



SANTA BARBARA

YACHT CLUB

Llewellyn Goodfield, Jr. 1996

There is no better way to spend a glorious summer afternoon than having lunch with a friend at SBYC. I had the pleasure of doing so recently when I interviewed Llew Goodfield.

Llew grew up in Santa Barbara and attended Roosevelt Elementary School “until the 5th grade when we moved to Carpinteria. We’ve been there ever since. Our property has been in my family for 61 years.”

He left town for a time to serve 3 years in the Marine Corps aboard the USS Los Angeles, then pursued a degree in Economics at Long Beach State University. After graduating in 1964, he returned home for two years to work in the family store. Rogers Furniture opened in 1904, offered a product that was “medium-priced; nothing fancy,” and jobs for 4 generations of family members. The family still owns the building on State Street. After Rogers closed in 1967, they “leased the building to Pier One Imports. Now it’s the Apple Store.”

He took advantage of living in our coastal paradise early on when, at 7 years old, he began sailing on a Moon boat that belonged to a friend, Vince Wood. He moved on to Flatties, and eventually Star boats with Bob Kieding. “Bob called me his “step aboard” crew since I was working all over the western U.S. building shopping centers, and flew into places like San Francisco and San Diego to crew for Bob. He was a taskmaster who delighted in stating that if I wasn’t bleeding, I wasn’t trying hard enough.”

Llew and his wife, Marilyn, joined SBYC at the same time they bought their Catalina 34, *Gypsea*. They “had been guests of friends for years and were finally able to afford our own membership.” They became active in the Club, with Llew serving 2 terms as Membership Chair and 2 more as Cruise Chair. “When I was asked to join the Board, it seemed a natural progression to proceed through the Chairs to commodore.” I asked Llew to share some of his thoughts about that year. “Marilyn and I loved our commodore year. It was truly a wonderful experience for both of us. One of my appointments that year was placing Marilyn in charge of the burgees in the bar. I asked her to straighten them out and create a directory. She must be doing okay because she’s still got the job 13 years later!” But her labor-intensive part didn’t end with Llew’s term as commodore. The following year, a fierce storm blew in the south-facing windows in the lounge and “decimated the burgees in that area. Marilyn had to call all those yacht clubs and request replacements.”

I asked Llew to tell me about any special memories from his commodore year. “I took great pleasure in awarding Jean Gourley and Ulla Awl Honorary Memberships. Jean was the daughter of Ed Gourley, 5-time commodore of SBYC, and Ulla was the wife of Staff Commodore Elmer Awl (1934). Jean has since died, but Ulla continues to visit the Club and she’s well into her 90s. I want to thank subsequent boards for continuing their honorary memberships year after year.”

Many Club members are aware that for the past 4 years Llew has chaired the History Book Committee. “It’s been a labor of love for the entire committee and, I guarantee, it will be worth the wait.” But I was unaware of other significant contributions he had made. In his Vice Commodore year, Llew created “the dock cart area by convincing the Board to purchase 12 carts, devising a means of locking them to the shed and spreading gravel. Previously, we had privately-owned carts chained all around the coral tree and it looked kind of like the dinghy dock at Avalon. He also negotiated an even trade with the City for our Guest Dock. SBYC had owned an end tie in the far right-hand corner of Marina 1, near the breakwater. He traded it for a closer one that had been previously owned by Staff Commodore Bill Wilson.

Perhaps the project that Llew, indeed the entire bridge at the time, can feel most proud of, was the construction of the clubhouse elevator. Responding to a request from some elderly members, Llew, as Vice Commodore responsible for House and Grounds, organized and directed the project. Rear Commodore Jim Zimmerman designed the elevator, and all were delighted with the result. "He's a really talented guy."

The project "Give the Club a Lift" was "financed 70% by member contributions and 30% by Japanese burgee money." Club member Harry Chanson "cut me the first check as seed money. He couldn't handle the stairs and was the leader of the committee that asked us to build an elevator. The need was obvious. At the dedication ceremony, Llew turned to Harry and said, "Harry, you've wanted an elevator for years. We haven't exactly got an elevator for you, but we have a lift." At that point, Staff Commodore Charley Watson dropped down a bosun's chair from the upper deck of the clubhouse. After a good laugh, Harry was the first person to ride up in the elevator. What a wonderful accomplishment for that bridge which has much to be proud of.

Before we parted, Llew told me that SBYC has given him a "wonderful, healthy atmosphere to share with my family, and countless friendships with the finest people in our community." He encourages our members "to count your blessings; life is good at SBYC!"

Note: Llew sent me a follow-up email dated 8/7/09:

Sabrina, I just had a call from June Chanson, Harry's widow. She said she'd enjoyed your article about me and wanted us to know that Harry was neither 'handicapped' nor crippled, nor did he even have difficulty 'handling the stairs'. He approached me about an elevator, on behalf of several truly handicapped and crippled members, simply because he thought they needed representation. I must have known at the time but in the years since, I just assumed he too had a personal need. It's an important distinction to June and I'm even more grateful to you now for softening it by changing 'handicapped' to 'couldn't handle'.

Thanks again,

Llew