs but encouraged my dreams into reality.

In September of 2003 I ventured off to the Bahamas, the Keys and the Gulf of Mexico, (fuel was still cheap) and returned in April of 2005 with my vessel "Lizmark" .

My thanks go to Larry, Una and my wife, Grace for inspiring my adventured aspirations.

1975 Bent Wrench Award....CIRCA 1975 This Award was initiated by PC McDonald and PC Dietrich. The following was submitted by Geoff (Jeff) Stark, who now lives in Florida and was the first to be awarded and the first enthusiastic contributor to our "History and Story".

" Unbeknownst to most people the original name of the Bent Wrench Award was "The Truth Stark Award" or "The Kamikaze Award" and I was it's first recipient.

"On a beautiful Sunday in the summer on 1975, I decided to take 5 friends in my office out for a fun day of fishing on my 30 foot Pacemaker. Being we were of drinking age, we decided to bring along a few beverages to help quench our thirst. The boat was stocked with 2 cases of Budweiser and two bottles of liquor. We left the club at about 6:30 AM to catch the big one. We trolled off Eaton's Neck until about 11 AM when someone noticed that the beverage containers were all empty. Being Sunday, and the blue laws were still in effect, we decided our only place to restock was the Northport town dock and find a deli to purchase more libations. At approximately 12:30 PM after acquiring two cases of Heineken beer, we left the dock with myself on the bridge and the 5 others in the cockpit trying to stand upright.

Cruising just past the five mile per hour sign I happened to see George Taylor's boat about 400 yards in front of me also heading out. Did I mention George was the Commodore? Anyway, I sped up to pull along side of him to wave hello, while conversing with my slightly off balance crew in the cockpit. In a matter of seconds, without even looking, I had caught up to George. Not only did I catch up to him, I

managed to ram his boat (a 35' Concorde). I backed off and his wife came out of cabin waved to me and said" Hi Geoff, do you know you have a hole in your boat?".

At this point absolute terror hits me that my crew of 5 and myself are going to drown. Being a "good" Captain I kept the life jackets under the bridge. Remember those old jackets with all the straps? That is what I had. I starting throwing those down into the cockpit and telling everyone to put them on because we are abandoning ship. Now ensues the best comedy routine you have ever seen, 5 drunks trying to figure out how to get these life jackets on with all the straps; they had them wrapped around their necks, their waists, legs, etc. I was laughing so hard I couldn't get my own life jacket on. It was then ascertained the hole was well above the waterline and the S.S. Stark wasn't sinking.

As we limped back to Wyncote, to my utter embarrassment, how do you face the Commodore after you just rammed his boat? George Taylor and his wife, Jerry, were absolutely great people. They invited my whole group to their boat for cocktails (just what we needed). We had damaged his rear railing and scratched the corner of his transom. Those Concorde's were strong boats. I put a 4" by 4" hole right through the 3/4 inch mahogany planking of my boat.

That winter, PC John Schneir had a party at his house. Halfway through the party his wife brings out a present for me. It was a hand-painted Kamikaze scarf (she was Japanese) and I received the first "Wyncote Kamikaze Award". The award was later changed to the Bent Wrench award and if you check the boathouse my name is the first one on the plaque.

And, that, is the real history of the "Bent Wrench Award". Geoff Stark"

1975..Let it also be known that **Commodore George Taylor** enhanced the Wyncote News letter with expanded coverage and his humorous writings. A chore of a true Intellectual and Gentleman that lasted for many years. His famous last line in the Newsletter was, "be kind to one and other"
(Time portal - Vietnam War ends , US & Soviet spacecraft link up in space)

1976 This was a memorable year for Wyncote and Huntington. It was the 200th Year Anniversary of the founding of our country and The great progress in developing Wyncote. Let us start first with Wyncote.

One has to look back two years when Larry DeGeorge was commodore. The board consisted of Larry DeGeorge, PC George Taylor, PC Rudy Koenig, PC Tom Pursley, PC John Schnier and PC Henry Dietrich.

Now this was a potent group of doers that created great forward momentum with the help of industrious Wyncote committees.

To start, Wyncote had a yearly St. Pats Day party. (now what's this got to do with this Wyncote Story?) I'll proceed.....

