1899

LAKE BEULAH
YACHT CLUB
Friends of Lake Beulah Yacht Club,

One hundred years is a long time! Yet the Lake Beulah Yacht Club has survived and flourished since its founding in 1893. This Centennial publication is a chronicle in story and picture of the past one hundred years. We hope it brings back fond memories of times past at Lake Beulah and the Lake Beulah Yacht Club.

Tom Derse, Commodore, 1993

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Not many centenarians are as sprightly as the Lake Beulah Yacht Club which celebrates its 100th anniversary in 1993. This vibrant organization looks back with pride on decades of steady growth and meaningful accomplishments.

Notable among these are the encouragement of competitive sailing, good sportsmanship, and the opportunities for recreation and socializing for countless families who have enjoyed membership throughout the years.

Today's mylar sails and fiber-glass hulls are a far cry from the birchbark canoes of the early 19th century. What is hard to believe is the fact that before 1830 there is no mention of any white man in what later would become Walworth County.

No records exist describing the region inland between the foot of Lake Michigan and the mouth of the Milwaukee River. This would suggest that it was unknown to the explorers of the 17th and 18th centuries.

TRANSFER BY TREATY

On September 26, 1833, the United States Government signed a treaty with the Potawatomies, Chippewas and Ottawas by which those nations "ceded all lands from the shores of Lake Michigan westward to land ceded by the Winnebagos the year before. The northern boundary met lands ceded by the Menomonees (north and east of the Milwaukee River) and the southern was defined by lands ceded by the same tribe in 1829 in northwestern Illinois."

In return for the land, John Kinzie of Chicago, United States agent, agreed to make annual payments to the Indians in coin, guns, blankets and other necessities. The Government also agreed to protect them in occupancy of the soil they now held until 1835 and then transfer them to other lands west of the Mississippi River.

The territory thus acquired "extinguished Indian title to 5,000,000 acres of land and included all of southeastern Wisconsin." Tribes were to remain in peaceable possession of the lands for two years until moving west.

However, the treaty was not signed until late the following year, so evacuation was delayed until 1836. Before that date, the Government could give no clear title.

LAND OF THE POTAWATOMIE

The leading tribe in the territory was the Potawatomie who were curious about another culture and peaceful in disposition. They were said to show "little deceit or treachery and, among their fellow tribes, managed to cement friendships that remained unbroken."

Having migrated south from Green Bay, their largest village at this time was Mukwonago, "the meeting place of the bears." The principal trail in the area started at the head of Big Foot Lake (Geneva) and led through LaFayette and East Troy to Mukwonago. Known as Army Trail, it had been the "route taken by a regiment of soldiers on a march from Fort Dearborn (Chicago) to Fort Howard (Green Bay) in 1836."
Early records reveal that Mrs. John Kinzie, the U.S. agent’s wife, crossed Walworth County in the fall of 1832 as she accompanied her husband to Fort Winnebago (Portage). Her memoirs relate her delight in seeing the waters of Lake Geneva. Her party is believed to be the first whites to view lake.

As a result of early conflicts, Wisconsin passed from French to English to American possession. It was included in the old Northwest Territory until 1800 when it became part of Indian Territory. In 1809 the land was joined to the Illinois Territory, and in 1818 to the Michigan Territory.

On July 3, 1836, Wisconsin became part of a territory which included Wisconsin, Iowa, Minnesota and a part of the Dakotas. Walworth was one of the first counties approved during the same year. It was named for Chancellor Reuben H. Walworth of New York, an "outstanding character in temperance work and other moral movements."

Wisconsin became the 30th state on May 29, 1848 with Nelson Dewey its first governor. Christopher Payne was the first settler in Walworth county in 1836.

A land sale of 100 townships in southeastern Wisconsin was advertised by the land office at Milwaukee to begin November 19, 1838. Since most of the settlers were unprepared to pay at that time they asked for and gained a delay until February 18, 1839.

Sales began with Townships 1 to 10, ranging from Lake Michigan westward and amounted to 4 to 5 townships daily. The lands of Walworth County were sold between February 25 and March 5.

Sales were made to the highest bidder on each tract, starting with the Government’s minimum price of $1.25 per acre. Agents were empowered to buy for non-attending neighbors and might bid as high as $20.

If payment were not made that day, the same land was started the next day at the lowest rate and was usually sold at that price without further bids from previous competitors.

WHITE SETTLERS ARRIVE

In 1838 Dr. James Tripp, a retired Army surgeon with an eye for engineering, purchased 151.79 acres from the Government and is presumed to be the first white settler in this area.

A native New Yorker, Dr. Tripp had practiced medicine in Mobile, Alabama, for several years before returning home. After 15 years of practice in the East, Dr. Tripp decided to try farming in Wisconsin Territory.

Although his stay here was brief, it was long enough to build and lend his name to a saw mill, Tripp’s Mill, adjacent to Crooked Lake, the original name of Beulah. Tripp’s Lake, later known as Mill Lake, was not connected at that time.

