

## 1972–1986 THE DEVELOPMENT YEARS

### 1972–74

The club burgee contest had been going slowly for the past couple of years without much progress. In 1971 an anonymous selection committee was struck. Over the 1971/72 winter there were 20 submissions by 10 club members. After a careful review by the committee, Ross Cheriton's design was chosen. It uses orange and blue colours with the wavy "W" for waves on Lake Wabamun. The orange was for the setting western sun and the blue was for the water of the lake.

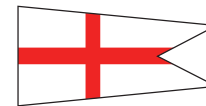
Ross also developed a design for the commodore's pennant. It is a tradition in yacht clubs around the world that when someone becomes the commodore, they are presented with an official club commodore's pennant. Ross had previously served as an officer in the Royal Canadian Navy so he was knowledgeable about which pennants were flown for each rank of officer. The Royal Canadian Navy followed the same system as the Royal Navy of Great Britain. They had defined the commodore's

pennant in 1750 as a broad pennant that is white with a St. George's red cross and a swallow tail. The pennant was flown on sailing ships and to be visible from a good distance was often up to 40 yards long!

As is the practice by yacht clubs around the world, the Royal Navy (RN) commodore's pennant must be altered or "defaced" so as not to confuse it with the official RN pennant. So Ross eliminated the vertical red stripe and added another black horizontal line with the Wabamun Sailing Club's characteristic wavy "W" which Toni Trommelen could sew. Also Ross wisely decided that it would not be 40 yards long! The club's commodore's pennant is one yard long. Every commodore since 1972 has been presented with his or her own commodore's pennant at the Sailpast. Toni made them for many years. Jordyce van Muyden has since taken over the sewing job.



WSC BURGEE



THE ROYAL NAVY'S  
COMMODORE'S PENNANT



**BY TRADITION THE COMMODORE'S PENNANT** is supposed to be flown from the flagpole every time the commodore comes onto the club property. However the pennant is so nice, most commodores are reluctant to put it up and risk getting it dirty and faded!



**FACTOIDS**


- The original design for the club burgee had a very wavy line for the "W". When Toni Trommelen saw it, she asked if they could make it "less wavy" as otherwise it would be too difficult to sew! Ross agreed and this is the design used today.
- The anonymous club burgee selection committee consisted of Jean Harper, Joan Sorechan, Walter Spotowski, and Edward Mertens. The names were later published in the Mainsheet. So much for it being anonymous!

In 1972 Al Davison was commodore. Al had become passionate about Unicorn sailing like his good friend Dick Harper. In fact Al was so keen he even visited the shop in England where they were made and sailed one when he was over there.

For his Sailpast, Al decided to include for the first time a reception in the new clubhouse. At his own expense he brought in all the food and beverages for the entire club. Needless to say it was immensely popular and made the Sailpast a significant annual social event for the club.

Al remembers his Sailpast very well including the fact that both he and his wife Margaret were tossed off the pier by the club members after they had sailed past! In those days, Sailpasts were a little more wild and less formal.

For a few years, the commodore personally covered all the Sailpast reception costs. Later, as the club membership and associated Sailpast reception costs soared, the idea was suggested that the reception be a potluck. Members would donate their favourite appetizers and goodies.



**FACTOID**

- In 1972 Sailpasts were pretty much undefined. To add dignity and tradition to the event Ross Cheriton was asked by the executive to write a club protocol.

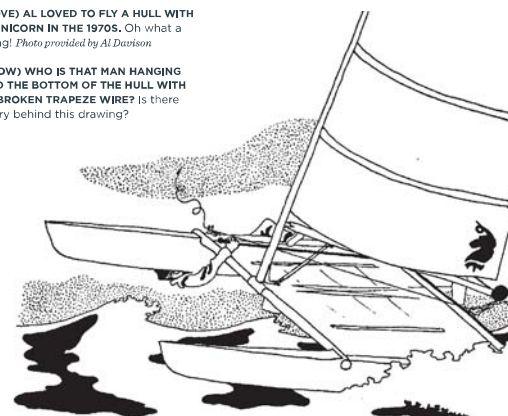
The protocol laid out the order of sail of boats, the proper salute recognition of the "Commodore and his Lady", the flags to be flown on the flagpole, and the dress code for the reception. Of particular interest is that the dress code prohibited the wearing of trapeze harnesses at the reception. Also, if a sailor should capsize during the Sailpast he was still required to climb onto the overturned hull, stand and salute the "Commodore and his Lady" appropriately!



