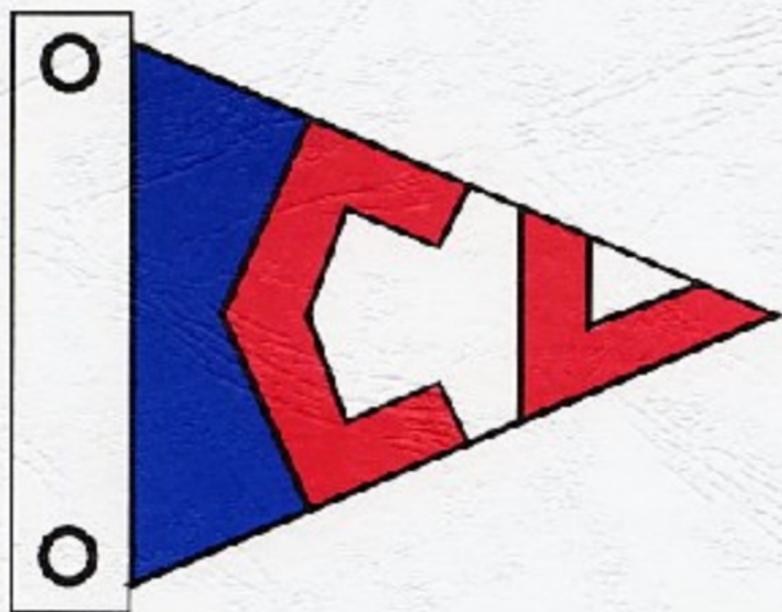


History of Crystal Lake Yacht Club.



FORWARD

Searching for and compiling what records were available and then recording the club's history was truly a rewarding experience. We were able to relive our many years, as well as to enjoy and gain insight into the earlier years.

So many have contributed their efforts to our history. Particularly, when you realize what it takes to function, such as: officers, a board of directors, sailing masters, lifeguards and committees of membership, social, house and grounds, tennis, safety and fleet captains, scorers, junior fleet along with trophy donors. The Tell Tale serves to advise and record those functions, as well as racing results and recipients of our perpetual trophies. So this history does not list all of those people who served in various capacities. Otherwise, we would have an endless list of names.

The history does, however, attempt to record significant events and pays tribute to those individuals whose efforts need to be recognized.

Date 3-6-95

Harry and Ginny Lang

The 1930's and 1940's

1932 - 1935

George W. Pearson continued as Commodore during this period with W.H. Symonds serving as Secretary and Treasurer. The first sailing trophies were awarded to both Bob Ingersoll and Jane Harrier. Harold (Pete) Beachy was voted Vice-Commodore and Chairman of the Regatta Committee and was the winner of the 1934 sailing trophy. The Western Michigan Yachting Association wrote the club offering their assistance in organizing races. Members of the W.M.Y.A. at that time were White Lake, Spring Lake, Torch Lake, Muskegon Lake, Grand Rapids Y.C., and Macatawa Bay. This period saw the membership grow to 17 members now including B.C. Graves, Ivan Greene and J. Allan Battle.

1936 - 1937

Few records are found for this period. The state of Michigan report shows C.W. Seabury as Commodore, H.P. Beachy as Vice-Commodore and Robert G. Borwell as Secretary-Treasurer. Serving on the board were George Pearson, William Symonds, F.E. Reeve and R.C. Ingersoll. Total membership stood at 20 families.

1938 - 1939

Harold (Pete) Beachy becomes Commodore with Ivan Greene as Vice-Commodore. The board remains the same and membership goes to 29. R.C. Ingersoll, Robert G. Borwell and E.R. Luedtke make donations for a motorboat. Howard Greene acts as Sailing Master. John Seabury, Bob Borwell and Harold (Pete) Beachy sail in the Eighth Annual Western Michigan Regatta at White Lake.

1940 - 1941

Ivan Greene is now Commodore with John Seabury serving as Vice-Commodore and Harriet Beachy as Secretary-Treasurer. Board members are C.W. Seabury, G.W. Pearson and R.C. Borwell.

The first step toward building a clubhouse was initiated.

Crystal Lake Yacht Club
Frankfort, Michigan

August 14, 1940

Mr. Leon D., Rose, Secretary
Crystal Downs Country Club
Frankfort, Michigan

Dear Mr. Rose:

The Crystal Lake Yacht Club is planning to build a clubhouse, and for that purpose we are requesting the Crystal Downs Country Club the use of the south half of the Country Club Swimming Harbor.

We believe, inasmuch as the memberships of both organizations overlap to a great degree, that this would be an excellent site, advantageous to both clubs. We plan to have an architect design the building, which would insure an attractive and useful addition to the harbor, and make it far more important in the summer life of the members of the Country Club than it is now.

If our request should be granted, we would cooperate with the Country Club in maintaining the roads and beautifying the grounds.

We earnestly request your serious consideration of this matter, as we feel that with such an arrangement both clubs would benefit highly.

With the best wish of the Crystal Lake Yacht Club, I remain

Yours very truly,

Ivan Greene

Commodore,
Crystal Lake Yacht Club

In August of 1941 Torch Lake Yacht Club hosted the Western Michigan Yachting Association Regatta and the "C" Boat competition was represented by John Seabury, Robert Borwell, Harold (Pete) Beachy, Willard Webb, Ted Doan, A.H. Upton and Harold Thomas. Membership was at 27. William McMillan is hired as Sailing Master.

September 26 of 1941 saw a lease agreement executed between the Club and Crystal Downs Country Club whereby Crystal Downs leased 50 feet of its 100 feet of Crystal Lake frontage to the club for one dollar with the option to buy. The agreement was signed by John Seabury for CLYC and J. Alien Battle for Crystal Downs who was also a member of the CLYC. Plans for the Clubhouse were drawn up by Alexander McColl.

1942

The Clubhouse was built mostly through the generous contribution of C.W. Seabury and R.C. Borwell. This card was sent out to the members.



Inside the card was inscribed John Seabury, Commodore; Ted Doan, Vice Commodore; Bill Webb, Fleet Captain; Mary Louise McMillan, Secretary/Treasurer.

1943

Willard Dow is elected Commodore, with Bill Webb as Vice Commodore; Ivan Greene, Secretary-Treasurer and Tom Webb, Fleet Captain. Willard Dow and Bill Webb were not able to be at the lake this summer, the former because of the press of war work and the latter because of summer school. Ivan Greene and Tom Webb took over their duties as well as their own.

With Crystal Downs Country Club not open except for golf, CLYC took its place in the informal social life of the community.

Bobbie Beachy wrote many excellent articles in the local paper, reporting race results with many details and expounding the virtues of sailing such as

"sailing takes one outside and on the lake for pleasant hours that formerly were spent driving around the country. The scenery one enjoys from the waters of Crystal Lake is as lovely as anyone could ask for and is enhanced by the pleasure of sailing quietly over beautiful blue water".

The yacht club misses John Seabury seeing duty on a PT boat, Joe Upton in Africa and Bill McMillan in the Army Air Force as a navigator.

1944 -1945

Richard M. Headley becomes Commodore, Thomas Webb, Vice Commodore and Ivan Greene, Secretary/Treasurer. The same stalwarts remain as board members - G.W. Pearson, C.W. Seabury and R.C. Borwell. There are no records of activities for this period. The war years continue.

1946

The only records available at this time indicated that the member-ship had grown to 62 families.

