



GULLS & BUOYS



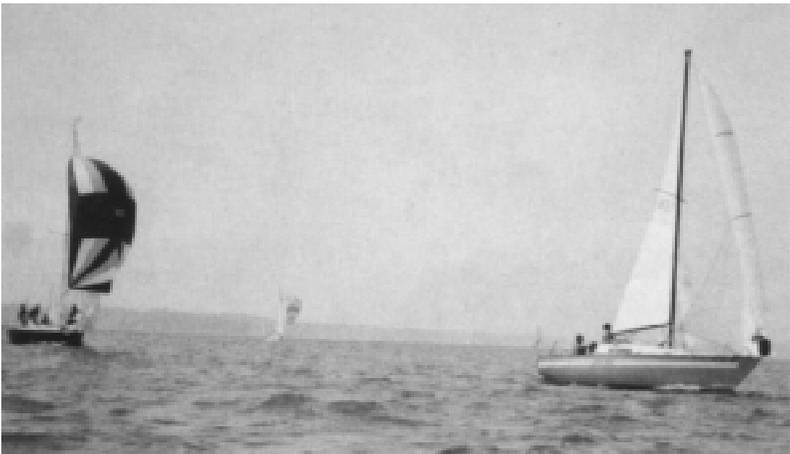
A History of the
Gull Lake Yacht Club
1926-1987

by
John W. Lawrence

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CRUISING CLASS FLEET RACE 1980'S

INTRODUCTION

The idea of writing a history of the Gull Lake Yacht Club started back in the summer of 1985. One leisurely Saturday morning I was reading the booklet about the history of the Gull Lake Country Club written by Robert McDougal. In concluding, he mentioned that someone should write a history of the Yacht Club, especially the early years, as there were not many of the "old timers" left to recount those days - especially back in the 1920's.

Thinking about this, at the annual meeting in November 1985, after being elected Commodore, I mentioned I would like to see the history written and put in booklet form as the Country Club did. A week later, Jack Lawrence called and offered to edit the history. We've been working on it ever since. It has been a bigger project than Jack and I originally conceived. There was so much to include.

We want to sincerely thank all those who contributed information and photos. Now, we hope you enjoy reading the history of OUR Gull Lake Yacht Club.

Charles Barnes
Commodore, 1986-87

THE GULL LAKE YACHT CLUB

Looking at the Gull Lake Yacht Club in the 1980's, we might assume that the sport of racing sailboats was the sole purpose that our founders had in mind....

Let's look back at the minutes of that January 29, 1926 Meeting,

"At this meeting it was decided to organize a Gull Lake Yacht Club and two committees were appointed to report at a meeting to be held two weeks later - A. J. Carpenter and Frank J. Clark, to report on class sail boats and Harry Parker and Arthur Young were appointed to prepare the racing rules for motor boats...."

A five mile motorboat racing course was later approved for racing in that season. A Spring meeting in 1927 indicated that the following awards be arranged for presentation to the winners:

"Post Tavern Cup",	120 ft. class - sail
To be obtained,	190 ft. class - sail
"Commodore's Cup",	250 ft. class - sail
"Postum Cereal cup",	450 ft. class - sail
"Outboard Motor Cup"	
"Kellogg Cup",	151 class - motor
"Gazette Cup",	725 class - motor
To be obtained,	225 class - motor
To be obtained,	560 class - motor

There was obviously a great deal of enthusiasm for power boat racing in those early

years, even by some who became sailors of both smoking engines and billowing sails. By the 1930 season though motor boat racing was all over, likely terminated by an unfortunate accident in which a powerboat hit and seriously injured a swimmer.

On the other hand sailboat racing developed as envisioned by the founders with 56 members in 1930, sailing in three classes plus a general Handicap Class. The three classes sailing that year were the R-boats, the 250's and the Geneva Class. This early concentration in fleets of boats designed to a common formula, and later the fleets of "one design" boats have become the model for the Club's racing activity ever since.

Reading of those early times we can learn of some difficulties that are familiar to sailors today, although their solution was of a "no nonsense" attitude. Races were to be run on schedule, "rain or shine, unless written cancellation be received from all contestants."

The founding Commodore was William H. Britigan; the early meetings were held at the Gull Lake Hotel, (later known as Gull Harbor Inn); and the initial dues were \$5.00. The sailboat racing program started out on a conservative approach with the rule, "For the season of 1926 all boats to be sailed with the jib and main-sail rig only." No spinnakers that first year!

Commodore Britigan steered a great course during the first years of the fledgling organization. The records of the time

record that the most coveted sailing trophy, the 'Commodore Britigan Cup,' ".was won by Holmes and Bowman in 1926 and Jim Carpenter in 1927." On August 20, 1927 a Venetian Night was celebrated with a dance given by Commodore and Mrs. Britigan.

The 1930 roster included a number of names of significance to the Club and to the Region, both at that time and in subsequent events:

Siebold	Shakleton	Crum
Britigan	Kirkland	Cooper
Stone	McKay	Lawrence
Butterfield	Kellogg *	Hayward
Parker	Gilmore	Locke
Foxgrover	Woodruff	Todd
Ford	Light	Sherriff
Baker		

* Yes, the member was W-K....

In 1931 the Club's sailing program was highlighted with a Venetian Week and a Fall regatta in which, "...visiting skippers will be entertained with dinner on September 12th and 13th." Note that the boats were not being transported: the visiting skippers arrived by train and sailed Gull Lake boats. The invitation was extended to skippers of Geneva Cats, and other boats.

The year 1931 showed a number of Handicap races taking place with R-boats dominating over the 250's and the Geneva Cats. On July 26th a Universal Handicap race began at 3:10, with the R-boat winner, "Quiver"



R BOATS RACING ON GULL LAKE IN 1930'S



22 SQUARE METER BOATS RACING IN THE LATE 1930'S

finishing 4 hours, 21 minutes and 45 seconds later!

In an R Class race three weeks later the contestants finished between 3 hours, 5 minutes and 3 hours, 38 minutes. They seemed to regularly have long races then: today we complain if a race exceeds 2 hours....

The Sea Scouts began their appearance in Yacht Club races that year, with Wilfred Haughey as skipper of the Sea Scout sloop.

The success of R boat racing soon brought other fleets to Gull Lake waters as well. In the spring of 1932 the first 22 square meter was launched, and quickly the 22's expanded into a fleet that is fondly remembered to this day.

While the R's and the 22's were in the spotlight, another development in sailboat design was going on - at first without much notice. A few Star boats had been sailing on Gull for a number of years, but then a revised design was adopted, the new Marconi higher aspect rig. This one-design feature attracted many new sailors to the Star Fleet at Gull Lake, and later to other one-design fleets that have come along since.

By 1937 some new fleets and other boats were included in the GLYC program, as can be seen by looking at the Labor Day Race handicaps:

Snipe Fleet.....23 minutes
DeLano.....18 minutes
"Little Slam", 14 Square

Meters and Teals.....15 minutes
 250's, "Laurili", and
 17 Square Meters.....13 minutes
 "John Paul Jones.'".....10 minutes
 Star Fleet-
 Blow10 minutes
 Moderate 7 minutes
 Very light air 5 minutes
 22 Square Meter Fleet 5 minutes
 "Shadow" 2 minutes
 Rest of R Fleet Scratch

It should be of interest to compare today's handicaps to get an idea of the speeds of the R's and 22's of old!

Who won? "Detroit", an R boat skippered by Howard J. Cooper

By 1938 the R fleet seems to have run its course on the lake as most of these great boats returned to the Great Lakes. In a 1986 edition of a national yachting magazine two R's are advertised for sale, one built in 1913, the other in in 1923.

The era from 1936 to 1941 was the peak of the 22's, the fleet reaching 14 boats at one point. All of these slick keelboats, except for one, were built in Sweden, generally of mahogany.

The 1938 Labor Day Yacht Club banquet record shows the following fleet winners:

22 Square Meter Fleet:

Red Division: "Monsun", Ralph Hayward

Blue Division; "Lawrencia", Wm Lawrence

Star Fleet, "Lorna", Art Young & Hershal Carney.

At that same Labor Day Banquet there is a record of the "other side", the fact that Gull Lake can turn into a dangerous body of water! Carol Gilmore Boudeman was specially recognized that evening with a Red Cross Certificate of Merit, '*...for her work in directing the rescue of people who had been thrown into the water at the time of the sinking of the SAGA in a storm, on August 17, 1937."

In 1939 the Debutante fleet raced for the first time, with Cliff Haughey taking "8 Ball" to the Fleet Championship.

In 1940 the Club hosted its first major Regatta, the Star Great Lakes Championship.

A review of the last season before World War II would find the Club with four fleets; the 22 square meters, and four one design fleets- Stars, Snipes, the Debutante and the 110. It is of interest to comment on construction techniques used at that time, for the planking still being used on the Star and the Snipe had been replaced with plywood on the "Deb" and the 110. This along with production line assembly brought the sailboat to a more affordable range and set the stage for the post war explosion in sailing.

The Snipe was introduced in the late thirties as an entry boat for young sailors. This sixteen-foot, well designed centerboard craft was well received on the lake for this purpose, (although it has been used over the years by more senior

sailors as well, both at Gull Lake and elsewhere, because of its excellent racing characteristics.) Many Gull Lake Yacht Club championship sailors over the years learned their skills in the Snipe fleet.

The War brought sailing to a low ebb of activity as many of our most active sailors were in the service or otherwise involved in the nationwide effort. The big 22's mostly sat on their cradles throughout the war, and they began to be sold off one at a time. Although three 22's sailed as a fleet in 1946 and 1947, it can be said that the War brought an end to this era on Gull Lake.

Things did boom though in Gull Lake Yacht Club activities during the second half of the forties and throughout the fifties. The veterans returned with the dream of a boat of their own and found their younger brothers and sisters ready to go. The new classes then being formed were bringing sailboats to high levels of competition within affordable price. The trends that began in the late forties exploded in the postwar era.