In 1839 he and his wife, Rosepha, moved farther west where they are credited with founding the village of Whitewater. Rosepha brought with her a "comfortable little fortune" and they became two of the largest property holders in the area.

There Dr. Tripp built a grist mill, which proved more profitable than a saw mill, and practiced medicine "only when called on in critical cases." He represented
Mill wheel at the dam with Mill Lake in the background, circa 1896

the area in the 4th Territorial Assembly in 1841-44.

Dr. Tripp died in 1844 at the age of 49 leaving his estate to Rosepha providing that she "remain a widow."

Tripp’s saw mill was bought and sold frequently over the years. In 1852 Seymour Brooks was the owner for a short period. In the early 1870’s, the mill was destroyed by fire, and for many years, only the wheel remained.

A local resident maintains that the only access to the mill in the early days was over a bridge from Beulah’s East Shore to the Island. During the 1850’s, the mill owner built the road, now a part of County Trunk J, to make the mill more accessible.

Huge rocks and wagon loads of dirt were hauled by oxen to build the road which was seven feet beneath lake level (a fact recorded by Ripley’s "Believe It or Not") until it was reconstructed and raised to its present height.

FARMING TAKES HOLD

In 1845, 24-year-old Homer and 22-year-old Seymour Brooks made their way from Ovid, N.Y., to Walworth County with the area’s first threshing machine. They ran it in partnership the first season after their arrival and developed a profitable business.

After selling the machine to Seymour, Homer returned to New York where he purchased 2000 Merino ewes and drove them back to East Troy, a three-month operation. Their father sent them a Durham bull and three heifers which proved to be the first blooded cattle in Walworth County and perhaps in Wisconsin.
Homer purchased 160 acres in the Upper Lake region in 1848 and, in 1882, was said to own 218 acres valued at $60 per acre. Both brothers were successful in farming and raising stock and Seymour had a bent for business as well.

In 1846, Seymour became an employee of Edward Ball, a New York merchant who had opened a store in East Troy. After clerking for three years, he became a partner for eight more years until 1855 when the building was destroyed by fire at a loss of $14,000.

The store had acquired "Lake View," a 400-acre farm at the foot of Crooked Lake, which Seymour accepted to cover his investment in the destroyed business. This addition to his already sizable holdings purchased from the Government and located north and south of what is now Country Trunk J made him a major land holder.

Included in this property was a small island still known as "Buck Island," supposedly named because he kept his buck sheep there during the summer. It is presently the home site of Dan and Shirley Gawne.

JESUITS PURCHASE ISLAND

The larger island in his possession, later acquired by the Jesuit Order of the Missouri Province, consisted of 29 acres. This was sold initially to H. H. Rogers of East Troy, who built the first summer resort hotel on the lake in 1882 and operated it unsuccessfully for three years. In July, 1885, it was sold to Marquette College for $11,500 through the efforts of a Milwaukee caterer, James Conroy, who acted as an agent in the transaction.

A second deed dated September 10, 1908, records the sale of an additional portion of the Island from the Brooks’ heirs to Marquette University for $1500.

The old hotel on the island was used as a priests’ retreat by members of the Jesuit Order whose headquarters was in St. Louis. Each summer young seminarians would vacation there, living in the two buildings which contained dormitories, kitchen, and dining and billiard rooms. A windmill provided water for general purposes while Crowley’s Spring furnished drinking water.

A chapel was built later and lake residents were welcome to attend Mass on Sundays. It was a unique experience for many worshippers to arrive by boat rather than car, and to hear the birds through the chapel’s open windows.
For football fans, the Island offers an interesting "first," as described in "The Story of Football."
In 1906, the St. Louis coach, appropriately named Eddie Cochems, brought his team to Lake Beulah to develop the forward pass. It was legal but risky, since if the ball were touched and not caught, it was a free ball.

Cochems developed the first passing combination. The forward pass was introduced in college competition - not by Notre Dame but by St. Louis - against Carroll College in a game played on the Island in September, 1906. St. Louis went on to win every game that season.

Included in Marquette’s purchase of the Island was a flat-bottom pleasure steamer, the Lady Anna, which would accommodate 45 seminarians, all in good voice.

The Lady Anna proved a legend in herself. Not only did she provide pleasant recreation for the Jesuits, but also functioned as good will ambassador among some of the neighboring farmers, many of whom were staunch Protestants. The sale of their produce to the community, plus an invitation to cruise on the Lady Anna, is said to have done much to foster friendly neighbor relations.

Most celebrated of the steamer’s passengers was Vice President Thomas Hendricks, who served under President Grover Cleveland and who visited the Island during his term of office.

The Jesuits also initiated what has become known as Venetian Night, a parade of lighted boats decorated with Chinese lanterns. Many residents would light candles on the shore as the boats passed. Frequently, the procession would halt before the homes of friends who would join the boaters in song.
Bridge connecting The Island and the East Shore

An 1894 story in the "Mukwonago Chief" describes an impressive parade of lighted boats that wound around Buck Island, ending with fireworks on Jesuit Island. Other newspaper articles report the visits of President Theodore Roosevelt and of Cardinal Samuel Stritch.