1947 - 1948

As Commodore, William M. Bardens published the first Tell Tale which was 15 glossy pages with an article called "At the Helm" by the Commodore that was newsworthy about the Club, along with an extensive article by Harold Thomas about the technical aspect of sailing a Scow which is still considered a classic. There were racing results which included Wood-Pussies for the first time, some photos of club activity and ads paid for by the local merchants. In conjunction with this premier issue, there were to be results of a contest for the naming of the publication and the winner was Mrs. John Seabury (Charlene) for the name "Tell Tale". Officers were John Seabury, Vice Commodore and Mrs. Willard Webb H, Secretary; George Pugh, Treasurer and Walker (Skip) Wynkoop. Fleet Captain. The board was comprised of H.P. Beachy, Ivan Greene. C.W. Seabury, H.A. Thomas, Willard Webb III and Mrs. Harold Nutting.

A most significant event was the hiring of Occie Gunkler as Sailing Master because this was the beginning of the Gunkler era which had such an influence in promoting sailing and water safety.

1949

Willard (Bill) Webb III took over the helm as Commodore and per his letter of January 1993 says the Club was hard pressed to elect a Commodore at 24 years of age and that he had great support because the Club survived. The Vice Commodore was John Seabury, Fleet Captain, Bob Schreiner; Treasurer, Paul Pate and Secretary Eva Moore with the board being C.W. Seabury, Harold Thomas, H.P. Beachy, Ivan Greene, Mrs. H.P. Beachy and William Bardens. The 20th Western Michigan Regatta was the highlight of the season at CLYC, which Ivan Greene handled as chairman. Participants in Class "C" were John Seabury, Pete Beachy, Bill Webb, Jay Webb, George Kirchmer, Howard Greene, Bob Larson, Hugh Post, Bob Wynkoop and Herb Dow.

The 1950's

1950 -1951

In 1950 Ivan Greene again assumed the Commodore command with Bob Schreiner, Vice Commodore; Paul Pate, Treasurer; Iva Moore, Secretary and Jay Webb, Fleet Captain. In 1951 Harold Thomas became Vice Commodore, Richard Headley as Treasurer and Grant Brown as Fleet Captain.

Not much in activities is recorded except the installation of the diving platform in the swimming area.

The Gunklers continue in their capacity. The membership included 53 families.

1952 -1953

These years saw Grant H. Brown as Commodore, Mrs. W.C. Savage as Secretary, Richard Headley as Treasurer and Bob Wynkoop as Fleet Captain.

A new porch was added to the north end of the Clubhouse through the generosity of C.W. Seabury and a new motor boat through the generosity of H.P. Beachy. A gate was installed at the entrance at M22. Membership stood at 58 families.

1954

Howard E. Greene becomes Commodore, Robert Neff, Vice Commodore; Lois Greene, Secretary; Richard Headley, Treasurer and Michael Huck, Fleet Captain.

John Seabury as Commodore of the Western Michigan Yachting Association extended its appreciation to CLYC for the successful regatta held this year. Special praise was given to Ivan Greene for his fine job as chairman. It was recorded that the \$700.00 deficit that resulted from the regatta was paid for by H.P. Beachy, Mrs. Myrtle Huck, C.W. Seabury, Lyle Vette and Willard (Bill) Webb.

The following was written by Howard Greene on March 12,1993:

I began to participate in CLYC affairs in the mid 30's. The club had been started by a syndicate of mostly Crystallia and

Assembly people, who purchased three gaff-rigged, second hand C-boats. They anchored them off the Assembly beach and used them for day sailing and occasional races. After a year or two, Betty Howell and Herbie Hyde bought boats and joined in the racing. Being newer, those two boats had the gaff peaked higher and usually sailed faster. Hyde's boat had a red sail.

About 1935, Harold and John Gall and my father, Ivan, began to commission and sail the "Arrow". It was a 26 ft. sloop with bow sprit and two headsails and a large cockpit. It had been acquired by Shaws and Spicers because it was in a boat house thought to be on property they purchased years before that. The lots had not been surveyed and it turned out that the boat house (where the Browns' cottage is now) should not have been involved, but no one wanted it anyway. Since neither Shaws nor Spicer were interested in sailing, the Arrow languished ashore until the Galls became interested. I was included in the crew to clear the jib sheets on come-about and pick up the mooring when we returned home. Because the Arrow, with superior sailing, was an even match for the C's, we were welcomed in the races.

About 1934, Pete Beachy, Bob Borwell and John Seabury showed up with Marconi-rigged Lake Geneva boats. They were heavier than the Palmers, with flatter bottoms that made them stiffer in strong wind. They were markedly superior to the gaff-rigged boats to windward so races henceforth were practically for two separate classes. Borwell made a large float anchored off his cottage available for starting and finishing races. I think Bob Jordan was the first sailing master, followed by Chester Seidell. Jordan skippered the boat for young John Seabury in '35 and '36.

By 1937 the gaff-rigged boats were totally out-classed, so the Arrow was retired for good. My father began to crew for Pete Beachy and they campaigned hard, on the lake and at WMYA regattas. In 1938 I became sailing master (\$75.00 for the summer, including refinishing the three boats in June.) Grant Brown provided his boathouse for storage and refinishing. That year we still moored the boats near the Assembly, and started the races from Borwell's raft. I raced whenever there was a boat available and my sister, Mary Louise, started and finished the races. Once she fired the canon when the muzzle was tilted down and blew a large hole in the deck of the raft.

We hosted the WMYA regatta in 1954 when I was commodore. We had about 80 large concrete block anchors cast on the beach during the spring, then found them to be so heavy we couldn't move them. Dow Chemical provided the Styrofoam and Bill McMillan fashioned buoys and hauled them from Midland. We hired a crane to put the blocks on a Courville's Lumber conveyor on a raft, and US Coast Guard brought one of their boats and a crew to tow the raft down along the shore where we planted the anchors. At that time, WMYA rules required the boats to stay in the water throughout the regatta. To this day, the blocks can be seen in about 8-10 feet of water from Wynkoops' to Seaburys'.

In 1954 we laid vinyl tile on the club house floor. One of the policies I introduced that year was the requirement that each of the Juniors racing (Wood-Pussies or on C-Boats) wear an inflatable pack attached to their clothing. Every boat was required to have a life preserver for each person aboard.

1955 -1956

Commodore is Robert P. Neff; Vice Commodore, Paul Pate; Secretary, Martha Neff; Treasurer, Richard Headley; Fleet Captain, Michael Huck. Occie Gunkler continues to serve as Sailing Master and son. Bob becomes our first lifeguard.

The Wood-Pussy fleet numbers 30. C.W. Seabury and H.P. Beachy refuse payment of their \$1200.00 loan to the Club because they have a keen interest in the Club and feel it is accomplishing a great deal for the young people at Crystal Lake. Myrtle Huck donates the trophy case. Harold McClure donated an anemometer to test wind speed. Five new C's and seven new Wood Pussy appear.

On February 1,1993, Bob Neff writes the following:

1955 and 1956 was a long time ago. Back in the age of the all wooden boats. Fiberglass and plastic hulls didn't come until later. At CLYC we were racing only two classes of boats, the venerable Wood-Pussy and the C-Scow.

Our membership was not large and our finances were even smaller. However, we had the strong original backers who made and kept the Yacht Club going. The Seaburys, Browns, Mrs. Beachy, the Greens, Dick Headley as the faithful treasurer, and many others who worked very hard to maintain the Club where

the Junior Fleet youngsters could learn to sail, swim, and have a wonderful environment to grow up in.

