

# Crescent History

## 1937

Before the Annual Meeting in December 1936, Club Officers agreed among themselves that the Club responsibilities should be rotated. So, at this meeting Stan Puddiford, after eighteen months of devoted, ceaseless effort toward Crescent's betterment, retired as Commodore to take a seat on the Board. By unanimous ballot Vice Commodore Finch was named Club Skipper; Rear Commodore Barbier stepped up to Vice Commodore and Miles Johnson was elected Rear Commodore. At this meeting the Commodore's term of office was established as a year and the wise precedent of "stepping up" in rank from Rear to Vice to Commodore was established. Every new Commodore at Crescent nowadays has had at least two full years on the Board to learn the ropes before taking command of Club affairs.

To the south of the big boat well, enclosed by steel piling, was a small area of deep water, completely closed to entry from the open lake. The Joy Trustees were consulted and their generous consent was secured to open a channel to this mooring space. Harbor fees were increased to 9 cents per square foot (about half of what was charged at other clubs). The increase in harbor fees promised to bring \$600.00 into the Club's treasury. Then \$400.00 of that was used for dredging a channel. However, breakwaters were still required to complete the harbor. In the Spring, the Membership found a way. Working in boots and bathing suits, work parties dragged and floated broken rock and concrete into position and in one weekend Crescent's Snipe fleet moved from precarious anchorage in the open lake to the brand new South Harbor.