Jesuit Island was sold in 1971 to LaBonte Enterprises for $250,000 and its buildings were burned. The property was subdivided into 17 lots. Presently it is the site of the homes of the following Yacht Club member families: J. Cullen Barr, Dr. James Bransfield, Dr. Daniel Collins, Ralph Gehrmann, Michael Heiser, and Kevin Moore.

For many years there was a busily-travelled bridge from the East Shore to the Island. Opinion differs as to whether the Jesuits felt it was a deterrent to their privacy and removed it, or whether it fell into disrepair and was abandoned.

A FIRST-CLASS RESORT

The distinction of creating the most celebrated landmark on the East Shore, the Hotel Beulah, belongs to John Porter who was born on a farm in East Troy Township in 1856.

John’s father, James, was born in Scotland in 1800, came to this country about 1820, married in Charleston, N.C., and brought his bride to East Troy Township in 1844. He purchased 200 acres, which eventually was increased to a single tract of 700 acres, and farmed the land until his death in 1881.

John, one of seven children, farmed his inherited land for seven years, spent a year in Whitewater, and then purchased a farm on the shores of the lake. In 1879, he married Mary McGraw, sister of Nicholas McGraw who owned adjoining land on the East Shore.
John’s long-time dream became a reality in 1887 when he built a first-class resort on a 65-acre portion which hugged the East Shore of Crooked Lake. Situated on about 40 acres, the original Hotel Beulah could accommodate 250 guests, most of whom were Chicago residents who came with their families to stay for several weeks.

The main building was 100 by 65 feet and was three stories high. There was an annex almost as large that housed a dance hall, ice cream parlors and sleeping rooms. Area residents were welcome to tour the grounds and reportedly were treated as courteously as the wealthy guests.

Only eight years after its completion, the gracious hotel was reduced to ashes by gusty winds which blew flames from a street lamp into the annex. Damages estimated at $30,000 were only partially covered by insurance.

A year later in 1896, work was begun on another structure, even more elegant than the original. It was completed the following year. In addition to a large attic and basement, the new Hotel Beulah had three floors and could accommodate 500 guests.

The main floor included elaborately furnished reception rooms, a ballroom, writing room, several parlors, rest rooms, an amusement hall, a 300-capacity dining room overlooking the lake, and a smaller dining room "for children and nurses."

The second and third floors held sleeping rooms, toilet and bath rooms and ladies’ parlors. The attic could provide an additional 50 guest rooms.

The basement housed a gentlemen’s billiard room, barber shop, restaurant, kitchen, several wine rooms, bicycle storage room, ladies’ billiard room, and a candy and ice cream store. A 300-foot roofed veranda wrapped around the building.
Tree-lined path from Hotel Beulah to John Porter's residence
Bathing pavilion invites swimmers

Map of hotel grounds showing 9-hole golf course
Electricity was provided by the resort’s own power plant with a reported capacity of 850 lights. A "long-distance" telephone in the hotel office (the only phone on the lake) offered a link to Chicago, Milwaukee and Waukesha. Room rates ranged from $2 to $4 per day or $10 to $21 weekly with special rates for those who stayed for four weeks or the entire season.

A separate bathing pavilion accommodated swimmers; a steam-powered launch carried 50 passengers, and sailboats tempted the more adventurous. Rowboats were on hand for fishermen. For those who still had energy left, there was dancing at tea time every evening on the veranda and in the ballroom on Saturdays. Music was provided by a five-piece orchestra hired for the season.

The hotel brochure’s claim of possessing "several of the finest mineral springs in Wisconsin" was endorsed by the Colbert Chemical Company of Chicago.

In 1901, John Porter sold the hotel to Franklin Simons of Chicago under whose management it was remodeled and a golf course was added. Over the years it changed hands several times, but with the growing popularity of automobile travel its appeal lessened.

The hotel’s final owner was James D. Learned who operated a cleaning business in Milwaukee. Improvements had already been undertaken when fire again destroyed the hotel in 1911. A loss of $40,000 was estimated. The cause of the blaze was not determined, but was presumed to be either "a defective chimney" or "spontaneous combustion from cleaning rags."

In 1915, Mr. Learned proceeded to subdivide the property which today is known as Beulah Park. Many of the old trees that lined the drive from the hotel to Mr. Porter’s home (the Robert Osters’ property) still remain.

The Porter family moved to South Dakota after selling the hotel; however, a granddaughter, Alice Atkinson, still resides in East Troy. Her mother, the only daughter in the family, was named Beulah, as was the hotel.

"It was my grandfather’s favorite name," Mrs. Atkinson remarked when asked about the name change from Crooked Lake to Lake Beulah.

A clipping from a 1940 Chicago Tribune article on the lake credits a reference to Beulah Land in Bunyan’s "Pilgrim’s Progress" as "the land of rest where pilgrims abide forever."