Mr. Seabury made this possible by bringing up Occie Gunkler and his fine family from Berea, Kentucky, to be the Sailing Master. Occie was starting his career as grounds keeper, teacher, referee, guidance counselor, judge, and friend for the entire yacht club. He became a well-loved institution as the CLYC Sailing Master for many years.

My family was young and growing up during these early years at Crystal Lake and were fortunate to be able to benefit from being in CLYC. My grandsons and great-grandsons are still enjoying the club (the Terry family).

These are my fond memories as Commodore of CLYC in 1955 and 1956. Good luck with your project.

The fun and congeniality of the membership is exemplified in this report from the Benzie Patriot, July 21, 1955:

The Yacht Club members enjoyed a delicious turkey dinner on Saturday night. Mr. W. J. McMillan, assisted by Mrs. Grant Brown and Mrs. Richard Headley served a hundred members and their guests and also provided some delightful entertainment for their enjoyment. Many hidden talents among the Club members were brought out into the open. A trio consisting of Mrs. John Seabury at the piano, Richard Headley and his violin and Ted Greene with his trombone played several numbers. Bob Neff, Bob Hawley, Mike Huck and Bud Brown, complete with side-bums and mustaches rendered several songs in fine barber shop quartet style. The program closed with a delightful fashion show with Miss Poppy Bingham introducing them. The Misses Peggy Headley (Nelson), Nancy Wagner (Stewart), and Durette Machett (Upton) modeled a variety of clothes that were fashionable at the end of the 19th century.

1957 -1958

Paul W. Pate becomes Commodore; Bill McMillan, Vice Commodore; Vivian Transue, Secretary; Richard Headley, Treasurer; Bob Neff, Fleet Captain; Occie Gunkler continues as Sailing Master. In 1958, David Savage took over as Fleet Captain. It should be noted that Eileen Pate no longer handles the Junior Fleet activities which she originally started, and continued to

supervise for a number years. With donations by 32 members, the tennis court project is definitely assured. A new boat ramp and improved kitchen facilities grace the Club, also a new motorboat. Membership stands at 83 families.

1959 -1960

The Commodore is now William J. McMillan; Harold McClure, Vice Commodore; Dick Headley, Treasurer (still); Mary Louise McMillan, Secretary, Clifford Graves, Fleet Captain. Betty Reeve joins the board which begins a long reign of service which includes an unprecedented number of years, as score keeper. Occie Gunkler continues as Sailing Master. Wood-Pussy fleet has four new boats. Bob Neff, Jr., returns as life guard. The Western Michigan regatta results show Bob Neff second, and Mike Huck fourth in the C's and in the Wood-Pussy, Fred Neff first and Bob Hughes second. The road out to M22 was improved and black topped from donations by C. W. Seabury and Harold McClure. Ivan Greene and Harold McClure were asked to be co-chairmen of the Western Michigan Regatta in 1961. A masquerade party for the Junior Fleet was held at Crystal Downs, a joint effort. A full fledged orchestra provided happy dancing at the July 4th dinner.

The 1960's

1961 - 1962

Harold M. McClure becomes Commodore with Bob Hughes as Vice Commodore; Geraldine McClure, Secretary; Dick Headley, Treasurer and Ed Schindler, Fleet Captain. Occie Gunkler continues on. It was reported by the Commodore that upon reviewing the membership, we find we span 17 states from Wisconsin to Texas, from New York to California, as well as Canada, 89 member units strong. We average almost five per family unit or represent 400 people. The Wood-Pussy fleet is now the largest in the country with 38 boats. Sailfish has been added for fleet racing with Bob Borwell, Jr., serving as Fleet Captain. The big event of 1961 was the Western Michigan Regatta held at CLYC. A record 20 C-Boats entered for CLYC. No record of results. However, from an article in the Benzie Patriot, the results from 1962 Western Michigan regatta, held at Torch Lake, were historical with Larry Brown, Bill Webb and Peter Beachy finishing 1, 2 & 3, respectively in the Wood-Pussy and Skip Wynkoop winning the C-Boat first place with Harold McClure coming in second.

1963 - 1964

Robert D. Hughes, Jr. is now Commodore along with Frederick Bordt, Vice Commodore; Nancy Hughes, Secretary; Richard Headley, Treasurer and Kim Morris, Fleet Captain. Mal Morency became Fleet Captain in 1964.

On May 26, 1993, Bob Hughes writes:

The main thing that happened during my tour of duty, was the acquisition of Grant Brown's beach property. I appointed Harold McClure Chairman of our finance committee and suggested that we approach Ted Carland about buying his 100' north of our Club and if successful, swap it to Grant Brown for his beach. At the annual meeting in 1964, Harold made a fine presentation of the plan and the membership voted for approval. In 1971, Commodore Harry Lang informed me that the Board has created a new position of Past Commodore in Residence and I was elected to this great honor.

There was much effort expended in this land acquisition by C. W. Seabury as the liaison with Crystal Downs' members who assisted in negotiations as well as making contributions. Crystal Downs swapped a portion of their frontage

for a portion of the newly acquired property from Carland. This allowed CLYC to own frontage necessary for the ramp at that time. Through the efforts of the Long Range Planning and Finance Committee, made up of H.P. Beachy, William McMillan, John Seabury, Willard Webb III and Harold McClure, the Club membership donated the necessary \$10,807.00

The Junior Fleet has always been an important and intrinsic function of the club. Cathy Sykora and Cathy Webb were co-chairmen of the Junior Fleet Social Committee. This is a letter Cathy Webb wrote to Jimbo (son of Bob and Nancy Hughes). How conscientious can one be? "Dear Jimbo, As you know. Cathy Sykora and I are social chairman for the Yacht Club. We started to plan the schedule for this year. During Christmas vacation, your father said that he had some information on the full moons for the months of July and August. I'd appreciate it if you would send it to me so I can plan the moonlight sails."

1965 - 1966

Frederick J. Bordt becomes Commodore; Donald Graves, Vice Commodore; Katherine Bordt, Secretary; Richard Headley, Treasurer; Mal Morency, Fleet Captain. In 1966 Clifford Graves becomes Fleet Captain and William Chasey, Jr., becomes Sailing Master, ending the dedicated reign of Occie Gunkler as Sailing Master after 18 years, but who with his wife Ora, daughters, Carol, Barbara, Jackie and son Bob, continue to be active Club members.

Mal Morency is instrumental in starting an E -Fleet and expects to have four boats starting. Also, he encourages the Club to consider starting a Butterfly Fleet, as being excellent trainers for the Juniors. There are now 29 in the C fleet and 39 in the Wood-Pussy Fleet. Ed Schindler has accepted the position as chairman for the Western Michigan Regatta to be held August, 1966, with Larry Brown as assistant. A resolution was made at the August 1965 meeting to Occie Gunkler, saying "Due to him there has been a cohesiveness and spirit, especially among young people and his character and sportsmanship and emphasis on swimming proficiency and safety have been invaluable". Bill Webb presented a new Charles Ward Seabury Memorial Trophy to the Club. Members of the E-Fleet wanted to create a permanent memorial in his honor to recognize his outstanding participation in the life of the Club and his inspiring example. Mrs. C. W. Seabury accepted the trophy and expressed her gratitude.