Fibreglass, aluminum and stainless steel replaced the cabinetry fashioned wood, bronze and chrome. Light displacement designs replaced the deep hull glass heavy construction. The individual planks were out and molded hulls were in.

Cotton canvas sails that would shrink, absorb water when wet, and be subject to mildew were suddenly out of date, and Nylon was the winning sail for a few years. A

stretching problem was soon discovered though with Nylon, and soon the swing was on to Dacron.

At Gull Lake we saw these kinds of trends occurring as the one design fleets went through the transition from the old to the new, and we encountered competition from newly designed boats. Soon the Stars, the Snipes and the 110's found new fleets competing as the Lightnings, the Rebels and the 210's came to the lake. Later the 110 fleet phased out, and the Rebels spawned a replacement, the Flying Scotts. For a brief time the Club had still another fleet sailing - the 505's.

The rigs began to become more complex as the fifties rolled around, and then the sixties and seventies. The old spruce varnished spars and booms had long since been replaced by aluminum which were carefully tuned for higher standards of sail trim. To accomplish this we found new hardware and rigs, these devices even appearing on classes that long fought against such trends. The sailing buffs had to learn to tune their craft by careful manipulating of shrouds, backstays, cunninghams, travelers, barber hauls, twang lines, and a host of other "gadgets."

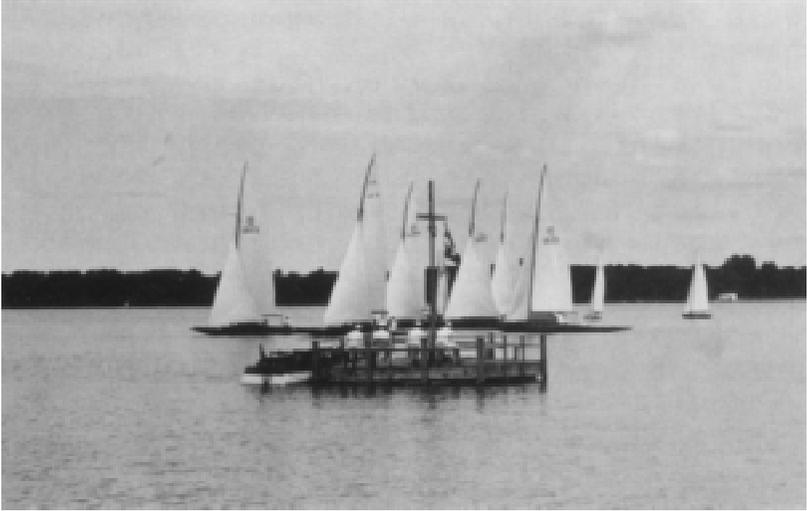
In the early days the boats featured large expanses of mahogany that required long fitting out periods each Spring, which was followed by a soaking-up process to close the seams opened by the long winter. At least partly for this reason the Club's fleets didn't begin to race until late June - and everything stopped completely on Labor Day.

When the hulls were wood all the sailboats on Gull Lake were moored to buoys all summer; now the majority are "drysailed." Most of the contestants, (including the Star Class), would catch a dinghy out to their boat at home and then sail to the Club. At that point the Club had neither crane nor drysail facilities, although it had an anchorage for town-bound members....

The yachting facilities at the Gull Lake Country Club before World War II consisted of a single dock and a "judges stand" which was placed in the approximate location of the present swim raft.

Since the "stand" was quite immobile the races were both started and finished at that location. Four buoys were used to complete the race course, all of which were placed in fixed locations for the entire season - never being moved, night or day! One was at the North end near the Donald and Stanley Gilmore homes; one was in front of the Kellogg Estate: one was just off the island; and the fourth buoy was placed at the other end of the start/finish line at the Country Club....

The larger classes such as the R's, the 22's or Stars would sail the "Long" course, (North buoy, South buoy and home), while the smaller craft such as Debs or Snipes would do the "short" course, (North Buoy, Kellogg's and home). The only variation the "Judge" had in all of this was to go South first instead!



JUDGES STAND 1941



LANDING CRAFT USED AS COMMITTEE BOAT IN THE
LATE 1940'S



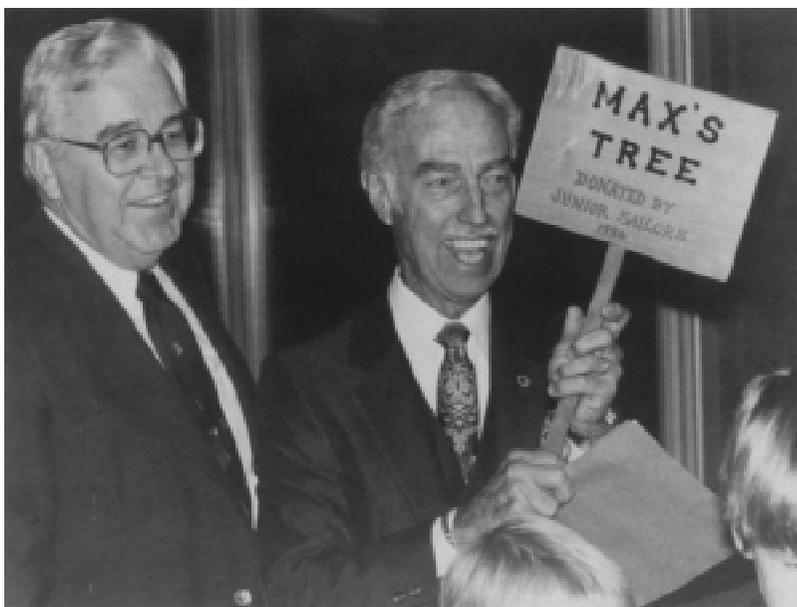
METAL PONTOON BOAT USED IN THE 1960'S

World War II left us with an unexpected change - a committee boat! It all happened due to a number of forces, but the main ingredient was a surplus landing craft, a wooden craft complete with a ramp. The Howell's bought this ugly hull for dock installations and other work projects on the Lake. The Yacht Club chartered it on weekends as a committee boat and began to set up races according to wind conditions. We no longer were confined to the fixed course of before, and from then on the triangular course was oriented about an initial course directly into the winds.

The spectators at the Club lost their "front row" seats for the starts and finishes, and our officers received a lot of negative reaction about this change.

Our facilities have improved from those humble beginnings. The landing craft was succeeded by a 19' Chris Craft Utility, then a steel pontoon boat, and now our fibreglass well-equipped boat of today. As reflected in the COUNTRY CLUB CONNECTION, a great many waterfront improvements have been made that have significantly changed our modus operandi.

An instructional program, added for the training of young sailors, was begun in the 1960's. This was coordinated with the Western Michigan University Sailing Club at an early point so that the same hulls could be used, by WMU in the Spring or Fall, and by the Yacht Club in the summer. This program has had volunteer support and endless dedication by a number of Club members,



COMMODORE BARNES AND MAX DOOLITTLE AT 1986 AWARDS BANQUET. MAX RECEIVING GIFT FROM JUNIOR SALES.



START OF 1948 HANDICAP RACE
NOTICE ALL THE BOATS ARE STARTING TOGETHER.

As the program has developed, a successful evening adult sailing class has been added.

While a number of Yacht Club volunteers have contributed to the success of this program, Max Doolittle has been the outstanding leader of this project for many years now.

As the years have sped by we have seen trends come and go. In the beginning we sailed boats on a handicap basis, and this continued right into the 22 Square Meters and the Miscellaneous Class, (in the thirties, forties and fifties.) Except for our General Handicaps on the holidays, there was a long absence of this type of racing until the Miscellaneous Cruising Fleet was formed in the mid seventies.

New off-shore designs, mini-cruisers with minimal cabin facilities, began to attract Gull Lake racers when the improving racing characteristics of these boats were noted.

These Cruisers provide an alternative for those members who enjoy leisurly evening-sails with guests, as well as racing. One sees these cruisers on the lake from early Spring to late Fall, at all times of the day. The Cruisers also carry our Club colors to various spots around the Great Lakes as the cruisers can jump from Gull Lake to other sites for extended cruising vacations.

The seventies also saw the development of board boat racing using mini-yachts such as Sunfish, Lasers, etc. These boats had a short subsidiary role in the Club, but they have not remained as active racing fleets. Catamarans have multiplied with their multi-color sails, but they have run a separate program as the Gull Lake Catamaran Association.

The most recent fleet addition is the recognition of the J/24 Fleet at the beginning of the 1986 season. This fleet is a direct spin-off from the Miscellaneous Cruising Fleet when the number of J's reached six in 1986, (and 14 or more in 1987.)

We have attempted to provide an overview of sailboat racing on Gull Lake in this opening section, but in order to fully understand the GULL LAKE YACHT CLUB STORY, we need to examine the individual components....



AWARDS BANQUET LABOR DAY 1948

LEADERSHIP

When we review all of the people who have given leadership roles at the Club we can include by association a number of other memories of the Gull Lake Community. For example our first leader, Commodore Brittigan was well known for his beautiful estate North of Idlewild - later owned by Jim and Margaret Foxgrover. Jim in turn was not only the president of the Gull Lake Country Club for a record term and a legendary golfer but also THE "character" crew in the old 22 Square Meter Fleet.

Another Country Club president, (and Yacht Club commodore) was well known around the Lake as a great friend to all.... Bob Boudeman actively sailed in the Star-class on Gull, and he was involved in every Yacht Club improvement.

Our yachting scene in the thirties was enriched by our "Judge", Arthur K. Stone. His formal yachting costume, his prinz-nez glasses and his review of the fleet between start and finish aboard his brightly varnished Chris Craft is a vivid memory of that era.