(ABOVE) AL LOVED TO FLY A HULL WITH HIS UNICORN IN THE 1970S. Oh what a feeling! Photo provided by Al Davison

In 1972, Wayne and Leslie Ingram took over the Mainsheet editor role. The dry humour of Walt Howard may not have been there but the Ingram's art work was wonderful. With Al Davison as the commodore who sailed a Unicorn, below is a typical front cover drawing for the Mainsheet.

(BELOW) WHO IS THAT MAN HANGING ONTO THE BOTTOM OF THE HULL WITH THE BROKEN TRAPEZE WIRE? Is there a story behind this drawing?



In 1970 a new class of boat was designed in Canada and eventually became popular the world over. It was simple, easy to rig, low cost, and fun to sail and race. It was the Laser. Around 1972 John Quitzau brought one into the club and it would become popular forever afterwards.

1972 saw the start of the June series regattas in Alberta. Wabamun chose to call their event the Fireball Regatta because that was the most active class that traveled at that time. Later it was changed to the Wabamun Invitational Regatta. By 1978 the name was changed to the Wabamun Open Regatta.



The need for a race starting barge was recognized. A number of families, including the Hughes, Bings, Ingrams and Jacksons hosted bottle drives to raise the money. With \$95 raised they bought some 45 gallon drums which Ted Trommelen welded into two pontoons. Once the sailing season began, no one would take any time off to complete the barge but the project was not forgotten.

Dan Sorochan hosted the 1973 Sailweek. There was a huge attendance with often thirty boats in every race. During one day of absolutely no wind, an ad hoc work party started up and the decking and superstructure of the barge were completed using wood. Later an engine was added so the club could finally have a boat to use for race management.

In 1972, with the purchase of a powerboat, the club started the Officer of the Day program. The ladies were getting tired of all the race management work from the end of the pier and up on the new clubhouse balcony. The club used permanent marks set in the lake all season so the courses were often crude.

## FACTOID

- Al Davison donated many of the club's annual trophies at his own expense. He loved to sail and loved to race. His exuberance and enthusiasm were catching!

**THE ORIGINAL WOOD AND 45 GALLON BARREL PONTOONS STARTING BARGE.**  
It served the club for many years and was later donated in 1987 to the Scout camp. Photo by Ross Cheriton



With Sailweek so popular, Ross Cheriton and Walt Howard decided that a daily prize should be awarded for the best sailor of the day. Walt came up with the name "Cock of the Walk". Ross went back to his cottage to make something up. On a piece of old canvas tarp, he hand painted a rooster style weathervane to create a simple burgee (below).

The award was a huge hit and has been a popular idea ever since. The club lost track of the original burgee in the 1990s and in 2008 Ross made a new one and again donated it to the club. Here is what it looks like.



COCK OF THE WALK BURGEE

#### 1975-78

1975 started off in May with a "burning of the mortgage" party. The club had carried a mortgage for a few years to pay for the land purchase and later for the new clubhouse construction. With a huge growth in membership, the club had gained the revenue to pay off the bank. Again, Gerry Pearson was the treasurer that got the job done.

1975 was also one of the toughest years of the club's history. In June John Visman, a brother of a club member, died while sailing on the lake. It really drove home to everyone that

water safety was of paramount importance. John's brother Gus was a member of the club and submitted this note (below) to the Mainsheet:

Later that same year, another club member named Hagen drowned in a scuba diving accident on Lake Minnewanka near Banff. Emotionally these events were very difficult for a number of members who were involved in the accidents.



On behalf of our Family I want to express our gratitude to all the members of the club for their help and condolences in the sudden death of my brother John in a sailing accident last month. This tragedy affects not only the immediate family but all of those involved in sailing. It is important to note that his death was caused directly and almost immediately by an internal reaction on falling into water. The boat equipment worked properly in the course of capsizing; he was equipped with standard flotation gear, and was a strong swimmer and an experienced sailor. The alertness and expert work of those involved in the rescue operation insured that he was given everything possible to achieve resuscitation. The RCMP commented later that the club's safety facilities and the knowledge of rescue and revival techniques among the members was exceptionally good. This accident pointed out the responsibility we all have to maintain a working knowledge of rescue and life-saving techniques on the water. The club's emergency procedure operated well and effectively in this case. While one life was lost, it is important to note that another was probably saved by quick action. Particular thanks to Ken and Marg Anderson, Peter Trommelen, Susan Driver, John Oakley, and Ellis and Margaret Walker. Let's all keep intact our love for sailing. Let us also maintain and reinforce our respect for the water and make sure we're each personally able to deal with emergencies.