The hired accordion player would historically become ossified by 9 or 10 pm and that was the end of the "music" and the momentum of the party. Therefore in January of 1974, this writer bought a portable organ. (took two men to move it) that sounded like a four piece combo. It took three months of intense practice and was moved by Lou McDonald and Georgie Cousins (Two of the Five or more, "Bad Guys" who had questioned its use at The Wyncote Clubhouse. I replied "we'll see at the St. Patty's Party night")

No one gave thought to its presents in the corner of the room.

It's 9 pm at the St. Pats Day Party and the accordion player is still playing and standing. Now, I'm getting concerned, all that practice for nothing?

As 10 pm approached I closely observed the musicians hazy eyes glaze and a leaning motion. Sure enough, 10:10 pm he was gone. (never give free drinks to a working musician).

I sat down at my instrument, and never got up till one in the morning.

In fact, that instrument was not only used at the Club House, but could be heard at our very large raftups in Lloyds Harbor.

Now, why this story ? The creation of a social atmosphere in turn creates a friendship and that friendship propels ideas and work projects for the common good.

1976 was the culmination of these efforts. Well....what happened?

1. The Club House first floor was partitioned with two retaining walls and was demolished, opening up the entire first floor, "I" beams were used to substitute for the walls; paneling, blown ceiling, ceiling speakers installed, kitchen update, bar update, beautiful chandeliers installed (complements of the Women's Auxiliary), new HI-FI system, etc etc. (We did the work)

2. A Five Year docks replacement was initiated, and completed by the membership, under Emile Boitas (carpenter) supervision, in three years. All built in the winter on our bulkhead. Everyone participated with gusto.

The Social committee, Sandy Schreier and Eleanor Casey, were given \$300 and at the end of the year returned \$2,000. Now that, at the time, was a lot of mola. Admission was modest and limited to a predetermined number of people. Food and Drink plentiful. Every party was a sell out and they didn't have to pay the musician.

1976.....Bicentennial in Huntington

The founding of the United States in 1776 was a Celebration 200 years later. New York Harbor was the culmination of this celebration and Huntington was a participant in that it served as an anchorage for the smaller of the fleet of vessels from all over the world that could sail to New York down the east river and under its bridges. Our waters from Northport to Lloyd Harbor was the perfect gathering for these sailing ships.

PC Rudy Koenig had gathered a committee of all the Commodores in the Harbors along with Rufus Langsford, the Huntington Town Historian, to formulate a plan to welcome the ships and their crews to America. This plan was drawn up in the Wyncote Club House.

It was decided that Condre Hall with its boathouse, pier and main building would be used as the center of activities.

After taking a consensus of how many people would show up for this event, we decided that 800 would be approximately correct and a \$ 2 charge per ticket would cover expenses. But the printer would only print a minimum of 2,000 tickets.

After Newsday got the story, 6,000 tickets were printed and 5,000 people showed up for the event. Westshore Drive was one-way and the area was managed by the Suffolk County police, the Forest Service, Sheriffs Office and whoever. Parking was not a problem since Condre Hall has a vast meadow on its west side.

Catering was supplied, which consisted of tables, chairs, pretzels, beer and two dance bands, one in the basketball building and one in the outer parking lot overlooking the Harbor. Our foreign visitors were overwhelmed. The day and evening was filled with celebrations.

The Northport YC Commodore "imported" the Hamburg Germany marching band and the Hamburg Yacht Club along with its fleet of small sail boats that raced in the bay.

Two columns of international flags were lined up the sloop leading from the Condre Hall boat house to the main building. When the Crews of the foreign sail ships disembarked, they began walking up that hill in disarray and soon heard the Hamburg band play, they lined up and marched in glorious fashion up the hill to be welcomed by the crowd. What a sight to behold.

Politicians lined up to speak, but we limited them to less than a minute, except for Town Supervisor Ken Butterfield, who helped our Committee.

Music and Dancing and socializing extended into the late hours.
WHAT A DAY !

From the ticket proceeds, \$5 000 was given to the Boating Police Auxiliary and to pay off the expenses. As PC George Taylor wrote in his newsletter, "This event inspired the formation of The Greater Huntington Council of Yacht and Boating Clubs"

1976- Wyncote introduces **Mount Gay Rum** into the United States.