1967 - 1968

Officers during these years were Donald C. Graves, Commodore; Edward Schindler, Vice Commodore; Ellen Graves, Secretary; Richard Headley, Treasurer (still); Clifford Graves, Fleet Captain; William Chasey served as Sailing Master in 1967 and James McMillan in 1968. Steve Morency became Fleet Captain in 1968.

In January of 1993, Don Graves, writes:

I didn't get the fiscal affairs of the Yacht Club straightened out during my tenure, but movement was started to have the club financially supported by all members rather than a few contributors who somehow came forward every year to make up the deficit and keep the club alive. Now the club is on a fiscally sound basis.

Some of the sailors wanted to have regular Sunday morning races scheduled. The tradition of not interfering with the Assembly church service prevailed, but not without ruffled feathers.

The protest committee took its lumps. One disgruntled loser of a racing protest threatened to take his case to a national association protest committee. Fortunately, this wasn't done and our club was saved embarrassment, but not before the protest committee was roundly criticized. This resulted in improved future protest committee actions.

The problem of having liquor in the club again surfaced. The traditional liquor ban prevailed with exceptions for special occasions to be decided by the Board of Directors.

A layout of the boat parking area was prepared and was found useful in planning future regattas.

Conventional wisdom says that with age the difficult things are forgotten and only good times remembered. In reading the foregoing, my tenure seems to prove the opposite. However, my tenure was interesting to say the least. Satisfaction comes with seeing what a solid, successful Yacht Club now exists.

These were the years when many CLYC families spent the New Year's holiday time skiing at Crystal Mountain and gathering together for holiday cheer. Don Graves' Tell Tale letter to the membership started by saying "The

1968 Crystal Lake Yacht Club Season was inaugurated at 12:01 AM, January First, at Crystal Lake. Present were the following sailors". And then he listed 13 families.

The following fleets are now racing: C & E, Wood-Pussy & Butterfly, plus Sailfish. Representing CLYC at the Western Michigan regatta at Spring Lake were 11 C's and 5 E's. Thanks to Harold McClure, the Clubhouse was painted. Grant Brown arranged to have heavy concrete pylons installed at the entrance and a heavy chain stretched between them. A new salaried job has been created. Cathy Sykora has been hired as Social Director. Harold McClure reporting for the Regatta committee, presented the new sailing courses and charts. The author. Skip Wynkoop, made a detailed explanation. The Board moved to adopt the new courses.

1969 - 1970

Edward H. Schindler is Commodore; Harry O. Lang Jr., Vice Commodore; Anne Schindler, Secretary; Richard Headley, Treasurer and Larry Brown, Fleet Captain. James McMillan remains Sailing Master for 1969 and Bill Webb, Jr. for 1970. Ed Schindler and Harry Lang worked with plans drawn by Harold Thomas for clearing the area behind the Clubhouse for boat parking with a circular drive leading to the south end of the Clubhouse, then out onto a concrete ramp with a launching crane. This would do away with the wet mooring in front of the Clubhouse as well as the practice of backing the boat down a wet ramp. This all came to fruition with the launch and crane donated by Herbert Dow and the balance of the improvements paid for by charging the sailors for parking the boats. 1970 saw the demise of the Wood-Pussy Fleet. Aluminum masts were approved for the E-Boats.

In July, 1993, Ed Schindler wrote the following: "Competitive sailing is a wonderful sport that can be enjoyed into late years of one's life. For many, it is an activity shared with other family members. The object of the sport is to beat other boats to the finish line. However, this should not be too important. Sailing should strive for good sportsmanship and building lasting friendships. Good sailors should help others to improve their skills and encourage one another. Senior members should be a good example for the junior members, especially the Junior Fleet."

The 1970's

1971 -1972

Harry O. Lang, Jr., becomes Commodore, with O. H. Gunkler as Vice Commodore; Richard Headley, Treasurer; Ginny Lang, Secretary, and Ted Greene as Fleet Captain. Betty Reeve who has been scorer for the past several seasons continues her faithful duties. Steve Dix now serves as Sailing Master. This is a busy season for CLYC as host to the Western Michigan Regatta. We were fortunate to have Mal Morency as Regatta Chairman. The cover picture on the program shows Bill Webb, Jr. on water skis being pulled by Ed Schindler's E-Boat. CLYC accepts the National E-Scow Association invitation to host the 1973 regatta. Ivan Greene and Harold Thomas were approved as our first senior members.

Dick Headley was presented a clock for his diligent years of service as Treasurer since 1956. Harry and Ginny Lang compile and publish the first booklet-type Tell Tale listing both summer and winter addresses of each member along with the names of member's children. Expansion of the Clubhouse was approved and Club member Cle Allison will serve as architect with construction to start in 1973. Herb Dow volunteers to pay for drawing up the plans. Joseph Reeve assumes duties as Treasurer. Sleeping Bear woke up and found itself owned by the Federal government

1973 -1974

Oscar (Occie) H. Gunkler continues his service to the Club by being elected Commodore with Mal Morency, Vice Commodore; Ora Gunkler, Secretary; Joe Reeve, Treasurer; Herb Dow, Fleet Captain and for the first time, we have two Sailing Masters, Tom Brown and Chuck Seabury. Big on the calendar for 1973 is the funding and the building of the Clubhouse addition and the E National Regatta. By the efforts of the building committee, the necessary contributions were assured for funding and by the vigilance of the Commodore and his officers the addition became a reality. Through the leadership of Jack Brereton as chairman and the member-workers who returned to the Club in September, the National E Regatta was pronounced a success. The fleet of 59 was one of the largest ever gathered and two Olympic gold medalists, Buddy Melges and Bill Alien, finished 1-2.

In February of 1993, Occie Gunkler wrote the following:

During the winter of 1946-47, while I was serving as chairman of the Department of Health Physical Education and Athletics at Berea College, I received a letter from the secretary of the Crystal Lake Yacht Club of Frankfort, Michigan asking me to recommend a young couple who could serve the club as Sailing Master and Social Director for the Junior Fleet.

I was at a loss as to whom I could recommend. I carried the letter home and asked Ora if she could think of anyone for this job. Her immediate response was, "This is the very thing you would enjoy doing." She was right! Having grown up on Lake Ontario, boats had been in my blood since birth and water activities were my profession. The only obstacle was the letter had requested a young couple, and we were not a young couple. We had three children and a fourth on the way. She insisted that I answer the letter, explain the situation and tell them I thought I might be interested.

I responded to Judge William Bardens then Commodore of the Club. He was pleased to get a couple with our qualifications and hired me immediately. My starting salary would be \$250.00 for the season. This, I figured would pay for groceries and give the family a summer vacation on beautiful Crystal Lake.

In the early spring Charles Ward Seabury Sr. a trustee of Berea College, a friend of mine, and also a member of Crystal Lake Yacht Club, came to Berea for a meeting of the trustees. When I met him here he said, "I had dinner with Judge Bardens in Chicago and he tells me you are to be the new Sailing Master at the Yacht Club." I responded, "Yes, and you are probably responsible for the appointment!" He said, "No, I knew nothing about it, and, it is probably just as well.

I reported for duty on "Put in Day" which was about the 20th of June, 1947. The approach to the Clubhouse was by way of a 300 yard gravel drive off M22. There was a small parking area adjacent. The Clubhouse was an ordinary frame structure containing a large main room with a fire place, a screened-in porch, a small kitchen, men's and women's dressing rooms, and a semi-furnished, small room, with bath for the Sailing Master. The pier, beyond the screened-in porch was about 65 feet long with a T at the end from which the races started.