There is no authoritative source for the name change, so either theory is possible.

BAY VIEW HOTEL OPENS

Another more modest but still sizable hotel was operated by the Shepard family on South Shore property adjoining the DuPuy farm, which they had purchased in 1890.

At age 24, Edward Shepard left his home in Yorkshire, England, in 1855 to come to the United States. Penniless on arrival, Edward worked for six years for $14 per month and eventually became the owner of 260 acres of valuable land. The original owner had been Simon Branch who had been deeded the land by the Government in 1844.
On June 24, 1896, Edward opened the Bay View Hotel, which he operated for 11 years with the help of his wife, Hannah, and their nine children. A treasured memento is the original hotel register which records some local names together with guests from Cuba, Manila Bay, India and Ireland.

Margaret Box Shepard, who resides on Army Lake Road, remembers working for the Shepards as a young girl. She captured the eye and later the hand in marriage of Edward’s grandson, Lester. Their granddaughter, Diane Wilson, and her family live next door on Bay View farm, which has been Diane’s home since childhood.

September 14, 1907, marks the last entry in the Bay View Hotel’s guest register. In that year the hotel was sold to
August Koch, the CEO of the Victor Chemical Company, Chicago, at his wife’s request. It was where they had spent their honeymoon. The porches were removed, the exterior coated with stucco, and the entire building was renovated.

The elegant structure was named Ke-Nen-Ista, Potowatomi for Eagle’s Eye, since an Indian mound was said to be nearby. The Koch family occupied the property until the 1940’s, and there has been a succession of owners since.

DEPOT AIDS VISITORS
On March 30, 1892, a public announcement was made that the Wisconsin Central Railroad would put a depot at Hunterville Crossing on land owned by Frank Fraser. In order to accommodate lake people, a road was to be laid across the north line of Judge John Potter’s land to extend to Lake Beulah.

Until this time, Chicagoans took the train to Milwaukee where they transferred to Eagle. The last seven miles were made over gravel ruts by horse and buggy.

In mid-July the station was built, but the freight house and side track were still under construction. At this time the depot was officially named Beulah Station.
This was a boon, not only to hotel guests but also to lake residents arriving from Illinois with their families to spend the summer. Each train was met by horse and buggy to carry travelers the three-plus miles to their lake destinations. The driver, in top hat and formal black frock coat, added a note of dignity to his task.

**McGRAW’S LANDING**

Like many an Irish immigrant who sought to escape the potato famine, John and Mary Duffy McGraw arrived in New York where they stayed for several years. In 1854, they packed their ox-drawn wagon and headed for Wisconsin. The McGraws built a small log cabin on the East Shore of Crooked Lake where John hunted, trapped and farmed to support his family of six children.

Only two of the six remained in the area after their parents died. Nicholas built a lakeshore hotel which the family operated for 40 years. The original building is contained in the present Dockside North restaurant. Over the years the building was variously called Hanson’s Resort, Peg’s Supper Club, Clifford’s and Lee-Shore.

In addition to hotel rooms, McGraw’s Landing offered rental row-boats, swimming facilities, and a small grocery store. Nicholas married Ellen Traynor who bore two daughters, Margaret Priestly Brady and Ellen Casey. Both continued to live in the area for many years. In the 1940’s, the hotel was purchased by Irving Hanson of Chicago.

Nicholas’s sister, Mary, married John Porter whose Hotel Beulah grounds were near the McGraw property.

**STEWART SCHOOL PLAYS ROLE**

Although not located on Lake Beulah, the Stewart School and the families whose children attended it play a large role in identifying some of the earliest settlers in the area. Many of the children came from homes built on land adjoining the lake.

The first school house was built on the Bryant property about 1840 and was destroyed by fire. A second frame building on the Stewart farm site (Hwy. ES) was constructed about 1865-66 and served until 1940 when a new brick structure was built.
Hillside Cottage on Bechman’s Hill, later Lipperts

McGraw’s Cottages

McGraw’s landing, presently Dockside
In the early years, a teacher’s salary ranged from $15 to $18 per month, sometimes including board at a local home as partial payment. There were three teachers a year, one for spring term, one for summer, and one for winter, with a total school year of seven months.

Four families had three generations in attendance: McGraws, Gaskells, Kobers, and Bradys.

One of the oldest buildings near Stewart School is the Chafin home which dates to 1837. Samuel E. Chafin arrived by ox-drawn wagon from Vermont in 1837 and built a large colonial house which remained in the family until 1946. A brother, Christopher, followed the same year and settled nearby. A descendant, Eugene W. Chafin, ran for president of the United States on the Prohibition ticket in 1908 and again in 1912.

Having sailed around the world twice, Captain Benjamin Stewart decided to settle down. In 1853, he purchased the Stewart farm, which his son, Charles, maintained until his own death in 1926. "Melon King" Asa Craig, the next owner, found it an ideal spot to raise his honey melons. Richard Swendson was a later owner of the Stewart farmhouse, which had been the site of the first post office, as well as being one of the oldest homes in the area. The building fronted the old Army Trail (Hwy. ES), a favorite route for Indians, soldiers, settlers’ wagons and stage coaches.