Judge Stone was succeeded for a period by then Commodore Frank Ford, who also served as the commander of the Sea Scout Squadron. Sometimes when he was judging a race he would be rowed from the Scout base in Idlewild to the judges stand in an old Navy whaleboat. Picture Frank standing in the stern, complete with brass buttons and all, with a dozen uniformed teenage Scouts pulling at the oars!

Later Art Stone, Jr. became our last "judge", who's tenure continued through the late fifties.

These "judges", were succeeded in 1958 by Harold Barnes, Howard Preston, Bob VanPeenan and the commodore, who would rotate the duty.

This was replaced in a few years by a rotating assignment among the skippers, an idea that was less than successful....

Since then Art Bates and later Jane Chappell have dedicated long tedious hours on Race Committee duty, (along with many dedicated RC Chairmen.)

GLYC owes a great deal of its success to all of these generous folks, and to their helpers.

Some other special folks also come to mind:

Carlos Sheppard devoted long hours to keep the Club going throughout the long war years of the forties. (He was also the first bulletin writer.)

Bud Tholen loved his Lightning, sailing and getting others to love the sport too. He was out on the lake whenever possible, usually with some young, potential sailors. Bud caught the bug for iceboating at a senior age, and he died on his beloved Gull Lake in a late season dive into open water.

We could go on much, much further about the people of the Yacht Club but hopefully this will come out in the other sections. Let us now list our distinguished list of Commodores. Each of them has contributed his leadership and enthusiasm for the benefit of the GLYC.



JUDGE ART STONE, JR. WITH FLAG AND WATCH.
SAM STEARNS WITH CANNON. HOWARD PRESTON
WITH MEGAPHONE IN THE 1950's.

COMMODORES

1926	William H. Brittigan
1927	Harry Parker
1928	Irving K. Stone
1929/30	Herbert D. Brittigan
1931/36	Ralph Hayward
1937	H. S. Adams
1938/39	William J. Lawrence
1940/41	Frank Ford
1942	Willard Carroll, resigned
1943	Paul C. Staake
1944	Robert Boudeman, resigned Robert VanPeenan
1945	Harold Barnes
1946	Carlos Sheppard
1947/48	Robert Boudeman, (Bob)
1949	Willis B. Burdick, (Bill)
1950/51	Robert VanPeenan
1952/53	William J. Lawrence, Jr.
1954	Howard Preston
1955	Howard C. Bush
1956/57	Ray T. Parfet, (Ted)
1958/59	John W. Lawrence, (Jack)
1960/61	William Kriebel
1962/63	Phillip DeYoung
1964	Robert Krudener
1965	Don Battjes
1966/67	Jim Harrison
1968/69	Jack Wallace
1970/71	Bill Ticknor
1972/73	Harry Parker
1974/75	Tom Crookston
1976/77	David Hatfield
1978/79	Daniel Chappell
1980/81	William Klerk
1982/83	Roger Turner, Jr.
1984/85	Max Doolittle
1986/87	Charles Barnes

REGATTAS AND OUTSIDE COMPETITION

We had our first Regatta in September of 1931 when skippers of off-the-lake Geneva Cats were invited to compete in our R-boat fleet in a weekend of competition. In the 1930's the skippers of the 22's had many friends who raced in 22 Square Meter fleets in Detroit, Toledo and Port Huron. This brought on regattas in which the skippers would compete, although the boats were rarely moved from the Great Lakes to Gull, or vice-versa. (The writer, though, does remember seeing one of our 22's, loaded on a low-boy tractor trailer, on its way to the Put-In-Bay Regatta.)

Some of the finest Great Lakes sailors, experienced in the Mackinac's, came to Gull Lake to race in our Regattas.

In 1940 the Club hosted our first really big Regatta as we now think of them, (see the Great Lakes Star Championship in the STAR section.) The Star's size lent itself to being towed on a trailer behind the owner's car and thus the ability to have frequent interfleet competition was born. The Club has regularly hosted Regattas of various types from Michigan Championships, to regional and even national events.

Just about all of our fleets over the years have participated in competition within the Midwest and throughout the United States. The Gull Lake Yacht Club is recognized for its racing program, as competition and friendships have grown. The Regattas that we have hosted on Gull Lake have always been regarded as fine events that should,

and have been repeated.... Some of these events:

Star Class Great Lakes Championships
Star Class Tulip-Time Tune-up
Lightning Class Districts
Lightning Class Junior Districts
110 International Class Championship
110 Class District III Championship
210 Class Championship
210 Class Midwest Championship
210 Class Wells Bowl, Graves Plaque
Flying Scot Michigan-Ontario District
Snipe Class Michigan Championship
Snipe Class Michigan Jr. Championship
Debutante Class Internationals
J/24 Invitational



1940 GREAT LAKES STAR REGATTA CHAMPION
"STEP-N-FETCHIT" AT GULL LAKE

THE COUNTRY CLUB CONNECTION

The Country Club tie with the Yacht Club was not an original part of our history. In fact there was a direct tie with the Gull Lake Hotel, and it was the original plan that a five mile course be laid out from the hotel.

It was in 1934 that the two clubs came together, with a new dock being installed at the Country Club. The joint effort was duly celebrated with a Venetian Night parade of boats, and a formal dance. At that point almost all of the members of the Yacht Club were already members of the Country Club, (and most of them were also summer residents of the lake....)

The Yacht Club has been maintained throughout the years with sailboat racing as its main purpose. It is a separate corporation with its own officers and board, and it collects fees in order to finance its expenses, which have expanded over the years to include:

- > The operation of the committee boats.
- > Stipend for committee boat crew.
- > Stipend for sailing class instructors.
- > Maintenance of the Yacht Club docks, rafts, anchorage facilities, boat hoist, etc.
- > Sharing the maintenance of the Flying Juniors with WMU Sailing Club.

The cost of these operations have been minimized by the volunteer work efforts of the members themselves. When a job needs

to be done, it gets done!

Sailors are a do-it-yourself bunch, so helping on a work party along the water front becomes a ready trait of the GLYC member.

The contribution of our harbor masters over the years needs mention - their's has been a labor of love!

A number of our members are also golfers, but the larger number of GLYC-Country Club members today are Class "B" members. It should be remembered though that the Yacht Club pays its own direct expenses, and it has shared in the development of the waterfront. (For example, the main Country Club dock was originally a joint project of both clubs.)

A minority of our Yacht Club members do not have joint memberships, but they do not have any rights in the Country Club facility, as they meet their fellow competitors at the starting line....

For the record there once was a proposal for a Yacht Club building. In May of 1957 Commodore Ted Parfet circulated a proposal for a \$36,000 block building to be built on the, "small point of land along the shore line north of the present dock..?", recently purchased by the Country Club. "The building would provide a large, open room facing the lake with bench type sail lockers, a small snack bar and locker room facilities. A sun and spectator deck could be provided on the roof of the building."

While the reason for the 1957 proposal being turned down is immaterial at this time, some would contend that the need for a Yacht Club room still exists....



LAUNCHING A 22 SQUARE METER BOAT AT GULL LAKE BOAT WORKS IN 1940's

"THE BOATYARD"

In the heyday of the R's and 22's, and for many years thereafter the main launching facility was the Parker Boat Yard, later the Gull Lake Boat Works, now the Gull Lake Marine Center. The single building with two levels was perched on the shore of the Southeast corner of the lake. There was outdoor storage for most of the boats of these fleets which filled the limited space, where every winter the boats would be carefully protected with dark canvas.

The feature noticed immediately in coming into view of the boatyard was a huge crane which had formerly been located at a stone quarry. Its huge lifting arm was made of a single wooden piece, at least 20" square and long enough to reach the furthest corner of the yard. It was powered by a complex set of gears and belts and was supervised by Glen Graham, the Yard's man of many talents.

In those days of planked hulls, a newly launched R or 22 would require up to two or three days of being suspended from the crane. During this period the crane suspended the boats very low in the water in order to close the seams above the water line too. Sometimes the still soaking boat would be pumped, quickly disconnected from the crane while a pump kept the boat afloat and the crane performed some other duty - as quickly as possible!

These boats required lots of attention, usually a complete coat of paint each Spring. Between this annual repainting

ritual and the slow soaking process at launching, it was no wonder that Gull Lake Yacht Club race programs did not really get under way until late June....

The Boat Yard was able to perform any necessary task to maintain the Club's wooden beauties. Glen Graham was a master boat builder who could do anything. In fact, Glen built several Stars during the Thirties, some at the Boat Yard, and some at his own shop just above Lover's Lane.

In later years this facility has sold a number of different types of boats, but its major dealership that had an effect on the Yacht Club was its push of the International 110 in the forties and fifties.

Not all of the early Yacht Club boats were under the care of the Boat Yard. A few sailboats were cared for by the longtime Chris Craft dealer, Glenn Todd, (now the Silver Gull Marina.)

In the late forties the Wilkinson Boat Yard started and catered to many sailboat owners.

In the R boat days there were a couple of private marine railways, the remains of which may still be seen.

The boatyard was started by Harry Parker, because of his enthusiasm for yachting on Gull Lake. Since his time it has been owned by a number of other GLYC sailors - (first the Haywards and Lawrences, later Ed Kreilick, the Boudemans and the Parfets.)

THE R BOATS

The R-class became active in 1930, and immediately it was the backbone of the Club's racing program. Most of the R's were brought to Gull Lake from Great Lakes ports, mainly from Detroit where they had been actively campaigned. These boats even raced in the Port Huron to Mackinac classics!

The R boat was designed under the old Universal rule, which allowed for a whole alphabet full of classes in the 1920's, but the R was a particularly favored racing class by yachtsmen on Long Island Sound, the Great Lakes and other sailing centers.

The R's ranged in size above 30 feet, and they were mostly all rigged as marconi sloops, although some of the early boats were gaff rigged.

The first recorded reference to the R's in our Club's minutes states an early 1930 GLYC win for the "Phantom."

"Decoration Day Handicap Cup was awarded to Commodore Herbert Britigan who sailed the R Class sloop 'Phantom'."