It happened with a raftup of 34 boats across three moorings in Lloyd Harbor. It was a raftup to remember. Hula skirts, lays, hats, etc,etc, live music and sing alongs. Visiting Connecticut boating families arrived with

their dingys and joined the party. It was fun time, it was Mt Gay Rum time.
PS: Lloyd Harbor thereafter limited rafts to three boats to a mooring, but who complies ?

1978 PC Tom Pursley was memorable. At various Wyncote meetings when the board would propose or debate a particular subject and think the matter was solved, Tom would raise his hand and contribute a contrary opinion, which would always have merit. His contrarian spirit contributed much to the healthy growth of Wyncote. Tom in future years became Wyncotes Chaplain. Rest in peace, Tom.

1979 PC John Schnier A dedicated Wyncotian was participant in our first time tragic event. While receiving a supply of pilings in the upper parking area and neatly stacking them for the future, John was standing on top of the pile shoving them into place. We all called out to him to get off because of the danger of collapse. It happened before he could get off, and John landed in the hospital with facial injuries, not a pretty sight.

1980 to 1981 PC Henry Dietrich One of the most outstanding of Commodores, was a marine construction engineer, whose expertise was particularly valuable in designing and stabilizing our bulkhead as well as many other projects past and present. A big, quiet, humble and thoughtful man, but robust at Wyncote Parties. In fact he helped many committees fulfill their function, especially the social committee. Whenever a project was initiated, Henry would be consulted and enthusiastically gave of his time and effort. My admiration of Him has been unflinching.

Henry's son Kurt joined Wyncote in 2007 .

PC Lou McDonald (1983-84) Lou continued to carry out the venue of the previous Boards. Dredging, pilings, 12,000 gal. fuel tank with upgraded fiberglass piping and much more. A social butterfly, this tall muscular, fun

loving, hulk of a man, never shunned but initiated Club projects, despite running his busy trucking business supplying many NYC retail stores. Lou and His wife, Joan, retired to Montauk. He continued his love of fishing and boating with His Hattaras sportfisherman.

1985 to 1987 PC George Ketcham (1985), PC Len Pretty (1986) and PC John Panaseny(1987), all being on the Board during this period had a variety of problems and solutions, namely:

1. Dealing with the hard blow of hurricane "Gloria"
2. Dealing with a collapsing storage barn (Circa 18??). It was torn down by the membership and rebuilt, as you see it today, with cinderblock.
3. Wyncote sponsored and hosted the organizational meeting of "The Greater Huntington Council of Yacht and Boating Clubs", an organization that successfully has championed much in the interests of the local boating community. Politicians only react to unified Groups. "Stand alone and lose or Stand together and Win"
4. Winters take toll of our bubbler system and fuel dock flotation tanks. Bubbler system replaced during winter and flotation tanks filled with foam.
5. Revised By-Laws approved and issued to our membership, after being scrutinized by the Board and Past Commodores.
6. PC Panaseny, in 1987, was faced with the ongoing bulkhead slippage problem and the increase of 21 slips. The plans were approved by the Army Corps of Engineers and permits are issued, only to be rejected by the Town of Huntington, which had a moratorium in place.

1987 PC John Panaseny John, who now lives in Florida, responded to my request for this writing and E-Mailed the following to me.....
"Rudy, I did get your request for photo's and other info with regard to Wyncote. Any pictures I had were destroyed by the 2004 Hurricanes which destroyed our house.

I do remember that the years at Wyncote were the best years of our lives and the friends we made are still our best friends today. Many of my years at Wyncote were spent as second engineer to Uncle Louie and I froze my butt off looking after the compressors for the bubbler system and thawing frozen lines mornings before work, noon time and then after work.

Uncle Louie finally allowed me to recommend purchase of the new high volume low pressure compressors and new manifold system

Thank God I worked for the Town and was able to attend to those duties. That's all for now Rudy.

PS: Our very best to you and yours and WILL miss you at our Florida Wyncote Luncheon, but you will be spoken of and thought of. John P"

John has for years organized yearly luncheons in St Lucie Florida for retired "WYNCOTE SOUTH" members. In 2003, on my way back from the Bahamas, I attended this luncheon and the "Gang" was still in a party mood. It was quit a robust afternoon and much to reminis about.

1988 to 1989 PC Arthur Herman (1988) and PC Jerry Rominski (1989).