The beach of the Yacht Club was shared by members of the Country Club. When the Country Club needed sand, it was

excavated on the jointly owned land with the Yacht Club. As a result, over the years a large hole had been dredged close to the edge of Yacht Club beach. A diving platform had been established over this hole. While it was a fun situation for experienced swimmers and divers, I recognized it as a dangerous situation. The absentee-fathers flew in on weekends to sail and I became a surrogate father to all the children on the beach during the week. I was the primary safety person. Safety was paramount. One of my first jobs would be to insist that the Club hire a qualified life guard, who would be under my supervision. I would make arrangements for young aspiring life guards to attend Red Cross water safety schools and become certified before they could be hired.

The summer I became Sailing Master of the Club, the Club had in place a remarkable group of officers and an excellent board of directors. They were involved in trying to establish a Junior Fleet and a recreational program for the young people. This was the most encouraging aspect of the job for me since I enjoyed working with young people. "Skip" Wynkoop was Fleet Captain and was far-sighted enough to see that the future of the club rested in the hands of the young people. He had been delegated the responsibility of purchasing six Wood-Pussies, a round-bottomed cat rigged, center-board boat, in order to start a Junior sailing fleet. "Skip and I worked closely together to establish the Wood-Pussy Fleet. My professional training focused on the education of young people through athletics. Such things as learning skill, discipline, sportsmanship, responsibility were important. The "rules of the road" were strictly adhered to. The races started on time, safety equipment was required, a swimming test was mandatory and care of the boat was the owner's responsibility. This was the beginning of a long, successful, and expanding venture for the Club. It gave the Sailing Master the opportunity to develop an unusually effective sailing program for both Fleets and a well organized recreational program for the young people.

The membership increased rapidly. Along with this program, I convinced the Club to get rid of their leaky boats, thus making each member responsible for his own boat. We now had both an expanding Wood Pussy Fleet, a "C" Fleet, and gradually "E" Scows began to appear to form yet another Fleet.

After serving the Club for 18 summers, I decided it was time to retire. When elected Commodore, the Club had in mind a building project which would double the size of the Clubhouse. The membership had expanded to the point that more room was mandatory.

Plans were developed, a builder hired - nothing more to do but find the money! This, of course, was my responsibility. The board also ruled that I had to have the money in hand by November 1, before construction could begin. I started a fund drive and by mid-October we still lacked about \$10,000. I contacted one of the mainstay members of the Club, who immediately offered \$5000 more on his pledge. I did not accept this. I asked him to underwrite the balance needed. I would continue to work to meet the deadline and to make every effort to get money from members who had not yet made a commitment. He agreed. The positive responses continued, the contractor was signed, and by November 1, we had the required amount.

Next spring the addition to the Clubhouse, doubling its size, was completed. I am sure anything else I did as Commodore is lost in memory. Over the years I have never regretted my association with Crystal Lake Yacht Club. The work was hard, demanding and challenging, with little pay, but it gave me and my family the opportunity to know some wonderful people who became part of our lives. It also gave my family the opportunity to learn and participate in all the water sports, a decided change from the academic life they were so engulfed in.

1975 -1976

Now F. Mallen, (Mal) Morency is Commodore with Walker (Skip) Wynkoop, Vice Commodore; Edyth Morency, Secretary and Joe Reeve Treasurer. Tom Brown is Sailing Master assisted by Mark Graf. Michael Huck replaced Cle Allison as Fleet Captain, and at the same time assumes chairmanship of the Western Michigan Regatta to be held in 1976. Betty Reeve continues on as scorer for the E & C Fleets. Nancy Terry and Ginny Lang are handling the Junior Fleet scoring.

The E Fleet now numbers 13. the C Fleet 23 and the Butterflies 34. Harold (Pete) Beachy, one of our most active members from the very beginning of CLYC and benefactor, passed away. Mike Huck attended the funeral in

Tucson, bringing along a CLYC burgee which rests with Pete. Skip Wynkoop becomes Commodore of the Western Michigan Yachting Association.

1977 -1978

Walker E. (Skip) Wynkoop is Commodore; Michael Huck, Vice Commodore; Barbara Huck, Secretary; Joe Reeve, Treasure and Terry Lang Fleet Captain. Mark Graf becomes Sailing Master with Norman Hamann as assistant. The By-Laws were amended to provide an honorary membership. Occie Gunkler becomes the first one. Skip Wynkoop submitted his design for a new Club burgee and the new design was approved. Plans are made for the National E-Scow Regatta in September 1977 with the Commodore's Ball to be at Crystal Mountain. Mike Huck is in charge. A Hobie 16 fleet is in the process of forming. CLYC participates in the Frankfort Fourth of July Parade with a boat from each fleet, and CLYC takes first prize. Harold McClure's death saddens the Club and our flag flies at half mast. Larry Hale is appointed Assistant Treasurer.

In May 1994 Skip writes the following:

A BOY'S STORY - CIRCA 1935 -1936

Walker E. Wynkoop

Once upon a time I was a 12 year old boy nicknamed "Bud" and enthralled with sailing. I had joined a Sea Scout troop in Hubbard Woods, Illinois. Its official project was building a wooden Comet sail-boat from scratch. The troop worked hard through the winter of 1935-36, carefully assembling the Comet in the Sea Scout Master's basement. When April spilled over into May something happened to our enthusiasm. Attendance melted away to just two Sea Scouts and one Sea Scout Master, hovering over a three quarters completed Comet.

And then there was only one Sea Scout remaining, me. The Master suggested the troop be dissolved. I asked if I could take over the project by myself. The Master found this acceptable provided I removed everything from his basement. He helped me move it all to my backyard where I made progress every day after school.

I had a goal of launching the Comet in Crystal Lake in August. I was encouraged in this goal by two old timers, Ivan Greene and Harold Beachy, plus my next door neighbor in Hubbard Woods. My neighbor leaned over the fence most every afternoon sipping

a Martini while addressing me as "Skipper" — a name which stuck instead of "Bud". He was skeptical about my rope shrouds but I had no tools for working on the wire rigging.

Time passed and on a particularly beautiful evening in August I shoved my unchristened Comet into Crystal Lake in front of our boat house. I raised her sails and moved towards Boat House Point and Beulah in a light southwesterly breeze. I still have fond memories of Boat House Point off the South Shore before the boat house burned down many, many years ago. As I and the Comet approached the middle of Crystal Lake a small outboard boat approached from the South Shore. It turned out to be old "Doc" Thomas. The lake was bathed in an awe inspiring afterglow and "Doc's" shock of white hair was somehow comforting. He was one of Crystal's great sailors who had once written a scholarly paper on what makes a C scow go fast. He also claimed to recognize every sailboat on Crystal Lake and since the Comet was a stranger he had come out to say "Hello".

Ten minutes later, if he was still around, I would have asked him for a tow. I was slowly sinking and the water had reached the floor boards. And although the afterglow did not fade away, darkness continued to settle in. My flashlight was useless having been submerged. The light breeze allowed me to sail a course towards Beachy's. As full darkness enfolded me the after glow remained and, in fact, intensified. Northern lights were breaking out all over. They pulsed and swirled across the night sky. They were beautiful, but the boat and I were sinking, and I began to bail at full speed. It was late and I thought I saw headlights flashing at the Yacht Club. I could not respond. The northern lights turned into reddish curtains with a strong red at the horizon. The breeze filled in, my bailing was holding, and with a tack or two I was going to make it right onto our beach. The response from the beach was ambivalent. The neighbors were relieved; my mother wanted to kill me!