Gus Visman

LETTER FROM GUS VISMAN



**HILARY AND ROBERT ROSE WON THE BEAUTIFUL SILVER BOWL HAGEN VISMAN TROPHY IN 1985.** Notice the manual scoring sheet on the back wall. *Photo by Keith Driver*

To commemorate these members and to always recognize the importance of water safety, the club created the Hagen Visman Memorial Trophy. It started in 1976 and is awarded for the first race of the morning on the day of the Commodore's Sailpast. For many years, a member of the Visman family would present the award. It's a beautiful silver bowl that many members believe is the club's best looking trophy.

In 1976, as a follow up to the Hagen and Visman incidents, the club filed a change to its objectives. To the right are the revised objectives:

Notice paragraph b refers to the club commitment to water safety. Also notice that in paragraph a, the club defined its sport as sailing not yachting.

By 1976 the Fireball had become the dominate dinghy class in the club. The ruling days of the Flying Dutchmen and Y-Flyers were over. As an example, in the 1976 Down the Lake Race from EYC to WSC, Roy Tichowsky was first dinghy, Ken Tichowsky second dinghy and Hugh Pearson third dinghy. They were all in Fireballs.

Another hot dinghy class that was rapidly growing in the club was the 505. Vic Vipond, Peter Wooding, the Kortbeeks and the Drugges were all becoming a headache for the Ukrainian Racing Team of Fireballers.

On the catamaran side of the race course was the powerful

Tornado. Sailed by enthusiasts such as Bob Drew, Sandy Keith and Peter Irwin, the Tornado was becoming the dominant cat in the club.

#### WABAMUN SAILING CLUB NOTICE

Take notice that by extraordinary resolution, dated the 26th day of February, 1976, passed by the members of Wabamun Sailing Club, the objects of the society were amended by deleting Paragraph 2 of the application for incorporation, and substituting therefor, subclauses (a) and (b) reading as follows:

The objects of the Club are:

(a) to foster and develop the sport of sailing on Lake Wabamun and more generally, in the Province of Alberta. In doing so, the Club aims to provide for the recreation of its members and to

(b) to develop and encourage safe water sports by the Club membership and the general public.

Given under my hand and seal at Edmonton, this twenty-fourth day of September, One Thousand Nine Hundred and Seventy-Six.

HAROLD J. THOMAS,  
Registrar of Companies.

Sailweek in 1976 was run by John and Marieke Kortbeek. The new Monday morning "Sunrise" Race was surprisingly popular. With a 6:30 AM Le Mans start there were 30 boats on the start line!

1977 was the start of the clubhouse washroom project for an estimated cost of \$21,000. The well was drilled by a contractor and the small pump house was built by club members. It was decided to use volunteer club members to construct as much of the washrooms as possible to minimize the cost. It was a mixed success. It kept the cost down but in the end took several years to complete. It was project managed by Keith Driver. Volunteers that year included Fred de Geest, Ken Tichowsky, Bill Frame, Pat Barrett, Peter Trommelen, Norris Weimer, Fred Oegema, John Quitzau, Gus Visman and Dan Sorochan.



**FIREBALL RACING AT THE CLUB DURING THE MID 1970S HAD BIG FLEETS.**  
*Photo from WSC archives*

**HERE IS THE CLUB IN THE MID 1970S.**  
Notice the original runabout committee boat, in the background is the pump house and the first wood Laser racks built by John Quitzau. The clubhouse balcony had an awning at that time. Note that the deck was in line with the east end of the clubhouse so races could be run from the balcony.  
*Photo by Ross Cheriton*







A RACING FLEET OF TORNADOS ON A WINDY DAY WAS AN IMPRESSIVE SIGHT!  
Photo by Keith Driver

At the 1977 Awards Night event was the presentation of the first "Most Deserving Crew" annual award. Bob Drew started the idea. Betty Tichowsky was the first recipient.