The bulkhead begins to falter and is in future danger of collapse, action now is needed to proceed toward rebuilding with steel. But, there is a problem. Huntington is not issuing permits. PC Herman writes, "a state of hostility existed between the Town and any water front organization". Herman continues,"It was Flag Raising, and Jerry and our Wives, dined and charmed Town Supervisor Toni Rataliatia and her husband, Jay, all afternoon, all evening and in fact until three in the morning. At the end of the evening Jerry and I knew we had our bulkhead permit. The next day I recalled PC Lou McDonald asking if we had made Toni an Honorary Member. I replied, we would have but she didn't ask"

The financial task was now the next problem to overcome. Special Meeting of Certificate holders and membership are unanimously in favor of borrowing \$ 250,000. The previous mortgage is satisfied and steel sheet pilings are ordered, installation begins in December.

These new funds provided many more amenities that brought the Club in to "Yacht Club" status .

1990 PC George Ketcham. Projects that were planned and voted upon in 1988 came to completion. The new steel bulkhead with an estimated life of 35 - 50 years was installed. Only one problem still exists, how do we get rid of the raccoons that occupy the Marina and at times find a home under the flybridge of some vessels? (Surprise! surprise! I say let them pay dues. But then again they were cohabiting with the Indians, but we did not sign a treaty with them. Got to be politically correct! Right!)

At this time the membership approved printing new certificates to conform with the By-Law revisions of 1986. True to tradition, Wyncote membership again rises to complete, through hard work, its vision of what Wyncote means to them.

As a note, Huntington Town Marina slips numbered 278 and a waiting list of 2,000 boaters exists.

1991 to 1992 PC Ken Howard, another two term PC, reserved, humble, industrious, and nephew of PC "Uncle Louie" Anderson.

Ten new steel pilings were installed, new concrete fuel dock with ice storage, office and supply shed, updating electric so that there was a more even distribution of electricity, (and the Dock Hands got new Tee shirts.)

It certainly kept PC Howard jumping. During his two year term as commodore, much time in planning and coordination was required to accomplish all of these projects. Let it also be known that Ken Howard to this day still reviews the BY-Laws, which is an ever evolving piece of legislation for the benefit of the membership.

1993 PC Frank Wade wrote in his contribution to this writing, that “aside from scrambling to pay bills, not much else occurred” That statement coming from Frank is really modest. You don’t become Commodore for doing “not much else”, rather, the years spent working on committees and the board is a valuable contribution to your fellow Wyncotians. PC Wade had to contend with the after effects of the economy and stock market crash of 1992, which affected Wyncote in that new memberships and slips were available. Cash flow was at a low and bills had to be paid. Financially, it was a trying time.

Frank verbalized some strong opinions, that was shared by many. Wyncote at this time also faced a “King Sized” tax assessment and outside council was sought to pursue the problem. (Underwater Tax)

1994 PC Scott Horan As the US economy arises from the 1992 disaster, efforts to obtain new members is successful and the increase of the initiation fee to \$ 5,000 was helpful to restore our treasury. Scott, never one to shun work, along with Charlie Koenig, restored the Club fiberglass work boat to like new condition. Scotts expertise is still utilized to this day, he even interrupts his fishing addiction to get a job done.

1995 PC Ken Howard again returns as Commodore to continue and implement Board planning.

1995 Huntington and Lloyd Harbor became no discharge zones. (No more floating poop.) In the past, If you were anchored over night in Lloyd Harbor and you took a swim before 12 noon, you were taking a chance. (I remember anchoring in this harbor in the late 50's, where moorings and boats were few and the water was pristine. Thought you would like to know.)

1996 to 1997 PC Bruce Dantzer, a quiet and humble Commodore, was instrumental in many projects that are enjoyed today. Replacement of docks, ramp, plumbing, electric, forced air system and windows in club house, lawn sprinkler system, club mooring in Oyster Bay, driveway paving and the list goes on.

While doing all of these Capital Projects, he saw to it that our mortgage was reduced by \$63,275 enabling the balloon mortgage to be paid off when due.

The Wyncote Boat House and Deck was Bruce's and his work committees most visible, enjoyable and useful undertaking. Bruce started work by demolishing the interior of the the "boat shack" in February and worked on its restoration just about every day through all phases, cathedral ceiling, electric, plumbing etc, etc. Would you believe that before the restoration, there were some that said the project was a waste of money and not necessary. (PS: It was done with minimal funds and the skeptics later apologized).