The Gull Lake Yacht Club R-Class Fleet:

Name	Owner
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Features

"Bonita"	A. B. Seiboldt Flush fore deck 1931 Champion
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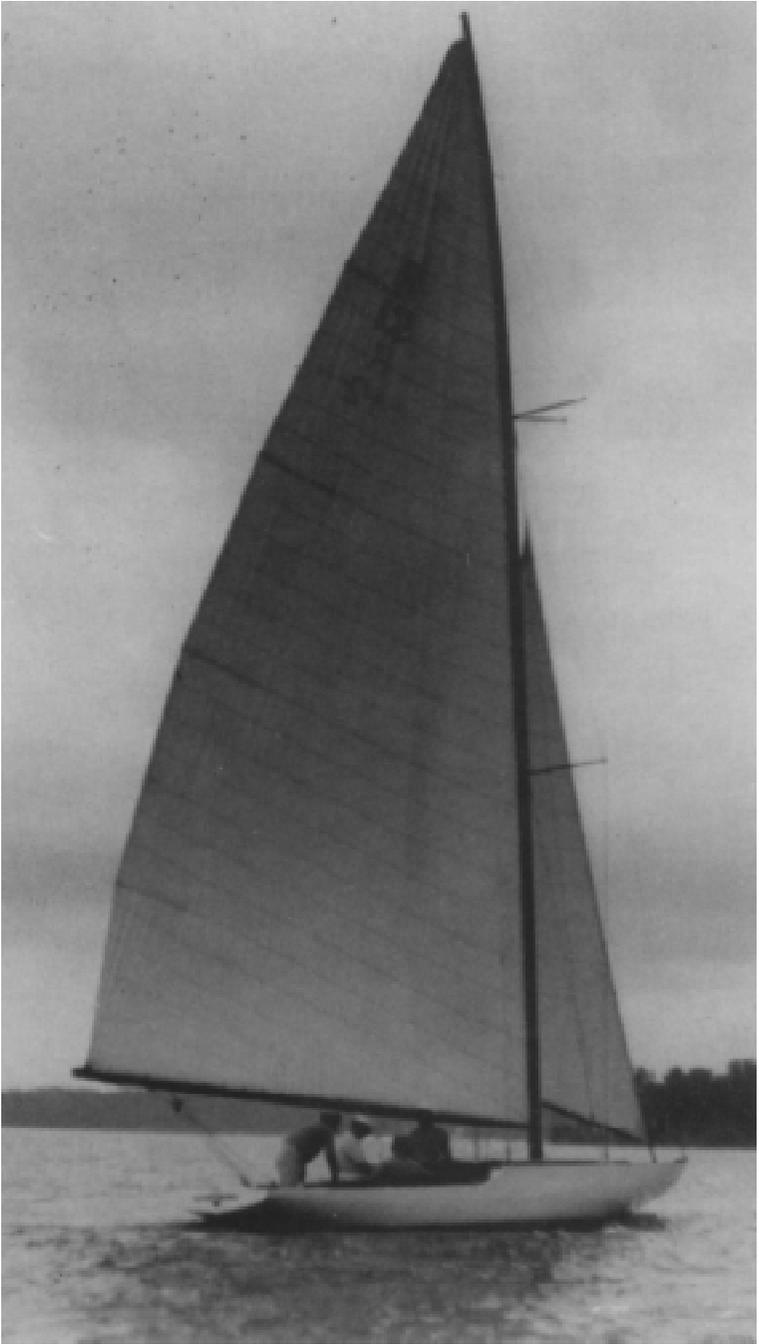
"Ceewink"	Walter McKelvey *
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"Debonair"	Wm. Shackleton	Gaff-rig
"Detroit"	Howard J. Cooper	
"Fantome"	Albert J. Todd	
"Phantom"	Herbert Britigan	Mackinaw champion, as "Quiver" 1930 Champ.
"Mitsey"	Frank Merkle	Flush fore deck, Great Lakes Champ, 1936 Champ
"Lightning"	Ralph Hayward, Wm. Lawrence	
"Yankee"	Harry C. Parker	
"Shadow"	Harry C. Parker then Rudolph Light then Frank Ford	Flush fore deck, shallow keel centerboard

Note : Champions for other years are not known.

* - all the R's except for the "Ceewink" have been confirmed by two or more sources.

The 1934 GLYC Racing Schedule is interesting in the instructions for the R-Class...



R BOAT ON GULL LAKE IN 1930'S

"Each boat shall have a total crew of four men." (Apparently there was little concern about women's rights, or even interest in sailing.)

"Course to be sailed around in opposite directions...." (That's something we never see today in race instructions; One could wonder how many collisions took place before they dropped that idea.)

The R-boat fleet was really devoted to racing during its short history, for they mentioned in the 1930 season, and later they had all-night "endurance" races. The sailors of that era were a tough breed, but the fleet was short lived. By 1938 the Race schedule no longer listed the R's as a separate fleet, although the "Detroit" and the "Shadow" stayed on Gull for many years and participated in the general handicaps. A history of the "Shadow" has been prepared by Frank Ford, Jr. and is available to the interested reader.



"SUPER 22" LAWRENCIA II WILLIAM J. LAWRENCE

THE TWENTY-TWO SQUARE METERS

These sleek boats, were favored by Scandinavian designers for North Sea competition, and most of these boats were built in Sweden, (all but one of the fourteen Gull Lake 22's were built there.) They were usually built of planked mahogany and most of the Gull Lake fleet was well maintained in a varnished glow.

Being built to a rule similar to the 12 meter design formula, they could vary on overall length, waterline length, beam and freeboard, but they had to "fit" within these design constraints.

Their basic sail plan was similar from boat to boat with the mainsail being the one item of constancy. The main was fitted to a very tall, curved spruce mast and short boom that reached back only to the middle of the cockpit. They were powered with large over-lapping genoas that reached about two thirds of the way up the mast, but in the largest versions, this sail extended behind the main!

Their hulls generally shared the look of traditional six meters boats of the era, except for overhanging fantails, (sterns,) of varying length. In order to experiment with the rules the designers could adjust the overall length, the waterline length, the beam, the freeboard, etc. As a result the early 22's were generally about 34 foot overall, but the later additions to the fleet were much bigger, Munson, Karen and Lawrencía II all exceeding 40 foot!

The cost of these boats, built and finished as they were seems amazing today. A new 22 Square Meter arrived at Gull Lake in 1934 with a complete suit of sails, (2 mains, 4 genoas, 2 spinnakers), all complete including plush cushions in the cabin, at a cost of only \$600, including freight from Sweden! Guess what just the cost of the Phillipine mahogany would be today.

The Swedish designers were determined to top their early efforts, and started to tweak the design by increasing the overall length and the resulting increase of other dimensions that occurred under the formula when any of the components changed. As a result the "Super 22" grew in length to 40 to 43 feet, with higher freeboards and greater beam.

Incidentally, the differences between the long and short hulls created a group that favored light winds and another that did better in heavy going. This resulted in the fleet being split into the Red Division and the Blue Division.

As noted elsewhere the skippers and crews of the 22's would sometimes compete at Detroit, Port Huron or elsewhere using local boats; the reciprocal arrangement attracting some top Great Lakes skippers to Gull Lake. (It is remembered though that "Lil Brit" was raced at Put-in-Bay by the Burdick twins and Ralph Hayward.)

The Pearl Harbor attack also sank the 22 fleet at Gull Lake.... These boats were mostly all laid up during the War with their sailors wandering all over the globe.

The boats were sold off, one by one, until only the three super 22's and the old ALG were left to be launched on the Lake in 1946. They raced actively for two years, but the Fleet was down to two boats in 1958 and it never recovered. Most of the Gull Lake 22 square meters sailed around the Great Lakes for many years, with home ports in such places as Chicago's Belmont Harbor.....

- Roster -

Name	Owner/Skipper	Comments *
Alg	1. John S. Adams	Only U.S. built boat
	2. R. Verdon	
Cherie	1. Woodbury Ranson	
	2. Clement Eckrich	
Fraeth	1. John Kellogg	1936 Champ
	2. E.P. Ordway	
Fyrvaeolingen	John S. Adams	1940 Champ
		1941 Champ
Karen	1. Bill DeLano	**
	2. Max Goodwin	
Lawrencia	Wm. Lawrence	1938 Blue Champ
Larencia III	1. Wm. Lawrence	**
	2. Jack & Bill	
	Lawrence	

Lil Brit	Lorence and Willis Burdick
Monika	Jim Foxgrover
Munson	Ralph Hayward 1938, Red ** '46
Saga	Art Blakeslee
Wera	1. Donald Gilmore 2. L & W Burdick
Yvonne	Dorothy Delano, Bill Delano

* - Incomplete, based on GLYC records and newspaper clippings, as found.

** - Sailed in the post-war seasons of 1946 and 1947.



START OF 22 SQUARE METER RACE

STAR FLEET

The first mention of the Star Boat is in the 1931 records, when John Dane is recorded as finishing 9th in the handicap race. The Gull Lake Fleet received its charter from the International Star Class in 1933 and has been active since that date.