Three DuPuy brothers came to America with LaFayette to fight in the Revolutionary War. Two returned to France after the war, while Henri settled in New York State. His only son, Moses, fought in the War of 1812, married and moved to Lima, Indiana.

Moses’s son, Edwin, born in 1825, migrated by ox team to Waukesha County where he acquired several farms before he was 21 years old. He owned and operated the Hotel Mukwonago until 1852. He then traded his Waukesha property for a large farm on the shore of Lake Beulah where he lived with his family until 1883. Later that holding became the Shepard farm.

One of Edwin’s seven children was the late Ella DuPuy Randolph who lived beyond her 100th birthday. In a 1948 interview, she recalled unexpected visits of friendly, inquisitive Potawatomi Indians at the first Stewart School. It was not unusual for them to call at her home occasionally in search of gifts of food or clothing. She also remembered visiting a camp of Indians on Army Lake where she was invited to share a meal of stewed muskrat.

Much of the information regarding the earliest settlers was gathered by Stewart School students encouraged by a far-sighted teacher to interview elderly relatives and neighbors. A fourth-generation member of the Gaskell family, and a fourth James as well, described his ancestors’ arrival.

James and Cecily Gaskell came from England in 1850 and purchased their original 220-acre farm from the Government. "It stretched north and south from the Diest fence to Lake Beulah and east and west from DuPuys to Flanagans." The present DeGrave farm property was in the parcel.

James II returned to England to the farm in Lancaster which his family had left. Charles and his brothers inherited their parents’ land but only Charles retained his holdings. His sons, James III and John, shared their inheritance and their families still lived there in 1948.
Hotel Beulah. It was moved about 1926 and is the present Glen Kreinbrink home.

Beulah l'ark residents relax

The barn (visible in background) belonged to
The Crosthwaite farm stretched from Lake Beulah to Army Lake and a parcel was sold in 1947 to Art Vass of Mukwonago. Thomas and Margaret Crosthwaite came from Ireland about 1846 with a grown family of eight. They purchased land from the Vroom family who had acquired it from the Government.

Four children married and moved; two died, and the two remaining, Thomas and Michael, stayed at home until their parents died. They then divided the property with Thomas retaining the homestead and Michael building a home a short distance away. Thomas’s survivors sold to Herman Wilke, while Michael’s son, James, sold to Art Vass.

A Crosthwaite daughter, Mary, married Dennis Lawlor in Ireland and, with her husband and three children, joined her parents in Wisconsin in 1859. The Lawlors settled on Major Merrill’s farm on Army Lake.

FOUR GENERATION FAMILY

Peter Brady was the first member of a four-generation family who secured property from the Government in 1848. A log cabin was constructed on the site and used until about 1870 when the present house was built. Over the years, additional property was purchased and Brady provided land for each of his three children. A plat map shows Brady property north of Hwy. J adjoining the O’Bryan farm. Three generations of Brady children attended Stewart School.

Kobers were another four-generation family whose senior members came from Germany about 1860. They settled on a farm on the east side of Hwy. ES, opposite the Stewart property. There were five children in the first family. A son, Herman, who served in the Civil War shortly after his arrival in this country, later owned and operated his father’s farm. The property remained a family possession until 1943 when it was sold to Gustave Justin.

The Elegant Farmer property, formerly known as Davelmar’s, was acquired from the Government in 1837, buyer unknown. Of its 240 acres, 163 lie in Walworth and the balance in Waukesha Counties. Charles Heath bought it from the original owner and sold 160 acres in 1872 to L. Simonds. After his death, his son-in-law, Hugo Wedell, worked the farm until selling to the Scheel brothers, David and Elmer, in 1946.
Although the McGraw and John Porter families are presumed to be the earliest settlers on the shores of Lake Beulah, the following were listed among the longtime South Shore residents: J.C. Mitchell, R.L. Porter, Major Shea Smith, George P. Gore, the Gillettes and Jenks, Frederick Thomas, and Charles Standish families.

JOINING THE LAKES

Major Smith, the first Chicago resident on Lake Beulah in 1888, is believed to be largely responsible for bringing about a solution to the friction between farmers and Beulah dwellers regarding the lake level.

Originally, the waters consisted of three small lakes connected by streams, and a fourth lake, unconnected to the others but with a small natural waterfall at its outlet.

The streams connecting the first three lakes wound through a forest of white pines. Legend has it that before the three-mile reservoir formation was engineered by Dr. Tripp creating Crooked Lake, pioneer farmers could shortcut to the settlement of East Troy by driving through the woods and fording the streams.

A fourth lake was connected to the others by digging through a gravel ridge. This body of water was initially called Tripp’s Lake and later Mill Lake because of the saw mill operated at its outlet.

The first dam of 2x12 planking driven vertically into the ground was built along a sand bar that runs from the north boundary of what was Beulah Beach to the shore of the Island.