Where else can you sit and watch the waterfront activities? Lounging under the umbrella and indulging in a bit of libation. And it is all yours. Let me not forget Bruces design and building of the Dinghy storage rack. (Who would have thought of its design ?) The list of his contributions are vast and ongoing. (Bruce, as of this writing, is engaged in the reconstruction of the interior of our Club House)

Thank you, Commodore Dantzer, you are our hero.

PS: PC George Taylor, in his wisdom, once said to me, "Give a busy man a project to do and he'll get it done and give a it'll never happen." Wyncote has and had its share of those busy men and women. It is in their character to initiate, accomplish and please others as well as themselves. (And " that's the way it is".)

1998 PC Robert Slifstein Continuing the work of the projects at hand.

Bob at this time welcomed **Fred Munter** as night watchman. Fred has become an institution at Wyncote. Diligent at not only at his task, but the relationship he has with the membership. This Norwegian immigrant is a walking encyclopedia of knowledge. Conversation with him can reach from the political to music to World outlook. As of this writing, 2010, Fred is 82 years of age, spry as a youngster who can't wait for the Club opening in 2011. His catching positive attitude is a definite Wyncote Asset.
(As you all know, there is a lot more to tell here but then, You Know)

1999.... PC Len Sormani, spent much time researching and initiating proposals, to change Certificate Rules. (It needed change). Also initiated the building of the **Stone Wall** in our parking lot which did much to beautify our property.

At this time the Slip assignment procedure was rewritten to clarify priorities. Probationary Member Agreement were instituted to clarify membership duties.

Member Bill Cockrell and Harbor Boating PC Bill Denis in a moment of inspiration instituted a new "happening", a joint bulkhead party that has been an ongoing event every year. You'll find Cockrell cooking up a storm at the grills.

2000 PC Allan Scarsella The economy is strong and it shows. New boats, new members and the social scene is in full swing. The Board realizes that the Marina is in need of a dredging. Allan establishes a committee, chaired by Tom Healy, supplemented by outside legal help. In addition, A/B docks are purchased for installation in the Spring of 2001 and members are required to work an additional three days to accomplish this project. PC Scarsella'S demeanor is quiet and reserved, but determined.

2001-2002 PC Louis D'Agrosa "Give a busy man a job to do and he will get it done" An assortment of new challenges confronted PC Lou, some were necessary new projects and others were of his recognition for improving Wyncote management styles.

An avid boater, Lou was a rag sailor, switching to power, finally back to sailing. There he found his joy, even if he was slower than the rest of the fleet on club cruisers.....showing up much later at the club destinations. Something to be said about enjoying the time on water, instead of racing from one dock to another. But for all, the end destination was always a great time.

The future dredging project and piling replacement was a jungle of legality and timing. The LI Sound area off Stamford was projected to close down. Getting the necessary permits was a lengthy process. A very anxious time.

Other projects, included, reactivating the house remodeling , fuel brand change, starting a Wyncote Web site, driveway coating, street runoff catch basin to stop the flow of silt into our marina and a lot more.

He also recommended that PC Henry Dietrich be nominated as Honorary Wyncote member. (A great idea)

PC Lou D'Agrosa was to stay on the board for another couple of years as do most PC's. His insight was and is invaluable.

2003-2004 PC Gene Conklin With a headset of having to do everything yesterday, Wyncote was a fortunate recipient in that the projects that had started with PC D'Agrosa continued with Gene Conklin.

In addition he added a few of his own and dealt, with real, problems as they arose.

The first time since 1976 that three members were discharged from Wyncote. His investigation was indeed in depth. Charges of habitual late payments for Wyncote billings, charges of few or no attendance's at

meetings or Club party's and unacceptable activities on Wyncote property and at Wyncote Cruises. (I say Amen.)

Conklin was a rag sailor. His vessel was small, sturdy, and well laid out for distant cruising, which, indeed he did. In later years Gene sold his sailboat, his home and bought a 49 foot cruiser and a motor home. You can now find him either South of Wyncote or in the summer time at Wyncote. That's what retirement is all about, think I'll try it someday.

In the meantime, He shepherds projects started the year before, in his "do it yesterday " style.

2005 PC Rod Pseja A soft spoken and hard working Commodore. Projects that Conklin inherited, many of which were solved,the rest were passed along to Rod.