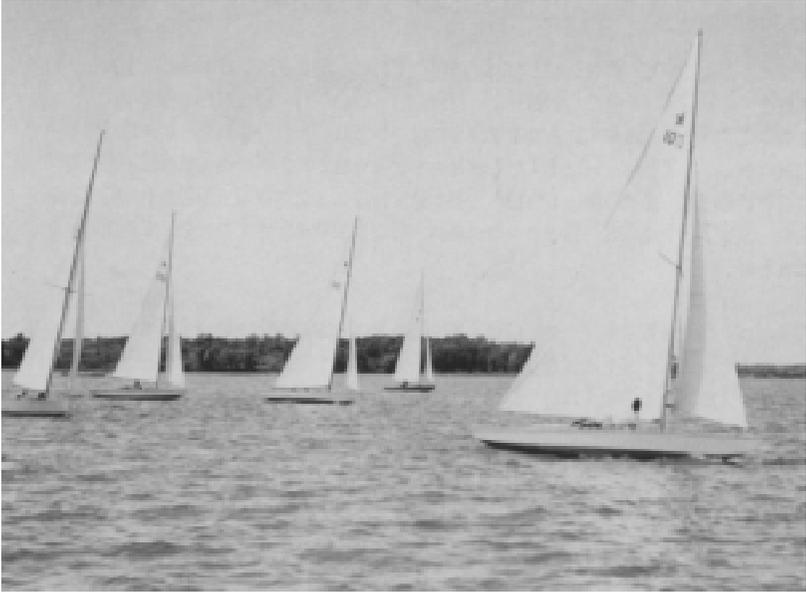
Glen Graham, a Gull Lake boat builder, built 14 Stars, (the first being # 963, the last being built in 1940, #1935.)

Art Young was the father of the Fleet, having started racing motor boats before switching to sail. All of his boats named after his wife, Lorna, Art sailed into the 1950's.

Bob Boudeman, who had started with the R's and 22's, got his greatest success in Stars, in a number of boats with different names from 1939 to 1974. During the early years Bob shared winning honors with Hershall Carney, Art Young, Ed Walton, Bill Carroll and Bob VanPeenan....

In 1934 the Gull Lake and Paw Paw Lake Fleets started team races for the Dane Trophy. Gull Lake won this trophy in 1935, and 1938; there was a lapse until 1946 when Gull Lake won again that year and 1953, (the last year of that event.)

One of the biggest events ever scheduled by the GLYC was 1940 Star Class District Championships. Bob VanPeenan was chairman of the Regatta Committee and led a "cast of thousands" into a very successful series.



STAR BOATS RACING IN THE 1940'S



TULIP TIME TUNE-UP STAR BOATS BEING LAUNCHED
AT THE GULL LAKE BOAT WORKS IN THE 1950'S

Each fleet in the 4th District had up to 3 boats racing, the local sailors being Bob Boudeman and Bob Van Peenan, Dan Parker and John Verdon, Art Young and Hershhal Carney.

"Step-N-Fetchit", skippered by Bill Otter of Wilmette, Illinois won.

The Country Club offered lodging for as low as \$3.00 per night; a banquet dinner was \$1.25....

This series was hosted by the GLYC again in 1953 and 1982.

The most popular Star event has been the Annual Tulip Time Tune-Up held in May every year since 1954. It has appealed to Great Lakes sailors who found the inland waters warmer and a good chance to get their boats tuned for the new season. The largest turn out was in 1981 when 46 boats hit the starting line.

In local fleet racing the greatest competition centers around the Fleet Eliminations, (or Qualifications Series.) The winner automatically qualiifes to go to the Star Worlds Championship.

The following major series have been represented by GLYC Star Boat representatives:

Bob Ferguson - 1947 Districts - 2nd
1949,1975 Worlds
1963 North Americans
Many Bacardi series
1962 Spring Series



MODERN STAR BOAT IN THE 1980'S. NOTICE THE CREW IS IN THE MINI-HIKING POSITION.



GREEN STAR REGATTA AT GULL LAKE 1987

Bob Boudeman - 1942 Worlds
1956, 1962 North Amer.
Carnival Cup, Caracas

Chuck Barnes - 1958 Districts, 3rd
1956 North Americans
1959 North Americans,
(1st after 2 races, then
dismasted....)
1963 Worlds

Woody Boudeman Green Star Champion, 1966
Nassau, 1967
Toronto, 1962

John Keyser - Worlds, 1963
North American, 1962

Ted Parfet - Districts, 1954
Carnival Cup, Caracas;
(crew with Boudeman)

A GLYC Star sailor since
1947, he recently bought
Dennis Connor's boat!

After the death of Bob Boudeman, the winner
of the Elimination Series has been
designated as the fleet champion;

Bob Ferguson	1975, 1976
Chuck Barnes	1977, 1978, 1981, 1982
Dan Pender	1979
Bill Ticknor	1980
Roger Turner	1983
Don Parfet	1984, 1985, 1986, 1987

The oldest fleet in years of active
service, the Club is very proud of its Star
Fleet!

Tulip - Time -Up Winners

Dick Stearns	1954, 1957, 1958, 1962, 1964, 1965
Gary Comer	1955
Harry Nye	1956
Bob Boudeman	1959
Bill Parks	1960, 1963, 1968
Peter Wright	1970, 1973, 1974, 1975, 1976, 1978, 1979
John McKeague	1966, 1967, 1969, 1977
Bob Ferguson	1972
John Greening	1980
Allen Leibel	1981
Paul Henderson	1982
Paul Reilly	1983
Jeff Schaefer	1984
Joe Londrigen	1985, 1986
Jack Rickard	1987



FIVE DEBUNTANTES AND ONE TEAL BEING TOWED AFTER THE LAST TEAM RACE AT KLINGER LAKE, MICHIGAN IN 1941.

Debutante, the 1940 glamour boat...She is all that her name implies - graceful, smooth, beautiful and alluring...so states the promotional brochure of Clifton Francis Haughey; naval architect, marine engineer and builder of Battle Creek.

Haughey, who helped design the Lightning while working for Sparkman & Stevens, came back home to Gull Lake in 1939 and built the first five Debs at the Parker Boat Yard, (now the Gull Lake Marine Center, with the help of Dan Parker.) In 1940 five more were built in Battle Creek, and an additional three were built in 1941 by Miller Davis Co., (#11, #12 & #14.)

> #13, built after the War is the only Deb now sailing at Gull Lake.

The Deb is twenty-one feet long, made of 3/8" inch plywood, with a 300# cast iron keel, carried 147 square feet of sail.

In 1941 the owner of one of the boats gave the Phillip E. Pettes Trophy to the Club, to be awarded to the season champion of the Debutante Fleet. It was won in 1941, 1942 and 1944 by the Barnes brothers, Stanton and Charles, (no formal racing in 1943.)

In 1946 Mr. & Mrs. Harold Barnes donated the Barnes Brothers Trophy, in memory of Stanton, who was killed during the War. (This was retired after Chuck won it in 1947, 1948 and 1950.)

One of the high points in the Class occurred in 1941, when five of the Debs were put on Star boat trailers and taken to Klinger Lake to race as a team against five Teal Class sailboats...Gull Lake winning.

The next year, an all-Deb event occurred on Gull Lake against the Klinger Lake sailors...Gull Lake winning.

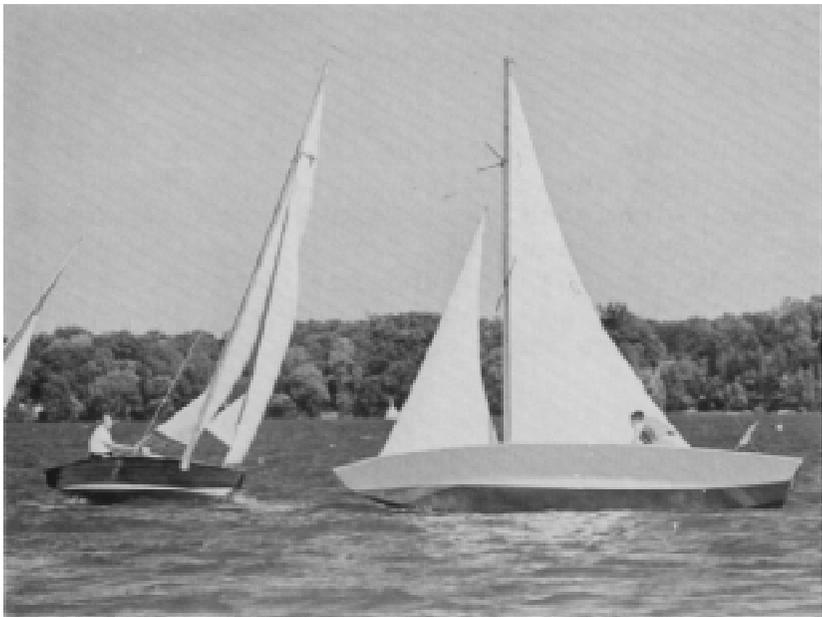
The GLYC Deb fleet began to decline in the early fifties as a few of the boats were sold off the lake to Goquac and Fine Lakes.

In 1952 Cliff Haughey proposed the National Deb Championship Series, since there were then boats on other lakes.... This suggestion was met with enthusiasm and chuckles from those in attendance, (it allowed them to keep up with the 110's who had hosted their Class Championship on Gull Lake that summer.) Cliff Haughey won in both 1952 and 1953; Chuck Broecker won in 1954.

Some of the outstanding sailors who sailed Debutantes were: Cliff, Phil, Chuck and Lou Haughey; Don and Paul Staake, Jr.; Stanton and Chuck Barnes; Dan Parker; Dr. Hemmes; John Miller; Harold Upjohn; Cameron Davis; John Chipman and Chuck Broecker. Many of these sailors went on to sail in other fleets.

Deb Fleet Champions

1939	8-Ball	Cliff Haughey
1940	Nonny	Staake Brothers
1941	Judy B	Barnes Brothers
1942	Judy B	Barnes Brothers
1943	(no races)	
1944	Judy B	Chuck Barnes
1945	Judy B	Harold Barnes-
	Marbet	Cameron Davis-
1946	Sharon Rae	Richard Early
1947	Judy B	Chuck Barnes
1948	Judy B	Chuck Barnes
1949	8-Ball	Louis Haughey
1950	Judy B	Chuck Barnes
1951	Stymie	Cliff Haughey
1952	Judy B	Chuck Barnes
1953	Stymie	Cliff Haughey
1954	G'Zundheidt	Charles Broecker



TEAL AND DEBUTANTES RACING AT KLINGER LAKE
1941.