The second dam raised the water level sufficiently to allow the navigation of steam-powered launches between the various bodies of water. Stump removal was accomplished by hand winch and broad backs.

However, not everyone rejoiced at the change. Irate farmers dynamited the dams upon several occasions, complaining that their pasture lands had been made useless by flooding. Through the combined efforts of Major Smith and summer residents, the state enacted legislation in 1894 which established a definite water level and forbade all tampering with the dams.
PROTECTIVE ASSOCIATION EVOLVES

Having brought about a successful conclusion to the water level controversy, the summer residents also formed the Lake Beulah Protective Association in 1894, the year after the Yacht Club was founded. In reviewing the first minutes kept by the Association, it would seem that the subject of the Island dams was the principal order of business.

The minutes of August 11, 1894 list the following as members of a committee to investigate the matter: Messrs. Chamberlin, Meyst, Williams, Gillette, Hately, Romadka, J. Porter and Welch.

The Protection Association met annually from 1894 until 1920. In that period, the chief business undertaken appeared to be legal issues and maintenance regarding the dams and the roadway required to allow steamers passage under the bridge into Mill Lake.

In 1904 members voted to stock the lake with 25,000 walleye pike. Annual dues of $5 per member were established in 1908, together with a charge of $5 per power or sail boat.

The following year it was voted to pay Mr. Gillette $50 for the use of his dredge until July 10, 1909 and $100 per day rental thereafter to remove stumps. Purchase of a weed-cutter was approved to clear the channels and to perform "such public work as necessary." Members could rent the cutter for $1 per day, non-members for $2 per day.

Over the years, primary Protective Association concerns were bridge and dam maintenance, property protection, fish restocking, stump removal, weed-cutting, and motor-boat regulation.

After 1920, annual meetings were intermittent until 1947 when 42 property owners gathered to reorganize the Association. Yearly meetings have continued since then. Many of the same issues prevail today with the added concerns for preserving clean water and enforcing zoning restrictions.
Another Yacht Club member immediately involved in the dam operations was Robert Johnston, a Milwaukee commercial baker, who reportedly built the first home on Lake Beulah in 1886. One end of one of the dams adjoined his property.

In 1920, after the death of Association President Eckhard, Vice President Johnston conducted the last meeting held by the organization until 1936. The minutes reported that the bridge had been repaired and the costs involved shared by "Mr. Johnston, the Island people and the Boston Store."

The Island people, obviously, referred to the Jesuit Community. The Boston Store, Milwaukee, maintained a house next door to Johnstons for the use of its executives. Janet Desmond, a granddaughter of Robert Johnston remembers that they were noisy neighbors. She also recalls the reception held on the grounds after her wedding to Humphrey Desmond in 1926. A few years later, her grandparents’ home was completely destroyed by a fire that left only the guest house untouched.

In 1928, the Boston Store property was sold and became the site of Burr Oaks, a summer camp for girls which is described in the section entitled Lake Beulah Camp Sites.

BEULAH BEACH A BARGAIN

Until 1990 the property adjoining the camp was known to swimmers and picnickers as Beulah Beach. An early owner was Seymour Brooks who obtained the 400-acre farm, "Lake View," in return for his investment in the burned-out East Troy store. The farm house on the north side of Hwy. J was the original spacious home of the Brooks family.
According to the same source, the adjoining lakeshore property consisting of 13 acres was purchased by John Romadka for $1700 in 1889. Born in Bohemia, Mr. Romadka came to Milwaukee as a 19-year-old and became successful as a trunk and luggage manufacturer.

His estate, "Oakwood," was subdivided after his death and the manor house was torn down. Some of the lumber salvaged was used in the construction of several cottages.

A Milwaukeean, Hobert Tallmadge, enjoyed the unique privilege of being the nephew of both the Johnstons and the Romadkas. Now in his 90’s, he remembers being "the first camper on Brook’s farm," keeping his sailboat at McGraw’s Landing, and alternating visits to either aunt when in need of a meal.

In 1928 William George Bruce, a Milwaukee publisher and civic leader, bought the property of Emil Noehre, which had been a part of the Romadka estate. While serving as president of the Milwaukee Harbor Commission, Mr. Bruce initiated and developed the idea which grew into the National Seaway Council, a means of facilitating commerce on the Great Lakes-St. Lawrence waterway.

The Bruce family moved to the East Shore in 1949 after selling to Woodrow J. Bach, Milwaukee attorney. Members of both families remain in residence on the lake. Other Romadka Park neighbors include the Gilbert Tess, Roy Gerloff, David Schmidt, George Moravcik, Ronald Element, James Byrnes, Kathy and Kevin Barr, and Robert Clayton families.

According to the same source, the adjoining lakeshore property consisting of 13 acres was purchased by John Romadka for $1700 in 1889. Born in Bohemia, Mr. Romadka came to Milwaukee as a 19-year-old and became successful as a trunk and luggage manufacturer.

His estate, "Oakwood," was subdivided after his death and the manor house was torn down. Some of the lumber salvaged was used in the construction of several cottages.