Over the years, cartoons have always been popular in the Mainsheet. Here's one that Keith and Susan Driver put in when they were the editors at that time.



**FACTOID**

- One year the "Sunrise" Race had a Le Mans start that required a running lap around the clubhouse. One large Tornado sailor remarked that he nearly had a cardiac arrest before he even got to his boat!

1977 was the year that the first Boston Whaler was purchased. Peter Trommelen led a committee that researched the options and made the selection. The old boat was sold off. However the engine was kept and used on the barge.

Membership was booming. There were 18 new memberships to bring the total of active members up to 92. There was a seven member waiting list for boat stalls. The list of new members included Fred and Mae Hadley.

1977 was also the year of the first Commodore's Awards Night and Banquet. It was started by Pat Barrett who was the Vice Commodore. The dress requirements were defined as suits (no wet suits) and long dresses.





## FACTOIDS

- Sten and Nora Drugge were the coordinators of the 1977 Sailweek. Traditionally the Wednesday evening of Sailweek had been race night after the Sorochan barbeque and Gluhwien. After a few collisions occurred with somewhat impaired sailors, it was decided a new event was needed for Wednesday evening.

Sten and Nora invented the idea of a kids' picnic style race event and asked Ken and Marg Anderson to organize it. For the next 25 years, it became known as the Anderson Olympics.

- During the 1979 Fireball National Regatta, there was a terrible thunderstorm. The entire 53 boat fleet was caught on the lake. Damaged boats and their crews wound up strewn all along the east beaches of the lake. Ken Anderson recalls a number of sailors beached their boats on the native reserve just east of Point Allison and sat under some trees to get out of the hail.

### 1979-1986

1979 was the year the club hosted the Canadian Fireball National Championships. Not since the club had hosted their first Alberta Provincial Regatta in 1971 was there such a large challenge to host a good event. With sixteen people on the organizing committee, the enthusiasm was there to pull it off. Dick Harper and Ken Tichkowsky were co-chairmen. Keith Driver was lead for race management. Betty Tichkowsky was in charge of all the food. Roy Tichkowsky was the lead for grounds (boat storage, parking, tenting space, etc.). Ken Anderson led the accommodations committee.

Wayne Tichkowsky was the lead for the beer committee.

There were 53 boats in attendance and competition was very strong. After four days of racing, Phil Leitch from Vancouver was the winner. Richard Helmer and Wayne Tichkowsky were the top Wabamun sailors with a respectable third place finish.

The regatta was a big success. The club had again proven that it had experience in event organization, in race management, and in the racing too. Nationally, Wabamun was making a name for itself.

(LEFT) SAILWEEK ANDERSON OLYMPICS  
Marg would organize the kids and Ken would be the emcee.

*Photo by Robert Rose*

(RIGHT) OF COURSE THE ANDERSON OLYMPICS HAD CATEGORIES FOR ALL AGES OF KIDS! *Photo by Robert Rose*







By 1979 there were lots of improvements steadily happening, Richard Wigglesworth donated and planted five laurel leaf trees along the waterfront. Two survived and today provide much appreciated shade on hot summer days.

Peter Trommelen led the purchase and installation of the first power boat radios.

**THE 1979 FIREBALL NATIONALS HAD TYPICAL WABAMUN WEATHER**  
There was too little wind followed by too much wind! Notice the mark used at the time, It was built by Roy Tichkowsky.  
*Photo by Keith Driver*

Vince Capri made a proposal for a new front deck on the clubhouse. The shoreline erosion problem was tackled with a variety of rubber tires, more gravel fill and breakwater devices. Four new trailer park spots were created along the south east corner. And some new members that year were Klaus and Johanna Grueber,