SNIPE FLEET

1940 was a year to remember for many reasons at Gull Lake; it was especially so for the Snipe Fleet, as it was their charter season. The minutes of the GLYC Awards Banquet on Labor Day that year records its first reference ever to the Snipes as it lists the winners:

First - Esme - William Brown, Skipper,
14 points.

Second - Jeep - Jim Felke, 9 points.

Third - Koala - Gordon Evans, 4 points

Fourth - Shpoush - 2 points

The next reference we can find in the files was in 1945 when Tommy Carroll won not only the Snipe Championship, but also THE TROPHY, a huge oversized 4th of July winner's prize that, "was as big as Tommy and he called all three of the boys to handle it."

A 1947 GLYC weekly bulletin lists:

6450 - Tom Carroll and John Keyser

3359 - David Walbridge and Ulrich

6445 - Ed Gavney and Helen Gavney

6446 - Kelly Erhman and Eddie Moss

- Betty Zinn and Ann Butterfield

- John Chipman and _____

> Two of the skippers, Kelly and Betty were among our most enthusiastic and attractive skippers of that era. Betty was also our bulletin editor for a long time....



ROGER TURNER SAILING SNIPE ON GULL LAKE



MODERN FIBERGLASS SNIPEs AT A GULL LAKE REGATTA

The Snipe has followed a different history on Gull Lake than our other fleets, or most other Snipe fleets for that matter. With some notable exceptions, the Snipe sailors at Gull Lake have typically been teenagers who have had short-term involvement with their Snipes.

As a result we have experienced greater difficulty in reconstructing the Snipe Fleet history than with the rest of this work. Veteran Gull Lake sailor, Bill Ticknor has good recall though as he writes:

"I purchased my first Snipe in 1949 at age 11, (a homemade boat by Dave Preston.) Judy Keagle crewed for me. We would always sail 2 races Saturday and Sunday, but the committee would never wait for me to finish, (so far back.) The G.L. Snipe Fleet held the Michigan Championships in 1951 - I could not sail the boat...did not measure in. So we sold it and got a newer one, #7900, made by Wolverine Wagmaker of Grand Rapids."

"The names I remember are Tom Carroll, Ed Gavney, John Keyser, Arden Zinn, Tim Shank, Butch Rosenbaum, Kelley Erhman and John Folz. We always started 15 - 20 boats. The G.L. fleet in the 50's was made of quite young sailors, 13 -20 years old. As we became of age to drive we all attended regattas at Diamond Lake, Reed's Lake, Portage Lake, Lake Wawasee and many more. I won the Ohio State Championship at Gwan Lake in 1959, and John

Keyser won the Michigans in 1955.
Arden Zinn won the 2nd flight champion-
ship of the Nationals at Mentor Harbor,
Ohio in 1955."

In the interim years the Snipe fleet has
been kept in an active status by these
sharp sailors -

Rodger Turner, Jr.
Tick Ticknor
Ray Croasdale
Bill Woodworth
Mike Keagle
Dwight Patten
Jeff Lawrence
John Crookston

and many others.

In this 37th season of the Snipes on Gull
Lake, an invitational regatta will bring
top Snipe sailors back to Gull Lake once
again. Our sailors will trail their craft
to compete in at least five off the lake
events.



THE 110 FLEET

In 1940 the big sensation at the Boat Shows was the new C Raymond Hunt design, a 24 foot narrow "banana" shaped plywood hull that could be delivered for under \$1,000. The Gull Lake Boat Works decided to take on a dealership to promote the new class on the lake.

An order went out in the spring of 1941 for six boats to the Lawley Co in Boston. The Burdick twins traded their 22 square meter for two 110's; Ralph and Jack Hayward raced against them on Saturdays and the fleet was underway.... The original owners are recorded as follows:

114	"Larry-Lou"	Lorence Burdick
115		Ralph Hayward
116	"Nancy"	Robert McDougal
117		(owned in 1951 by David Ryan)
118	"Redwing"	Lee Hammond
119	"Mae-Wynn"	Willis Burdick

The Lawley-built hulls became known locally as "Lolly's", and it took years to overcome that misnomer!

After the War, the fleet quickly grew on Gull Lake as it did across the country:

388	"Hah"	Robert L. Hart
398		Charles Monroe
399	"Inak"	Paul Koestner
400	"The 400"	David Muntz
473	"Pedamiodajo"	Jane Steele
474	"El Jay"	



TWENTY FOUR FOOT DOUBLE ENDED 110 SAILBOATS
AS RACED ON GULL LAKE FROM 1940 to 1970.



A GROUP OF 110'S AT THE COUNTRY CLUB DOCK

475		Loy Norrix, Jr.
476	"Lawrencia III"	Jack and Bill Lawrence
483		Max Goodwin
484		Mary Coleman
489		Jack Higgins
493		Herbert Stapelton
499	"Y P Jr."	Bill Stone
500		Les Vermeulen
501	"Presto"	Dave Preston
502		Jack & Jayne Hayward

The 1951 Class Roster of the 110 Association shows all the above boats listed as members of the Gull Lake fleet, indicating that the 110's were GLYC's largest fleet! "...-Bob Hart, for the fourth consecutive year came out the Fleet Champion..." Dave Muntz trailed his 110 to the 1950 Class championship series in San Francisco. In 1952 the Gull Lake Yacht Club hosted the Class Championships, which attracted many hot 110 skippers from both coasts and the Great Lakes.

In the late fifties a good many of the 110 sailors had shifted to the 210 class, and other boats changed ownership. The 1965 roster listed the following boats, not all active:

116	Jack Wallace	451	Bob Fraser
118	Bob Dudley	489	Chuck Broecker
119	Jim Bradley	490	Paul Todd
231	Al Korest	499	Chuck Ross
388	John Keagle	500	Bob Reiller
400	Art Large	501	Earl Spoetti

Paul Todd, Sr. was not a racer, but his enthusiasm for the 110 was very keen. On a

summer morning he would go out for a sail dressed in his working clothes, likley a blue suit and straw hat. When it was time to go to his Kalamazoo office, he would moor the 110 at the buoy in front of his home and leave the sails up for his return in the evening. The boat would tack around the buoy all day long; this routine being repeated throughout the summer....

The 110 Class added the trapeze in 1969, making the boat faster, more seaworthy, and also more athletic.

By 1974 the fleet had declined in numbers to the point that it no longer qualified as a separate fleet. The records during the forties are largely missing, but the known Fleet Champions are:

Unknown	1940-1944,1946
Ralph Hayward	1945
Bob Hart	1947,1948,1949,1950
Jack Hayward	1951, 1952, 1953
Bill Stone	1954
Jack Lawrence	1956
Dave Preston	1957,1958,1961
John Keagle	1959, 1960, 1967, 1973
Steve Hammond	1962
Al Korest	1963
Jack Wallace	1964, 1966, 1969, 1971, 1972
Bob Fraser	1965
Dave Hatfield	1968
John Conner	1970

LIGHTNING FLEET

Clarence Avery was the father of the Gull Lake Lightning Fleet. After a successful career on Wall Street, Clarence moved to Battle Creek to be near his family. When he moved, he brought his pride and joy, the Lightning that he had built in the East.

The actual founding of the fleet occurred at a meeting at Wilkinson's Boatyard. Five boats were delivered in the spring of 1948 and the fleet soon reached ten boats.

> Early champions included Bill Skellenger, Jim Coggan and Jim Harrison.

Walter A. Bud Tholen was the first to try fibreglassing a wooden Lightning. On the third try he finally succeeded with six layers of glass mat along the garboards to prevent the boat from splitting its glass shell right down to the keel. Bud finally obtained a Nickels and Holman "HardGlued" Lightning that did not leak....

> Bud was best known for teaching youngsters to sail. He was THE Club's "Junior Program" at one time.

> Dan Chappell recalls that one merely had to sail by Bud's house in order to get an evening brush race going.

In the summer of 1957 John Fischer sold his Lightning to Dan, and he and Clayton Cole battled for last place all summer. After this experience the two skippers built the famous "Transom Trophy," which is still



DAN CHAPPELL IN LIGHTNING #1988 AND BUD THOLEN IN LIGHTNING #2036 RACING IN 1955



LIGHTNINGS ROUNDING MARK DURING HANDICAP RACE

awarded annually for perserverance.

Jim Coggan was the fleet champ during most of the early 1960s. Jim and Don Coggan and Jack Engels won the Governor's Cup at the Lightning North Americans in 1962, the best that a Gull Lake sailor has ever done!

> That same year Bob Harrison won the Junior Championship at Gull Lake.

Tom Crookston's new Lightning arrived as deck cargo from the Netherlands on the first ship through the St. Lawrence Seaway in the Spring of 1963. That year the Junior Champ was Don Coggan and the Fleet Champ was Jimmy Coggan. (Jim later became a world class Soling sailor.)

New to the 1964 roster were Bruce Hutchinson, Duane Jamieson, Richard Mauer, Jim Fulton, Bruce Murphy, Wes Cromie, Wallace Gilkey and Carter Brooks.... Carl Engels left for Africa on a four-year "leave" from the GLYC. While he was gone the wood/fiberglass issue was settled in favor of the synthetic material.

By 1966 the Lightning Fleet reached its zenith with 23 boats, (Bruce Murphy, champion.) Duane Jamieson lead a group of skippers on a major project, dry sail rafts.

As a high point of each year the Lightning fleet has a unique social event, the well attended SAIL TO BREAKFAST! Originally at Ross Township Park, it is now scheduled at skipper's homes.

In 1975 David Aloisi with Danny Chappell and Beth Crookston won the 1975 Michigan Junior District Championship at Devil's Lake.

In 1980 Tim VanderMeulen, Carl Engels and Jack Engels sailed in the North Americans. The next year the GLYC hosted the Junior Districts, with John Mather, Jr of Pontiac winning.