A Milwaukeean, Hobert Tallmadge, enjoyed the unique privilege of being the nephew of both the Johnstons and the Romadkas. Now in his 90’s, he remembers being "the first camper on Brook’s farm," keeping his sailboat at McGraw’s Landing, and alternating visits to either aunt when in need of a meal.

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barns as a wedding present for his stepson and his bride, Edna. Situated on a wooded lot with 1500 feet of lake frontage, the buildings were constructed by skilled laborers who were paid $1 per day. The lumber came from Chicago, as did the handbuilt oak furniture.

After the birth of their only child, Mrs. Dunn confined her activities to the care of her daughter. Their afternoon excursions into town in a specially-built, chauffeur-driven limousine were a daily event.

Mr. Dunn was believed to be the major stockholder in a large corporation and was an avid golfer. In addition to the nine-hole course he had built on his property, he enjoyed membership in the Lake Beulah Golf Course.

Dunn’s estate contained a cottage for the caretaker and his wife and a number of outbuildings. One was a barn later used to house two carriages in mint condition and a collection of Indian artifacts found on the property.

A Princeton engineering graduate, Mr. Dunn established a trust for his wife and daughter and willed that the estate be given to his alma mater after their deaths.

In 1988 Pat and Wendy Nelson purchased the Dunn property from the trust and subdivided it into nine lots, each with an acre of land. Richard and Jean Patterson own the original house which they have restored. Dr. Randall Schmidt and Tom and Joanne Jenders also own homes on the property.
ARTICLE DETAILS SETTLERS

In June, 1895, an article in the "East Troy News" describing Lake Beulah lists 27, families living on its shores.

When the reporter asked the residents why they had come to Lake Beulah replies included "beauty of surroundings; clean, weedfree water; bathing unsurpassed, clean, pure air; best fishing within reach of the city; high, picturesque banks, and an atmosphere of refined sociability."

For many of the 27 families named, that 1895 newspaper story is the only record of their presence. Fortunately, there are some whose descendants have remained on the original properties or within the area, and they have furnished the information herein.

Among the South Shore pioneers was a local lumber man from Mukwonago, Rolland L. Porter, whose father and uncle had come from Vermont in the 1830’s to farm. Rolland preferred dealing in property to farming. From 1888 to 1890 he had purchased most of the lake frontage held by Edwin DePuy, from Shepard’s Bay Flotel to Shea Smith’s property. His

Rolland had one son, Harry A. Porter, Sr., who had a family of four - Norman, Hal, Don and Pat. In 1889 Rolland built "Fair Grove" at a cost of $350. For years J.C. Mitchell, a Chicago commission merchant, rented the cottage by the season. It burned in 1967 and was replaced by the home now occupied by Pat Porter.

"Lurline" was built on the point in 1891 at a cost of $800 and was rented to J. G. Gilkison, Chicago. "Lakeside" also was completed in 1891 and for several seasons housed the Buckley family from Chicago. Hal Porter’s modern residence presently occupies that site.

"Meadow Breeze," the fourth building on the property, was brought across the ice in two sections at a cost of $600. Its original location was on Maple Avenue in Mukwonago. In the 1890’s it could be rented for $66 for the season. Now the modernized original structure is home for Carol, the widow of Don Porter.
Several years ago Bob and Rosemary Kaska, as historians of the Yacht Club, tape-recorded interviews with various long-term residents on their memories of the "old days."

Hal Porter recalled making the annual trip from Highland Park, Illinois, with his grandmother, who would get him out of school a week early to go to Lake Beulah. They would board the North Shore train to Lake Bluff, the spur line to Mundelein, and the Soo Line to Mukwonago, where they were met by his uncle. After furnishing a night’s sleep in a feather bed, Uncle John would hitch up the horse and buggy and take his guests to the lake for the summer.

There were fond memories of the kerosene stove (no electricity until the mid-20’s), and not so fond memories of kerosene lamps with wicks to be trimmed and chimneys to be washed every Saturday. A reflector behind the lamp in each corner gave sufficient light to read.

When it was time to return to school, Hal took the 5 a.m. TMER&L that ran on the present trolley tracks to Mukwonago, and walked to the Soo Line station to wait for the 6:30 a.m. train. Any traveller was welcome to use the dipper chained to a post and help himself to milk. The unpasteurized milk would flow down over cooling pipes into a huge vat before being taken onto the milk train.

Another story involved his stepmother, Ruth Porter, a zealous housewife. Ruth deplored the dingy look of Hal’s cotton sail and decided to give it a proper laundering as a surprise. Her efforts were less than appreciated since the washing removed all of the sizing and it no longer would hold air.

"Those days sails cost $25 to $30 for Egyptian cotton. If we were out for a race and it looked like rain, half of the fleet would take their sails down and head for home.

"Wally Weigel was fleet captain one year. He used to brag about sailing in the Mackinac races, and he was really disgusted with us; called us ‘fair weather sailors.’ He’d say rain shouldn’t stop anybody."