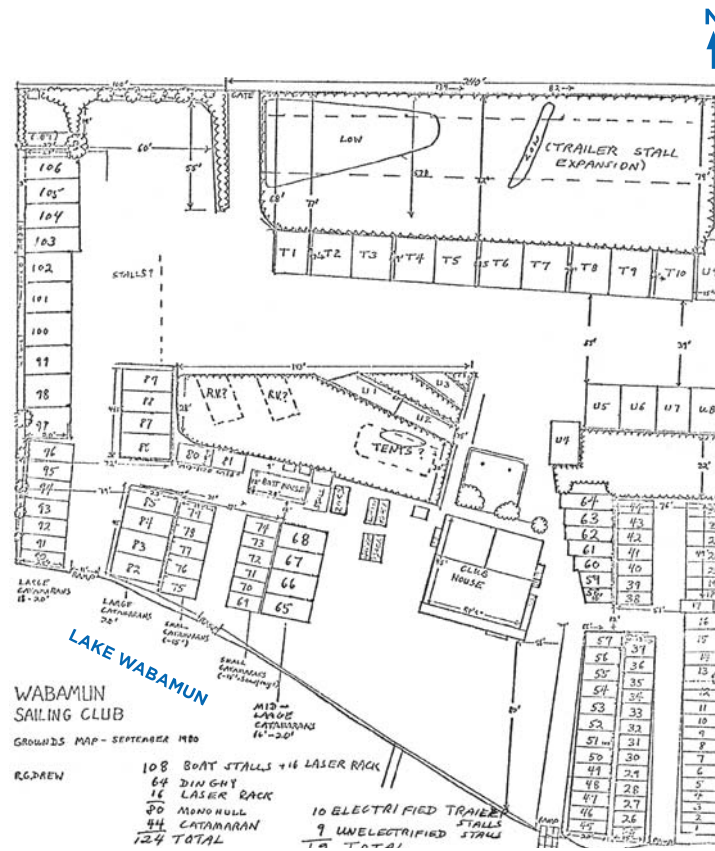


**DOWN THE LAKE RACES WERE ATTENDED BY A HUGE VARIETY OF CLASSES.**  
Handicap values were endlessly disputed by many members. The red flag on the committee boat signaled the start of the race! *Photo by Ross Cheriton*



**THE NEW LAUREL LEAF TREES DIDN'T PROVIDE MUCH SHADE** during a regatta in the late 1970s, *Photo by Ross Cheriton*

Bob Drew developed this land use plan in 1980 to precisely determine the limitations for members, boats and trailers. The west side of the property was nicknamed "Tornado alley!"



Over the years, the club tried numerous ideas for racing marks. Some were hand made and some were store bought. By 1980, the club had purchased some vinyl inflatable marks. Once they were on the water they worked quite well. However they proved to be high maintenance and expensive.

1980 was the year the club purchased the Avon Searider inflatable power boat to be used for rescue. A storage shed and dolly were built at the same time.

In 1981 the club hosted the North American Sea Spray Championships. There were 30 boats in attendance with some from California. Again the club members did an outstanding job in their first ever North American event.

**(TOP) FRASER KEITH IN HIS LASER,** rounds an inflatable mark ahead of a Fireball. *Photo by Ross Cheriton*

**(MIDDLE) THE SEA SPRAY NORTH AMERICANS IN 1981 WAS A LIGHT AIR EVENT** but had lots of boat action with a 30 boat fleet. Club members were getting serious about race management. *Photo by Robert Rose*



**(LEFT) THE "RUBBER DUCKY" AS IT WAS AFFECTIONATELY CALLED** was very popular with members. Here is Archie Childs with Hilary Rose's sister Clare during a regatta. *Photo by Robert Rose*

In 1981 Judith Purdell-Lewis became Mainsheet editor and used a wonderful graphic for the Magic Rum Barrel Regatta.

"Disco Dennis" Goddard acted as DJ at the 1981 Commodore's Awards Banquet. It was one of his many "performances" as DJ in the 1980s.

1982 saw the completion of the clubhouse kitchen. It had long been planned but the club didn't have the money until now. Again the work was done by club members. The major volunteers were Roy Tichkowsky, Ken Tichkowsky, Klaus Grueber, Randy Diamond, Archie Childs, Pat Barrett, Sandy Keith and Jay Mann.

1982 also saw the appearance of this logo on the yearbook cover (right).

It was a great logo used on everything from t-shirts and trophies to ultimately the road sign at the front entrance to the club. Klaus Grueber built the front entrance sign in 1983.



**THIS GRAPHIC APPEARED IN THE MAINSHEET FOR OVER 20 YEARS!**  
For the first time, Fireballs were allowed to race with the Lasers. Cockspur Rum was the highly received sponsor that year!



