

## 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-burns 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.