Dredging and piling work now were in need of permits, some of which were new and difficult to obtain. Government, Federal, State and Local, seems to keep on piling new regulation, some of which are down right stupid. But then what can you expect from bureaucrats who keep expanding Government and regulations, even if it is redundant or impossible to fund. Due to new regulation the Club is faced with replacing the fuel tank by 2010 . The cost my be prohibitive. Just another one of Wyncote's problems. But Rod's enthusiasm prevailed.

2006 PC Bob Kamp With Bob's direction the Board established "the Long Range Planning Committee" that tackled the problems of **A.** New gas tank legalities. **B.** Clubhouse remodeling. **C.** Dock and piling issues and **D.** Possibilities for doing something with Our back property.

PC Bob Kamp was deeply involved with Marina improvements and development. He worked closely with Jeff Kotler who was always there

when needed and has closely kept an eye on Wyncote during the winter months.

Bob and mate, Patrica, in 2008 retired to Florida, like many other Wyncotians in the past. "Bob! Wyncote South awaits you."

2007 PC Kevin Sullivan The final documents for the dredging were approved and the project proceeded. The next hurdle would be tackling the feasibility of incurring a formidable expense of replacing the fuel tank on the hill and the expensive fuel lines to the dock, not to mention the approvals by local and federal governments. Commodore Sullivan, with the input of the Board, set out and started the ball rolling. Many hours investigating and submission of plans became a frustrating job. But time and effort made head way into the right direction.

As a note..... A commodore is one who has served on the Board of Directors over a period of time and is familiar with on going projects. His decisions are approved by the Board as well as the membership.

2008 - 2009 PC Cecile Scarsella Wyncote's first Female Commodore. During this period of time the culmination of plans that developed in the past couple of years have come to fruition. Commodore Scarsella is one who dots her "I's" and crosses her "T's". This attribute had been most necessary to achieve the advances that were made under her leadership. Additional Committees were formed to involve more of the membership. Impromptu parties were encouraged. Dormant members were sorted out. The Wyncote Club had an infusion of activity.

Nay sayers were minimized (there are those who always see the negative and contribute nothing to the positive).

But Her finest hours were infusing, encouraging and following up on those responsible for the major project of the new fuel system and the Clubhouse renewal. These two projects would culminate in the largest expense that Wyncote ever incurred about three quarters of a million dollars. (Ladies really know how to spend bucks, in this case, well done !) Her expertise and logical approach laid out the plan to the membership who unanimously approved of the whole “Kit and Kabuddle”.

Ceil will be remembered as one of the outstanding Wyncote Commodores.

2010 PC Vinnie Nicholes “THE YEAR OF FRUITION”

In the last couple of years, Vinnie has worked with other Board members putting together the complicated pieces of the largest and most costly projects Wyncote has ever attempted.

His cool manner and diligence were instrumental in overseeing these projects. We now have a modern fueling system, including Diesel fuel.

NOTE: It all was accomplished within our budget.

The House remodeling has also begun beside other minor projects and should be completed this year of 2011.

When a call went out for volunteers to empty the house so reconstruction can begin, it was heartwarming to see the core Wyncotians show up and do their thing with gusto.

Our neighbor, Harbor Boating, gave us permission to use their facilities to conduct Wyncote meetings until construction was finished.

This, the second year of the recession ushered in the idea of “In water winter storage”, at a reasonable price, and on a trial basis with a limited number of boats.

PC Vinnie Nicholes will remain on the Board and give of his valuable input as our new Commodore Don Musgnug takes the reigns of leadership.

2011 Commodore Don Musgnug Wyncote leadership is in good hands. Don's Intelligence, Knowledge, Humor and Diligence has helped in the fruition of the latest Wyncote projects.

LET 2011 BEGIN ITS NEW JOURNEY

The Board is in great shape with talented Board members working their way to Commodore.

Wyncote Yacht Club can now be classified as First Class, with new beautification projects in the works.

Wyncote is also blessed with a young and talented membership who will lead our Club to new heights.

Remember, to be critical is commendable only if it is followed with an alternative thought out idea and not just to bloviate.

Wyncote meetings should be conducted as "Town Hall" meetings, with everyone contributing, and finalizing the issue with a vote.

LET THE FUTURE BE AS SUCCESSFUL AS THE PAST AND " GOD BLESS "

As Past Commodore George Taylor had ended His news letters
"be kind to one and other"