A day or two later Ivan and Howard Greene stopped by to talk about a new C scow for the budding sailor. The \$750.00 package got a polite but negative reception from my father. However, the idea of joining the Yacht Club got a fine reception. The CLYC had two club boats — C scows numbers 7 and 8 with sign up sheets in the Clubhouse. It was paradise for a 13 year old with a summer of time in which to practice. I can remember laying out voyages from the CLYC to Houser's Resort for the purpose of

taking on a cargo of chocolate, or soda, or Payday bars. As the wind filled in crew would be added and we would sail endlessly across the sea and back. Ivan Greene agreed to teach me to race and before long I knew what competitiveness was really all about. I'll never forget the first race when I caught Ivan. He glowered at me as I went by, then broke into a leathery grin and gave me a thumbs up.

1979 -1980

Now Michael V. Huck is Commodore, with Vernon Halliday, Vice Commodore; Bobbie Huck, Secretary; Larry Hale, Treasurer; Tom Brown, Fleet Captain and Mark Graf serves as Sailing Master, with Scott Kimpel as assistant. The Commodore has a claim to fame as reported in 1959 when he, Rusty Matchett and Bob Neff, Jr. crossed Lake Michigan balanced on one water ski, a 60 mile trip.

The first CLYC sponsored mid-summer C-Scow Invitational Regatta was inaugurated with 21 boats from various Yacht Clubs thanks to the invitations of Bob Wynkoop, Jr. Also, inaugurated was a joint dinner party with Crystal Downs Country Club handled by Bill Webb. Informal Saturday night barbeques continue to be a fun night. Vern Halliday designs and constructs a new diving platform. Bob Wynkoop, Sr. and Mike Graf, Sr. of the Tennis Committee announce the funds necessary for new tennis courts. Ian Ulen becomes Fleet Captain for 1980. The Hobie 16 fleet grows to 8.

The 1980's

1981 -1982

Vernon D. Halliday is Commodore; Robert Wynkoop, Vice Commodore; Lois Halliday, Secretary; Terry Lang, Treasurer and Ian Ulen, Fleet Captain. Jeff Hale is Sailing Master and Richard Hamann assistant. There is much activity about the new tennis courts as to placement, cost and timing. All of which is finally resolved by persistence and the generosity of contributing members. Another year to host the Western Michigan Regatta. Harry Lang as General Chairman and his many helpers were busy with 180 boats and 500-600 sailors. Crystal Lake still is the most popular regatta site, as is should be.

Harry recalls this about the regatta:

The year was 1981. The Western Michigan Yachting Association Regatta at Crystal. Vern Halliday was CLYC Commodore and Larry Hale Commodore of WMYA. As Regatta Chairman, I asked Vern to be in charge of hospitality which was a natural for Vern who was very personable and took his responsibilities seriously. Part of the responsibilities was arranging for and maintaining the Port-A-Johns which were placed against the back of the clubhouse. In front of them was the road used for launching.

One day when a boat and trailer took that road a little too sharp, the stern of the boat hit one of the Port-A-Johns and tipping it on its side to about a 45 degree angle where it hesitated momentarily and then flipped back up to its standing position.

Well, all of a sudden the Port-A-John door opened and out came one of our lady sailors dazed and white as a sheet.

Vern Halliday was dispatched to handle this shaking event, and I was glad to learn that he was able to sooth the nerves of our trembling lady sailor.

Donna Phillips, along with Ron, started a string of years supervising activities for the Junior Fleet. Judy Lambiotte and Cathy Sykora pulled off a rummage sale that netted the club handsomely. Jeff Hale, the sailing master, must have had one of those days when he reported to the board "that his racing watch was not accurate, the loud hailer didn't work and the lawn mower wouldn't cut the grass". Donna Phillips begins announcing racing results on

the local Frankfort radio station. Bob Hughes announced that there will be a fleet of "over 16" Wood-Pussies next season.

1983 -1984

Robert C. Wynkoop takes the helm as Commodore, with Stuart Soule, Vice Commodore; Secretary, Joan Wynkoop; Terry Lang, Treasurer and Donald Graves as Fleet Captain. In 1983 Jeff Hale and Richard Hamann stayed on as Sailing Master, but in 1984 it was Kevin McClure and Walker Wynkoop. Membership is up to 125 families.

One of the big events is the reunion of the Junior Fleet members of the 50's. Festivities were planned by Carol (Gunkler) Johnson and the event was a big success. The Club hosted a Junior Butterfly Invitational Regatta as well as a combined C Scow and Hobie Invitational.

There are now 41 tennis memberships. In January of 1984 CLYC was saddened to learn of Vern Halliday's passing. A very dedicated member and most wonderful person.

1985 -1986

Stuart W. Soule becomes Commodore with Terry Lang as Vice Commodore; Kell Ann Soule, Secretary; John Patterson, Treasurer and John Seabury, Fleet Captain. Walker Wynkoop and Michael Lindner make up the staff. One of our beloved founders, Bobbie Beachy passes on. Sailing school is offered by Ron Phillips to the juniors and sailboat instruction offered to all by Peter Dix. A volleyball court appears. A senior Butterfly fleet is started. Rick Morris is Commodore of the Western Michigan Yachting Association and will be General Chairman of the regatta to be held at Crystal Lake in 1986. Membership is at 147. M20's form a fleet.

The following was written by Stuart Soule in March, 1995:

The thing I remember about being one of the commodores of the Crystal Lake Yacht Club is what a honor is was. Even though being Commodore was a lot of hard work, the fact that all the club members worked well together made the job easier. In my opinion, we have one of the best clubs around.

During my tenure as Commodore, we put in a new boat dock. Members who donated funds for sections had their names engraved into the dock. We also did major work on the swimming hole. The Junior Fleet sailed a particularly grueling

Beulah & Back. Despite the fact there was no wind, five tenacious Juniors showed great perseverance and after sailing 9 miles finished the race within a few feet of each other. An award was given to the Junior who took the longest to sail the race.

One last item of interest during my Commodoreship was the conception of one of the annual events of the summer. The yearly water-skiing streaking of the Commodore's Dinner. The original two streakers shall remain nameless.

1987 -1988

The new Commodore is Terry O. Lang; Ian Ulen, Vice Commodore; Cathy Sykora (Lang), Secretary; Bobbie Huck, Treasurer and Ron Phillips, Fleet Captain. Scott Hale and Kit Greene are serving as Sailing Masters. Doris Howe continues as scorer. The Club is saddened by the death of former long time scorer and board member Betty Reeve. Truly a great contributor. A capital improvement - long range planning committee was formed to identify needed improvements and review revenue sources other than dues. Larry Price replaced Mike Huck who had won the E Scow season series for the previous 16 years. Along that line, Tom Brown continues his 11 year winning streak in the C Scow class. A clock was presented to the Club by Chelin Satherlie in memory of Brian Greene. Friday was designated the day that boats of any class will race together to be scored by a system called Portsmouth ratings.

In 1988 Susan Walter takes over as Treasurer. Olympic sailing courses were initiated. It was reported that there were 32 new members in the last two years. Tony Hamann becomes a Sailing Master in 1988. The Club was bereaved with news of the sudden passing of former Commodore Bob Wynkoop. His accomplishments will be long appreciated.