The club fleets were very strong at that time. There were 23 Lasers, 13 Fireballs, 15 Tornados, ten Sea Sprays, seven Unicorns, six Enterprises and six 505s. Rivalries existed in all of them. It made for better sailors and great races.

The club was approached by different groups to host the 1983 Enterprise Nationals, the Fireball Nationals and the CYA Women's Single and Doublehanded Nationals. As Vince Capri, the 1983 commodore wrote:

We as club members should be proud to be identified and requested to hold national championships of this nature. It is a tribute to all those people who work so hard on our regattas and club racing that we receive this kind of recognition.

The executive made the decision to host the Enterprise and CYA Women's events as the Fireball event had been done before. Again both events went very well.

1983 saw the start of the "Puddle Jumpers" program. It was a basic sailing training course for children based on the use of the Optimist dinghy. With enthusiastic members such as Ken Smith, Larry Spencer, and Frank Bugeja the program was a big success,

Larry Spencer owned a cottage about a kilometre east of the club. A highlight of the program was the sail to his cottage and a wiener roast at his beach fire pit. The club's swimming dock was built for use by the kids with their Optis in the program.

In the early 80s many ideas were tried for new sailing events. The Ancient Mariner Regatta for sailors over 40 was started. Randy Diamond and Keith Enhagen organized the 12 hours of Lake Wabamun team racing. John Henderson organized the fun Pink Flamingo Fireball Regatta in Kapasiwin and in 1983 Ross Cheriton started the Eastward Ho Regatta,

The Eastward Ho was designed to have sailors race down to the east end of the lake where no other races went. The first year Ross set the far catamaran mark right by the Kapasiwin railway trestle. It's as far east as you can go without lowering your mast to go under the trestle! The event

has been popular ever since because of its novelty location.

In 2009 the event was renamed: "The Ross Cheriton Eastward Ho" in recognition of Ross's long time work with the club and to ensure members do not forget who started the event,



ONE OF THE FIRST "PUDDLE JUMPER" SAILORS in an Optimist dinghy.  
Photo by Keith Driver

In 1983 with Sten Drugge as commodore, there were over 100 people in attendance at the Commodore's Annual Awards Night Banquet. It was held at the Edmonton Petroleum Club and each fleet was required to write and perform a song. The Laser 2, 505, Enterprise, Sea Spray and Fireball fleets all took part. To the right is a sample tune.

#### THE FIREBALL SONG

Written by Bob Rose

*Sung to the tune of  
"The Battle Hymn of the Republic"*

There is a boat that's made  
of wood that's unbelieva-ball.  
Who's speed when seen with  
double take is but remarka-ball.  
With spinnaker up and flying  
well it is incredi-ball.  
To blast along on a screaming  
reach on a flying Fireball!

#### CHORUS

Glory, glory unbelieva-ball,  
Glory, glory their remarka-ball,  
Glory, glory it's incredi-ball,  
To sail on a Fireball,

The amount of beer and rum  
we drink is incompari-ball.

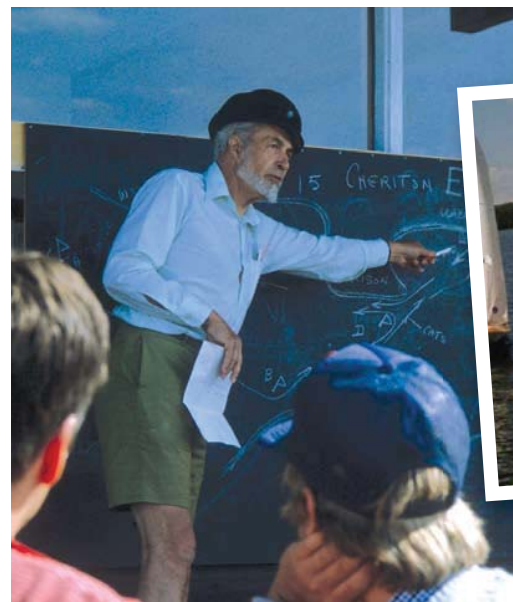
When sailing with this handicap  
we are formida-ball,

If racing for the hardware gold  
we are invinci-ball.


And we don't give a damn for any  
old man who won't sail a Fireball.