Dave Hatfield moved from the 210's to the Lightnings, and he promptly set records for regatta attendance and innovative rigging!

Among the new recruits to the Lightning in this era were Mike Rathbun, Ken Byerly, Bill Patton, Art Riley, Martin Zonnenberg, Bill and Tick Ticknor, Bruce Kramer, Dave Decker and Dave Watt. Dan Chappell puts it all in perspective as he writes:

"How things have changed. Jim Spurr's 'Sundance' is the only wood Lightning left in fleet #137. We all agree wood is good, we just don't have the ambition to keep up with the varnish. Gone are the upper jumpers and their diamond stays, gone are the sitka spruce masts, replaced by black anodized aluminum. Here to stay are the fiberglass, self-rescuing hulls and stainless steel centerboards that never need painting. But here to stay is the fun, the challenge, the racing. After all, it's the people who make a fleet great.... not the boat."

Lightning Fleet Champions

Bill Skellenger	*
Jim Coggan	* , 1959, 1961
Jim Harrison	* 1960, 1962, 1964, 1967, 1971
Walter Tholen	1963
Tom Crookston	1965, 1968, 1969, 1970
Bruce Murphy	1966
Carl Engels	1972, 1973, 1975, 1976, 1977, 1978, 1979, 1980
Dan Chappell	1974
Jack Engels	1981, 1982, 1983, 1984
Tick Ticknor	1985, 1986

* Early history not documented -
These skippers believed to be
fleet champions during this era.

REBEL'S, THEN FLYING SCOTS

In March of 1955, while attending the Grand Rapids Boat Show with his girl friend, Mary, Max Doolittle purchased a Rebel sailboat and launched it on Gull Lake a couple of months later.

The following year Max joined the Yacht Club and sailed in the Miscellaneous Fleet, which wasn't too active at that time. They got married the following April, and brought forth a fleet of Rebels! Max recalls those day with the comments, "We had many near disasters as new sailors . . . and we remember watching others who had disasters and near disasters also. My desire to help and teach others began in those early days , and I vowed I would help all new sailors who came to the fleet.'

Max reflected recently on the help that he'd received from Ted Parfet, and he's had the pleasure of teaching Teddy Parfet with the same TLC he received from his grandfather.

The group became active in attending regattas, and it was while at the National Rebels Championships at Vermillion , Ohio that Max and Mary saw the newly designed Flying Scot. Chuck Kirsch, (who later became a world class sailor of maxis,) helped the cause by loaning them his Scot for a sail on Klinger Lake. In April of 1960 they bought their first Scot, and they were quickly joined by John Deal and Jack Blanke. The Gull Lake Scot fleet became



MAX DOOLITTLE'S FLYING SCOT "IT'LL DO THE 7TH"



FLYING SCOT DISTRICT CHAMPIONSHIPS 1987

the 15th fleet in the National Scot Association, (now there are 162 fleets....)

Max, Dr. Harland Beers and John Pelong were the Scot champions during those early years.

Scot Fleet # 15 hosted a biggie; on the same weekend in 1972 they ran a combined District and Regional Regatta. A few years later, in 1976, GLYC sailor Richard Pelong won the second District Championship.

In June of 1987 the Michigan-Ontario District championship was sailed on Gull Lake with 29 boats participating, Ronald Rogala of Farmington Hills winning. The visiting sailors, mostly coming to Gull Lake for the first time, reported that they had never sailed on a lovelier lake nor encountered finer hospitality.

During 1987 the fleet also traveled to Cincinnati, Ohio to celebrate the 30th anniversary of Fleet 1.

Max and Mary have both served the Flying Scot Sailing Association; Max as Vice President in 1968, Mary as Executive Secretary from 1970 to 1973. The fleet has enjoyed as many as 20 boats, 15 presently and they've had over 100 Scats go through during its 27 year history. The Scot sailors have also included our most enthusiastic members....

Flying Scot Champions

skipper	boat name	years
Max Doolittle	It'll - Doo	1962,
Harland Beers	Vision	1963, 1964
		1965, 1966
		1967, 1968
John Pelong	Fly-A-Long	1969, 1970
		1971, 1972
		1973, 1974
		1975
Richard Pelong	Fly-A-Long	1976, 1977
		1978, 1979
John Kittredge	Follow Me	1980
Jim Reese	Celebration	1981
Forest Rogers	Prime Interest	1982, 1983
Jim Keller	Escargot	1984, 1985
John Kittredge	Queen of Scots	1986



TIM SHANK'S 210 ROUNDING THE WINDWARD MARK

210 FLEET

At the 1958 Chicago Boat Show a group of Gull Lake sailors found the ideal boat to fit their dreams, a well designed racing and day sailing hull with a fixed keel accommodating up to six - the International 210. C. Raymond Hunt, the designer, was well known on the lake because of his design of the International 110 that had been competing for a number of years.

The builder, Beacon Boat Company was conveniently located at Lake Macatawa, and the group tested the Beacon 210 at Holland the following summer. Ed Dozema bought the show model in the summer of 1958, and seven others placed orders for 1959, giving Gull Lake this initial 210 fleet:

+ Edward R. Dozema	#267	Marajo
+ Maynard M. Conrad	#280	Systole
+ Harold A. Machin	#282	Caduceus, '59 Champ.
John G. Polzin	#295	China Doll
+ Roger A Scholten	#296	Diastole
W. John Upjohn	#308	The Jolly
Don Battjes	#309	Mado

The 1960 season started with four more new boats and two older boats added to the fleet:

+ William J. Klerk	#310	Benign
John W. Lawrence	#311	Jola
John M. Hayward	#312	Skye III
+ Floyd H. Fradenburgh	#313	Yankee
Phillip J. DeYoung	#246	Little Pill
Robert W. Grace, Jr	#40	Tabouma II

NOTE: + - The skippers so marked consisted of five MD's and one DDS. The 210's were then known as the "Doctor's Fleet."

0000000

In 1961 the Gull Lake Fleet was ready for its first open regatta competition, the Graves Plaque. It was hosted with the assistance of a former Class Champion, Dick Sullivan who came along with three of his Boston area skippers. Roger A. Anderson of Muskegon was the winner among 31 entries.

Some 210 highlights:

- > In 1968 a former skipper of R'S, 22's Debs and Stars, Dan Parker, won the Midwest Championship.
- > Bill Klerk won the 1974 Midwest, and later the 1977 and 1979 Wells Bowl.
- > The 210 Nationals were raced on Gull Lake in 1982.
- > Bill Uggan placed 2nd in the Nationals in 1986.
- > Previous 110 fleet skippers became successful 210 competitors - Phil DeYoung, John Keagle and the three Jack's, (Hayward, Lawrence and Wallace.)
- > Bill Klerk, and Joe Brogger II are 2nd generation skippers. (Both boats have been raced continuously on Gull for 27 years.)

- > The Fleet now consists of the old Harborite compressed plywood hulls, Fibreglass covered hulls, and Fibreglass balasa core boats - all equally competitive!
- > The first 210 fleet captain was Maynard Conrad, 1959-1961, who provided the fleet with great leadership and enthusiasm! (He also provided most of the data for this section.)
- > Among the new skippers in 1987 is Tick Ticknor, a champion sailor who cut his teeth initially in the Snipe fleet. He had brought a boat from Boston to the lake.

Fleet Champions:

Harold A Machin	Caduceus	1959
Phil DeYoung	Little Pill	1960,1961, 1962,1965
John W. Lawrence	Jolal	1963, 1964 1970
Harry B. Parker	Cynthia	1966,1968 1969
Robert W. Grace	Tabooma III	1967
William Klerk, Jr	Benign	1971-1973 1977-1979 1982
David Battjes	Mado	1974

David Hatfield	Happy Days	1975
	Razamatazz	1976,1980, 1981
Bill Uggen	Sasson	1983
Win Todd	Caromanda	1984
Jack Wallace	Robot	1985,1986



CLOSE FINISH OF 210 RACE ON GULL LAKE 1987.
CURRENT FIBERGLASS COMITTEE BOAT IN
BACKGROUND.



505'S FLEET RACING IN THE 1970'S

505 FLEET

In 1967, the high performance 505 class, big brother to the 470 Olympic class, was granted fleet status in the club. Weighing only 280 pounds and carrying lots of sail, the trapeze-rigged boat was an animal.. -very fast and very hard for the uninitiated to keep upright.

Jon Hill recalls, "...that, curiously enough, the basic composition of the original fleet . . .people who didn't know how to sail, and people who did, but didn't do it very well. The fleet's founding father was Mel White, and original fleet members were Bill Ayotte, Paul Busch, John Hettinger and myself . . .all of whom promptly and damply learned how to sail."

The 505, a 1953 French design, was one of the first racing dinghys to feature complete rescuing capabilities, an important feature for the fleet. In the early days, it was not uncommon for a boat to capsizes three times during a race and still recover to win!

Ultimately, the 505's speed and the sailing skill required to handle it, attracted some of the best sailors on the lake including Jack Engels, Dave Hatfield and Don Coggan. The fleet traveled extensively and hosted annual regattas of 30 plus competitors from as far away as California and Massachusetts.

Many viewed the 505 as too much boat, however, and the fleet never exceeded ten

boats. In 1977 the fleet resigned it's status with the club...a brief but memorable chapter in the club's truly illustrious sailing history.

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505'S AND CRUISING FLEETS

MISCELLANEOUS CRUISING CLASS

In the mid-1970's a new type of craft had been sailing on Gull Lake for several years - the small cruiser.

These boats held a lot of interest for their owners as they afforded good day sailing capabilities with the added luxury of their cabins and basic amenities. They all carried auxiliary motors, and they conveniently kept the mainsail right on the boom under a cover when at anchor. These features promoted frequent sails, often in marginal conditions such as summer evenings.

But the new skippers also wanted to race!