1989 -1990

Commodore elect is Richard M. Morris; Judy Lambiotte becomes Vice Commodore; Liz Morris, Secretary; Susan Walter, Treasurer and Bill Walter, Fleet Captain. Kit Greene and Gregory Krawzoff, Sailing Masters. It was reported with much sadness the passing of three stalwart members who devoted much to the founding and preservation of the spirit of our fine traditions; John Seabury, Robert Borwell Sr. and Richard Headley. The Seabury family dedicated a new flag pole and landscaping and a commemorative plaque on a stone for John. Naomi Borwell and Robert Borwell, Jr. contribute a new floor for the Clubhouse.

Later on we were to be again saddened by the passing of Nancy Hughes, Richard Howe, Marcia Ayers and Daniel Boone, all long time faithful members.

Bruce Bieneman reports good progress with contributions to the Capital Improvement Fund. The National Butterfly Regatta was held at the Club along with the C&E Invitational. The MC fleet is becoming a reality with three boats so far. Chelin Satherlie is again responsible for the Tell Tale. Donna Phillips long reign as director of the Junior Fleets comes to an end. Sailing school instructors were John Schindler, T.J. Lang and Jay Lambiotte. Membership stands at 151. The Junior Fleet continues to provide lunches on Saturday and during regattas. They also paid for pumping out the swimming hole.

The 1990's

1991 -1992

Judy Graves Groulx (formerly Lambiotte) becomes our first lady Commodore. Norman Olsen is Vice Commodore; Jerry Lambiotte, Secretary; Susan Walter, Treasurer and Bill Walter, Fleet Captain. The Sailing Masters are John Bald and Chris Mitchell. Thanks to Grant Brown and Bob Hughes the old tennis court has been renovated. The ladies tennis round robin is on the calendar again as are the tennis clinics. Jan McMillan and Susan Walter put the Telltale together. Unfortunately, the Club was saddened again with the passing of long time members Bertie Hamann, Eva Moore, Helen Culver and Bob Hancock. Doris Howe continues as our ever dependable scorer. Ed Schindler, Dave Hagen and Suzy Voltz have gone that extra mile in maintaining the house and grounds. Terry Lang and Cathy Sykora served as chairmen of the Western Michigan Regatta which turned out to have a record member of boats and a fun-filled schedule of events. Norm Olsen agreed to oversee the Junior Fleet sailing program and Jim McMillan agreed to assist.

In March of 1993 Judy wrote the following:

It was a privilege being your Commodore. The unique combination of the CLYC's family atmosphere, life-long friendships, and our common love of sailing has made a lasting difference in my whole life from childhood on, not just in the two years I was honored to be Commodore. This Club is blessed with many, many supportive officers and directors, a hard working staff, and dozens of active members who volunteer again and again, in the galley, on the beach, in the parking lot, at the launch, on the docks, and on the water.

Due to the good stewardship of my predecessors, I felt we enjoyed a time of both stability and progress in '91-'92. Facilities were upgraded and well cared for, including the refurbishing and resurfacing of the old tennis court, in memory of Nancy Hughes; a freshly painted club-house; an up-to-date septic drain field; a regulation volley-ball court; eight new dock sections; bathroom improvements and a shower in the ladies' locker room; electrical wiring for the parking area; better radio communications; galley supply organization; new chairs for the deck; a life guard stand, and dock and hoist fenders.

We also had our occasions when the dock blew down/floated in (characteristically when the water was coldest and least inviting), when the safety boats broke down, when we were becalmed, when the poison ivy threatened to overrun the grounds, when the hoist balked, when we tipped over, turtled or ran into one another on the race course. But good humor and sportsmanship prevailed.

Sailing events both years were highly successful, with great participation. We welcomed our new MC fleet and watched it grow and managed to accommodate three scow fleet racing schedules on the weekends. We continued the fun of the Friday Open Handicap races for all sailors, and the Junior Butterfly fleet races on Tuesdays and Thursdays. We also hosted the C & E Invitational Regatta in 1991 with over 40 boats racing (remember the huge rain on the night of the dance, that threatened to electrocute the band and all of us dancing under the tent?) and the Western Michigan Regatta in 1992, for hundreds of guest boats and sailors. Unfortunately, with Jay in the hospital, we missed it, but from all I heard it was a perfect example of teamwork and esprit de corps. And, we put in a bid for the E Nationals in the near future, and were accepted.

Our membership remained stable and grew some. We printed an attractive brochure for prospective members to find out about us. We kept our books in good order and kept up our good relationship with Crystal Downs. We brought our By-Laws up to date. We lost some dear friends. We joyfully threw new first-place winners off the dock. We danced and partied and celebrated special events. Mostly we enjoyed our beautiful Crystal Lake. Thank you, CLYC, for letting me be a part of you.

1993 -1994

Norman O. Olsen becomes the Commodore; James McMillan, Vice Commodore; Doris Howe, Secretary; Jan McMillan, Treasurer and Michael Terry, Fleet Captain. Sailing Masters were Jon Bald and Jonathan Buntain with Jason Cotsworth as assistant.

This year finds that Mary Chick has passed away. She was one of the early members whose devotion to the club never ceased. Also, later on in the year we all said good-bye to Doris Howe. Doris' stalwart service for many years as scorer and a current officer will always be remembered. Ed Schindler is congratulated for winning the Master Trophy at the National E regatta.

George Lindner is chairman of the Club's C and E Invitational Regatta. The sailing season sees a marked reduction in the C-Fleet, but a remarkable increase in the MC's.

CLYC will host the National E Regatta in 1994 with Rick Morris as chairman. A total of 60 young people have shown up for the sailing clinics handled by Jim McMillan. Mike and Mary Anne Terry prepare the Telltale.

Norman and Gail Olsen write and published a Club brochure out-lining the many benefits to club memberships. This proves valuable in securing new members. Norm's past sailing and past Commodore's experience adds much to the enjoyment and management of the Club, and he was instrumental in advocating the writing of this history.

Conclusion

With our history now brought up to date, what are our thoughts?

Although sailboats play a part, it is the family that makes the Club's history, sailors and non-sailors, who, for the joy of being close to beautiful Crystal Lake, join together to make summer memories the most cherished memories of all.

Letters & Minutes of the Early CLYC

The following letters speak for themselves as to the origination of Crystal Lake Yacht Club.

Chicago, Illinois
September 4, 1930

Dear Sir:

The undersigned believe it would be desirable to organize a yacht club at Crystal Lake, which could be known as the Crystal Lake Yacht Club. Our thought is to have the club purchase one sailboat for each four or five members, starting the club as soon as possible, with about twenty members in order to buy four or five boats this September and have them on the lake at the beginning of next season.

Ownership through a club would mean a substantially lower cost than individual ownership of the boats and should make it worth while to those who only occasionally might wish to sail. It also does not give the individual member the burden of looking after a sailboat, as the club will hire this done at a moderate expense to each member.

Of course a plan must be adopted which would give every member a proper opportunity to use the boats. This would probably be accomplished by giving each member the right of reserving a boat in advance a limited number of times during each season - perhaps ten to fifteen half days. Much of the time a boat would probably be available without prior reservation. The boats should be in charge of a competent sailor, able to give lessons in sailing to those who wish them.