#### CHORUS

(LEFT) A SIGHT OFTEN SEEN AT  
THE CLUB IN THE 1980S. Dick and  
Jean Harper would ride over to the club  
from their cottage on their tandem bike!  
*Photo by Ross Cheriton*



ROSS CHERITON EXPLAINS THE COURSE  
at the first Eastward Ho Regatta  
skipper's meeting in 1983.  
*Photo provided by Ross Cheriton*



## FACTOID

- In the 1980s, the club was about 50% catamaran sailors. For club events there were separate courses and trophies for cats and dinghies. The Sunday series races had two jibe marks, one for each class of boat. Also there were separate cat and dinghy starts. In the 1990s, the number of cats dwindled to such a point that the separate races were combined.





**RANDY DIAMOND AND KATE  
RUSSELL WON "BEST COSTUME"** at  
the Kapasiwin Pink Flamingo Regatta!  
*Photo by Robert Rose*

As a participant I would like to share with you some of my highlights of the fun 1984 WSC closed regatta;

- peeling potatoes with eight other men in the clubhouse kitchen.
- Ralph Clark sitting in the whaler waving the "shorten course" flag after we had drifted all Sunday morning.
- Pat Barrett and Ken Anderson arguing in the kitchen about when to do the dishes.
- Frank Bayja's sheepish grin after nearly capsizing in a particularly vicious Ken Tichkowsky roll tack.
- the look on Randy Diamond's face as his boat ricocheted off our boat's transom while rounding the leeward mark.
- Betty Tichkowsky's brilliant red cowboy hat.
- and standing on the clubhouse balcony watching a beautiful orange full moon rise over the lake while listening to Dennis play "Elvira".

Thank you Al, Sandy, Dennis, Ava, Ralph, Marty, Liz, and Pat for making it a great weekend.

**MEMORIES OF THE 1984 WABAMUN CLOSED.** *Published in the Mainsheet*

In the 1980s, a popular event was the Wabamun Closed Regatta. It was a weekend event and only included sailors from our club. There were Gold and Silver Fleets so novice and intermediate sailors had an opportunity to win some trophies. It was an excellent "first regatta experience" for new sailors. The social atmosphere was usually great too.

One of the fun annual awards given out at this time was the Crash and Burn. It was awarded each year to the two members

who had the most spectacular collision. In 1984 Carl Fuchshuber and Archie Childs won it for having a collision with two of the club's powerboats both assisting the rescue of one sailboat!

The Fireball Pink Flamingo Regatta at Kapasiwin, hosted by John Henderson and family, had a costume component in the race results (above).

In 1985 Randy Diamond was commodore for the club's 25th anniversary. There was an extra

large Sailpast reception and a new race, the 25th Anniversary Cup was initiated.

With the back row of trailer spots in full operation and a waiting list of 18 families, the demand for spots was high. In 1985, the executive decided to start the process to develop and implement trailer spot activity rules. Dick Steiner led the committee that developed the rules.



**MELISSA KEITH SHOWS OFF THE 25TH  
ANNIVERSARY CAKE** made by her mother  
Liz Keith. It was served at the Sailpast  
reception upstairs in the clubhouse.  
*Photo by Robert Rose*

1986 was a typical 1980s year for the club. Ken Smith was commodore and all went almost as planned. For the Sailpast reception, Cheryl Smith brought in a string quartet from the Edmonton Symphony. Later in the day Pat Barrett danced on top of the upstairs fridge wearing rubber boots and Hawaiian shorts. Malcolm Walker told everyone what he thought of the Bulgarian red wine served—he also remembered it during the Sailweek Sunrise Race the next morning.

Sailweek was the soggiest on record with five straight days of rain. The Anderson Olympics were held indoors in the clubhouse. And the first ever spaghetti dinner was held in the clubhouse kitchen on the Thursday. The party carried on right in the kitchen as the last attendees of Sailweek were less than a dozen. Guitar playing, singing and Hava Nagila dancing went on until the wee hours.

The Hadley's set a record of 23½ people on their deck, while later Ken Tichkowsky performed an infamous fire dance. Some new members that year were Adrien and Geraldine Rootsart.



A TYPICAL WEEKEND ON THE HADLEY'S DECK in 1986. Photo provided by Robert Rose



BRINGING THE ORIGINAL BARGE ONTO SHORE WAS A REAL "END OF SEASON" CHORE. There was no barge trailer and the heavy steel pontoons didn't slide very well! Photo by Keith Driver