The Club had recently adopted a new requirement for fleet status - no fewer than six boats. Under the leadership of Ward Shurtz, a group with a collection of various small cruisers organized the Miscellaneous Cruising Class for the purpose of sailing on Sundays under a handicap basis. They set for themselves these basic design qualifications in order to qualify:

1. The boat had to have offshore capabilities.
 2. It had to be 26' or less. *
 3. It had to be a single hull design.
- * - During the first few seasons this rule was not in place; in fact a Catalina 27 won actual time in 1977.

The Portsmouth Handicap was adopted originally, and it has been the recognized rating system used ever since. Certain modifiers were allowed under local option provisions so the local sailors were involved in seasonal declarations regarding such factors as the use of spinnakers, genoas and the on board presence of an outboard. After several years the fleet also elected to consider a wind velocity modifier of the rating.

In the beginning this collection of unmatched boats, racing under a handicap, seemed strange to the one design sailors, and their wide differences in performance capabilities and skipper abilities caused a far spread fleet. Much to the surprise of many of the tail-end Charlies might win these races while the scratch boats winning on actual time would lose when the ratings were subsequently applied.

Whenever the opportunity was present there were "discussions" about the equity of these handicap ratings, and in time the rougher inequities were eased and the fleet's overall performance improved.....

The fleet was an instant success, though, for it provided the owners the advantages of a cruiser of their own choice on Gull Lake and an opportunity for vacation cruises on the Great Lakes. Novelty race series have been added to the basic Sunday Series to provide other race opportunities without an all summer Saturday and Sunday commitment:

Holiday Series; (Saturday, Sunday and

Monday, Memorial Day - 4th of July -
Labor Day.)

Summer Doldrums Series; (late July)

Single Handed Series; (3 Saturday
mornings)

Bikini Cup; (Females only)

The "cruiser" aspect of this fleet is featured in the annual raft-up around Lawrence's buoy at the North end. A circular rafting pattern provides for a pleasant evening....

The Fall Series has probably been the most significant development for it has extended racing on Gull Lake into late October. It has also introduced "distance" racing, as opposed to round-the-buoys, on a regular basis to the lake. These races, beginning and ending at the Country Club, use one buoy at the far North end of the Lake, and "around the island" as the Southern part of the course. These races have not only been one of more distinctive parts of the Cruising Fleet, but also one of the most fun.

The Single Handed series has used the same Island-North end format except with the added thrill of the skipper having to blame himself for slow trimming and other poor performance activities. For a good show the reader should go out and watch some of the more daring set spinnakers. It even gets better when they try to get them down and a Genoa set at the leeward mark!

1977	18	Dennis Maattingly Cal 21	Norton and Harrison Catalina 27
1978	22	Ward Shurtz Tanzier 22	John Keyser Morgan 25
1979	30	T -Ward Shurtz Tanzier 22 T -John Keyser Morgan 25	Ken Byerly Harmony 22
1980	31	Ward Shurtz Tanzier 22	Ken Byerly Harmony 22
1981	33	B. Hutchinson Challenger 24	Mike Keenan Harmony 22
1982	34	Dick Leet, S. Boudeman Morgan 25	Bob Harrison Mike Keenan Harmony 22
1983		B.Hutchinson Challenger 24	Bob Harrison Mike Keenan Harmony 22
1984		B.Hutchinson Challenger 24	John Lawrence J/24
1985	27	Jack Wallner San J 24,Blue Dave Rozelle San J 21,Red	Bob Harrison J/24
1986	22	Art Thompson Maxi 77	Mike Rathbun San Juan 24

J/24 FLEET

In 1976 an East coast quarter-tonner was born in the garage of architect, Bob Johnstone, looking a bit like a stretched Lightning, plus a fin keel and a cabin. Bob started sailing this under M.O.R.C. handicaps and started winning dramatically in all conditions. The boat got such favorable reviews that Bob and his brother set up a business to sell J/24's and contracted with Tillotson and Pearson to build them in its Rhode Island plant. The J/24 has since broken all records in sales performance as over 4,000 were built in the next decade, and they have spawned a flotilla of J boats of all sizes.

Dan Pender saw the potential of the J/24 on Gull Lake and bought #632 for the waters of Gull. He immediately did well with his J in the Cruising Class fleet.

In 1983 John Lawrence, (Jack had seen action in the 22 square meters and later in three other fleets,) began the push for a one-design cruiser fleet. The J/24 was the obvious choice, and in August he began campaigning "J Fever."

By the Holidays George Clark and Blair Holden had also gotten the fever, so in 1984 the four boats sailed as a Division of the Cruising Class, (with a J winning actual time honors !) By late summer Bob Harrison also joined and the group was at five.... During that same season the group was chartered as Fleet #123 by the J/24 Class Association.

After a second successful season in which another J/24 won actual time, the sixth J/24 was ordered by Woody Boudeman. (Six was the magic number of boats needed to be duly recognized as a separate fleet by the Yacht Club, so when that number was reached the gates opened quickly!) During 1986 the fleet quickly grew to eight boats by spring and to nine by September. By mid 1987 the fleet roster lists 14 boats!

During 1986, "Dirty Laundry" - Bob Harrison and crew as well as "Airborne" - Blair Holden and crew trailered their boats to Chicago where they sailed in the J/24 North Americans.

Fleet Champions

1984*	3838	J Fever	Jack Lawrence
1985*	222	Dirty Laundry	Bob Harrison
1986	4138	Shooter	Woody Boudeman



CHAMPIONSHIP SERIES

As noted in many of the sections on the FLEETS, championship series have determined the best of the best on a fleet-by-fleet basis annually. In 1926 and 1927 the most coveted Yacht Club Championship was apparently won by "Holmes and Bowman" and Jim Carpenter respectively.

When the fleets multiplied it became more difficult to select a club wide winner -

The fleet races ended only a day before the Labor Day awards banquet, and the members then scattered away from the lake....

But then in the mid-sixties someone noticed that a series could be run on the weekend after Labor Day, a round robin in one class of boat with the championship team from each of the Classes participating.

This series has been structured in about the same format ever since, although it was modified a bit in 1975 and designated as the Robert Boudeman Memorial Championship.

The listing that follows is based on records that reports the skipper and generally a crew of one, (probably because most of the series have been sailed in two man boats.) We recognize that the champions coming from the 210's, the Lightnings and the J/24 carried larger crews in the qualifying fleet competition. We salute all of those unnamed sailors, and of course every team that has ever qualified!

GULL LAKE CHAMPIONS

Season	Skipper/Crew*	Fleet	Note
1968	David Hatfield Pete Wright	110	a
1969	Bill Klerk Jim Eichelberg	210	* b
1970	John Lawrence Joni Lawrence Fred Kopplow	210	C
1971	John Keagle Jack Wallace	110	B
1972	David Battjes Larry Klerk	210	* C
1973	Rodger Turner Ray Croasdale		Snipe D
1974	Rodger Turner Tick Ticknor		Snipe B
1975	David Hatfield Cheryl Hatfield	210	* B
1976	David Hatfield Cheryl Hatfield	210	* B
1977	Bill Klerk Jack Klerk	210	* C
1978	Rodger Turner Jeanne Turner		Snipe B
1979	Carl Engels	Lightning	* E

Gull Lake Champions, 1980 - 1986:

Season	Skipper/Crew	Fleet	Note
1980	Tick Ticknor Ted Ketten	Snipe	b
1981	David Hatfield Cheryl Hatfield	210	*b
1982	David Hatfield Cheryl Hatfield	Lightning	* D
1983	David Hatfield John Jackson	Lightning	* d
1984	David Hatfield John Jackson	Lightning	* d
1985	Tick Ticknor Jim Patton	Lightning	* d
1986	Woody Boudeman Fred Buckley	J/24	* d

Notes: * Full crew that sailed in fleet races is not shown.

- a - series sailed in Lightnings
- b - series sailed in Flying Jrs
- c - series sailed in 210's
- d - series sailed in Flying Scats
- e - series sailed in Snipes

Postscript

Like many of the other Gull Lake Yacht Club sailors, my hours spent in sailboats on Gull Lake have been joyful and full of cherished memories.

I have been fortunate to have had more time for this fun than most because my father got me started as a "cabin boy" on a 22 back in the thirties...and I've been racing almost every season since. During that time my crew has included my brother - Bill, my wife - Joanne, two of our kids - Joni and Jeff, two sons-in-law - Tim and Joe: and many, many good friends....

Sailing the big lakes is fun; so is off-shore sailing on salt water. Cruising is great, and long distance races are intriguing, but....

I suppose that the devotees of the above wonder how a soul can be content going around the same buoys, season after season....

I don't really care what they think, cuz I know that the Gull Lake Yacht Club sailor has got it all beat, (and it's right in our own front yard!) How lucky can you get?

I was inspired by Commodore Chuck Barnes to act as the author-editor of this history. He has helped me at each stage of the project, given me encouragement, and is actively committed to the role of

publisher. He and Dona have been vital to this history!

Much of this has been based on information found in ancient minute books, bulletins and files kept by past Commodores. The gaps, though, have been filled in by some very special and enthusiastic GLYC sailors:

The early history: the R'S, 22's, etc -
John Adams, Maynard Conrad
Jack Hayward, Bill Lawrence
Harry Parker, Win Todd

The gentlemen listed below have been the key fleet historians:

Stars & Debs	Chuck Barnes
Snipes	Bill Ticknor
110's	Jack Wallace
210%	Maynard Conrad
Lightnings	Dan Chappell
Flying Scats	Max Doolittle
Cruisers	W.Shurtz, D. Rozelle
505's	Jon Hill

To all of these long-time participants in the GLYC program who've given willingly of their time and to the others who have sent information and pictures, THANK YOU!

This history will hopefully challenge our members to cherish and preserve our heritage.... We still have some artifacts from antique yachts and near-forgotten events. What can we do to preserve them before they are all gone?

John W (Jack) Lawrence

Gull Lake, June 1987

Gull Lake Yacht Club

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