We plan to have a meeting in Chicago, September 10th or 11th to discuss the subject, at which meeting the kind of boats to be purchased should be determined and a committee chosen to purchase them.

We have made some inquiry, and believe second hand boats in good condition can be purchased at prices that will permit the initial coat of member- ships to be limited to \$150. Annual dues should not exceed \$25. We believe memberships should be salable, with a transfer fee to the club.

We should appreciate your advising any one of the undersigned if you might like to join a club to be organized along the lines above outlined. We can then advise you the date of the meeting in Chicago, and give you further information by mail if you cannot be there.

Yours very truly,

C.W. Seabury 164 W. Jackson Blvd.
W.H. Symonds 566 W. Lake St.
J.F. Jones 411 N. Paulina St.
F.J.C. Borwell 210 W. Van Buren St.
Geo. W. Pearson 231 S. La Salle St.

October 6, 1930
CRYSTAL LAKE YACHT CLUB

At a meeting held at the Union League Club September 18, 1930, it was decided to set up a temporary Organization Committee, George W. Pearson as Chairman, Will H. Symonds as Treasurer and Albert Y. Bingham as Secretary. Herbert E. Hyde also agreed to serve as a member of the committee and has drawn up a Constitution and By-laws, a copy of which will be mailed to you shortly, for your suggestions.

At the above meeting the number and kind of boats to be purchased was discussed. As you undoubtedly know, the two types of boats in most general use which appeared suitable are the Star boats and the Inland Lake type boats. The Star boats are about 25 feet in length, carry a jib and mainsail and have a 900 pound keel. There are two principal classes of the Inland Lake boats. the Class C and the Class E. The Class C is like the boat which Mr. Hyde has been sailing for several years on the lake. The Class E is considerably larger and is more of a racing boat. Both classes however are "side board" boats - that is, they are without a keel and consequently can navigate in shallower water.

Because the Class C is the easier boat to handle and is more suitable for all around usage, it was decided to have about three of this class for the club. For sailing with greater safety in heavy weather, it was thought desirable to have one Star boat in the fleet, and for those who wanted very fast and more advanced sailing, it was decided to have an "E" boat.

Fifteen or sixteen people have indicated their willingness to become members of the club and it is expected that the above boats can be purchased for approximately the amount of money available based on a membership fee for \$150. I am advised that you are included in the above number and if you would like to join the club, will you please send your check for \$150 to William H. Symonds, 566 West Lake Street, Chicago as soon as convenient.

Some desirable boats have been offered to the Club, which it is planned to purchase as soon as the funds are in hand to insure having boats ready for use at the beginning of next summer. You will recall it is contemplated a man will be retained by the club to give sailing lessons and to keep the boats in proper condition.

Your very truly,
George W. Pearson

THE CRYSTAL LAKE YACHT CLUB OF FRANKFORT, MICHIGAN

Pursuant to the call of the temporary chairman, the following members met at the Union League Club on Thursday, June 4, 1931, 12:30 pm.

Roy C. Ingersoll, C.H. Vail, Geo. W. Pearson, W. H. Symonds

On Motion duly made and seconded, Geo. W. Pearson was elected Commodore and Fleet Captain, Herbert W. Hyde Vice-Commodore and W. H. Symonds, Secretary and Treasurer.

The following members were appointed to serve as a membership committee:

Roy C. Ingersoll, C. W. Seabury, F. H. C. Borwell, F. E. Reeve

and Mr. Herbert W. Hyde was appointed chairman of the regatta committee. Mr. Pearson reported that the following gentlemen had joined the club and had forwarded their checks of \$150.00.

F. H. C. Borwell, Roy C. Ingersoll, Geo. W. Pearson Earl Reeve, F. E. Reeve, C. W. Seabury, W. H. Symonds, C.H. Vail

and that he felt sure that when the boats were on the lake and the season under way that others would join the club. Mr. Pearson reported that he had advanced some money to complete payment of the boats and to cover freight and haulage as per statement attached.

After some discussion, Mr. Pearson was authorized to employ Mr. James Martin who is now a member of the Naval Unit at Northwestern University, and who has had considerable experience in sailing and sea scout work. His compensation to be \$25.00 a week, and his services to be from approximately the 25th of June to the 25th of August.

It was the sense of the meeting that in addition of Mr. Martin having charge of the and responsibility for the boats under the direction of the Fleet Captain, that his mornings be devoted to sailing with the supporting members, and as added compensation, and instruction to supporting members in the afternoon to be charged for at the rate of \$1.00 for two hours.

It was also suggested that if the boats were not being used by the supporting members or their families, (and if time was available) Mr. Martin

might take sailing parties out at a suggested price of \$3.00 for two hours, \$1.00 of which to be retained by him, and \$2.00 for the club treasury.

It was also the sense of the meeting that sailing be not permitted Sunday mornings until after 1:00 pm, and it was also suggested that Article 3, Section 1 be amended, permitting the use of boats at night provided that a supporting member or his wife would be in the sailing party. On motion duly made and seconded, the following members were elected to honorary membership:

Walkley B. Ewing, Conrad C. Hogue, Walter S. Pope

On motion made and seconded, Mr. Pearson was authorized to file articles of incorporation under the Laws of the State of Michigan.

There being no further business, the meeting adjourned.

W. H. Symonds, Sec'y & Treas.

Minutes of Meeting of Incorporating Members of the Crystal Lake Yacht Club,
of Frankfort, Michigan

The first meeting of the incorporating members of the proposed CRYSTAL LAKE YACHT CLUB, of Frankfort, Michigan, was held at 231 South LaSalle Street, Chicago, Illinois, upon the 4th day of June, 1931, at the hour of 2 o'clock P.M., pursuant to notice duly given to all the incorporating members of said proposed Company. The meeting having been duly called to order by Mr. Symonds, upon his motion and nomination, Mr. Pearson was duly elected chairman of the meeting.

On assuming the chair and stating the purpose of the meeting he called for nominations for secretary, whereupon Mr. Symonds was elected for the position, and immediately assumed the duties thereof.

All of the incorporating members of the proposed Company were present in person or by proxy.

On motion duly made and seconded the following resolution was adopted:-

"WHEREAS, it is proposed to form a Club for the purpose of fostering and promoting sailing, power and boating, boat racing and water sports of all kinds upon and about the vicinity of Crystal Lake, Benzie County, Michigan; and WHEREAS, it is deemed advisable to incorporate said Club as a corporation not for pecuniary profit under the laws of the State of Michigan.

NOW, THEREFORE. BE IT RESOLVED, that George W. Pearson, C. H. Vail, and William H. Symonds be and they hereby are, authorized and empowered for and on behalf of the incorporating members of said proposed corporation to act as representatives and attorneys-in-fact on behalf of the incorporating members of this proposed corporation, and to file the necessary articles of association and call the first meeting of the members of such corporation and to do all and other requisite matters and things necessary to complete and perfect the organization of the corporation."

On motion duly made and seconded, it was ordered that the meeting proceed to the election of directors. The following persons were nominated and duly elected by unanimous vote of all those present or represented at the meeting:

Geo. W. Pearson, C. Ward Seabury, F. E. Reeve, J. F. C. Borwell, Roy C. Ingersoll

THEREUPON, the said nominated persons were declared duly elected to be directors of the proposed corporation, to hold office for the term of one year or until the first annual meeting of the members of said corporation.

There being no further business to come before the meeting, on motion duly made and seconded the meeting was adjourned.

M. Symonds Secretary of the Meeting