



## *FROM THE CBYC ARCHIVES*



Yacht Yak Release #3  
By Leigh Lyon, Charter Member  
February 1, 1981

"You are all invited to go sailing with us!"

Our first invitation! And from the Eugene Yacht Club. Great! But in 1940 where did they sail? Fernridge Reservoir was still a dream. Would you believe Siltcoos Lake? Siltcoos Lake is closer to Coos Bay than Eugene, but EYC claimed it for its own. It was here in this coastal lake that our lasting friendship with EYC was formed and it was in these formative years that our regatta dates were established. Eugene had picked Memorial Day for their big affair. Humbolt Yacht Club was locked on the Fourth of July and the season's last open holiday was Labor Day. Portland Yacht Club, Eugene Yacht Club, Humbolt Yacht Club, Willamette Yacht Club and the Rogue Yacht Club all seemed to like our choice of this date. So these we were and still are.

I think it important to establish a proper perspective on our boars and equipment and how materials, design, equipment, sails, etc. have changed in these four decades. As man has enjoyed his historic ages of stone, bronze and iron, so have boaters progressed from the first age of "heavy boats" with planks, caulking, canvas, heavy fittings and wooden spars to more efficient hulls with lighter components.

The second age, the "plywood boat", started in the forties and had a massive effect on the type of boats we sailed and owned. The name of the game then, as now – "come in first"!

Today we are firmly implanted in the "fiberglass age". What started modestly in the sixties as a type of hull constructions has become greatly responsible for the enormous popularity of our sailing and motorboats.

Our first boats were mailing home made with the heavy planks, fittings, etc. These boats really weren't too bad for our first point score raced. But inter-club competition really sent us scurrying for new ideas. Eugene Yacht Club's competition sent us into the "also ran" circle with their new 18' lightweight plywood "Corkys". If our courses didn't have quite a few tough weather legs for our heavier boats to break away, we would immediately start planning our acceptance speeches for the 6<sup>th</sup> place glass ashtrays.

Fighting the terrible consequences of finishing "back in the fleet" most of our boats were beginning to show up with at least plywood decks and bottoms. Lightweight fittings were also seen here and there. We even talked George Williamson later to become a commodore, into laying in a small stock of stainless sailboat fittings. This was no small deal as he ran an outboard repair shop and had never seen our names on his accounts receivable file!

Signed, Leigh Lyon, 2/1/81