Hal started sailing in the early 30’s as B7. "I chose 7 for our number because it was the easiest to cut out, and I sewed it on by hand."
Brown’s Point, from which all of the early sailboat races started and finished, originally was known as "Point Comfort." It was the property of Edward C. Chamberlin, vice president of Commercial Loan & Trust, Chicago. He was one of the founders and the second Commodore of the Yacht Club. The rambling gray house, topped with a "captain’s walk," was built shortly after the Smith residence.

"Breezy Lodge" was the name chosen for the house adjoining the Chamberlin property. It was built by M. E. Cole, a Chicago real estate broker, whose wife was a sister of Mr. Chamberlin.

Chamberlin’s daughter, Helen, married W. Morton Brown, a Chicagoan who established a wholesale millinery business in downtown Milwaukee. When their son, Stewart, married Beth O’Brien, the boat house was moved to high ground and remodelled into a cottage for their use. Although not a sailor, Stewart was an active member of the Yacht Club which he served as Commodore in 1946-47. Ten years later he was named Commodore of the Wisconsin Yachting Association.

W. Morton and Helen Chamberlin Brown
Brown cottage, originally the boat house

Brown residence, the scene of many trophy presentations

Stewart, Cap and Beth Brown

Brown cottage, originally the boat house

Fishing from the pier
Brown’s boathouse, later to be converted into a cottage
Stewart’s son, Jim, was a highly competitive sailor, winning top honors ten out of sixteen seasons. He also was the third member of his family to hold the post of Commodore.

Until the Yacht Club acquired its own quarters, the Browns’ porch was the site of annual trophy presentations and the happy hour hosted by the Browns, Hudsons, Webbs and Bergenthals after the ceremonies.

Jim preceded his father in death by a month in December, 1982. His widow, Bonnie resides in Fox Point and the lake property is owned by their sons, James Stewart Brown, Jr., and Peter Dale Brown.

Dr. Gerson Bernhard and his wife, Sandy, have purchased one of the houses on the property.
HISTORIC SMITH ESTATE

In 1888 Major Shea Smith was the first Chicagoan to build on Lake Beulah. A printer and bookbinder by trade, Major Smith also held valuable real estate in downtown Chicago. His 20-acre estate was named "Gwendolyn Bower" in honor of his daughter.

The two-story structure had a central living room with a cathedral ceiling. A balcony encircled the second floor and provided access to the bedrooms. A series of porches surrounded the outside of the building at second-floor level. One wall of the living room was covered with leather-bound books, many of them signed first editions.

An interview with Shea Smith II on the occasion of the 75th anniversary of the Yacht Club described the elaborate entertaining he had observed as a child.

His father would invite leading entertainers of the theater or opera as house guests for two to three weeks. Horses were at their disposal; laundresses were employed to care for their clothing; and for entertainment, cooks would prepare box lunches which were taken aboard the steam launch for an all-day picnic. The launch was large enough to accommodate a small piano to accompany the singers.

Livestock was raised to furnish meat for the table and gardens provided fresh produce.
In 1958, the Shea Smith home was completely destroyed by fire and was never rebuilt. Two-thirds of the property had been purchased in 1957 by James and Delores Schubert. The other third was bought by Fred and Norman Wenzel, who later sold to the Jack LaBontes and Jack Schwellingers, respectively. The Kent Haegers later purchased the Schwellinger property.

Schuberts built 11 cottages on their estate and lived there year-round until 1964 when they wintered in Florida. In 1973, they moved permanently to Florida.
The Chicago World’s Fair in 1893 helped influence Edwin F. Gillette and his sister, Delphine, to retreat to the country for the summer, since they felt that the character of the city was changing.

Their father had owned a lumber business at the time of the fire which destroyed much of Chicago. Rebuilding the burned-out structures created a great demand for lumber, increased business prosperity and led to the purchase of their Beulah property.
A TOUCH OF JAPAN

Edwin was a Chicago architect; Delphine’s husband, William S. Jenks, was the treasurer of the N.K. Fairbanks Company, Chicago. The property purchased formed three points of land stretching into the lake in the shape of an oak leaf. A spacious cottage with a wide porch had been built by a previous owner.

In the late 1890’s Edwin and his sister travelled to Japan where they gathered many of the exquisite artifacts which eventually would distinguish the home they planned to build. While on shipboard, a romance began between Edwin and Mabel Hyde of San Francisco, who was accompanied by her aunt and two sisters.

Edwin and Mabel were married in 1902 and soon returned to Lake Beulah to carry out their plans for a Japanese retreat. The tea house was built on a point extending into the lake. There costumed family members would enjoy conducting tea ceremonies.
In 1905 the cornerstone was laid for the oriental-style structure designed by Edwin which took five years to build. Authentic in every detail, the estate is named "Narasaki," which translates to "Oak Points," a description of the fingers of land stretching into the lake.

A 1940 article in the society section of the "Chicago Tribune" described the Beulah summer homes of several Chicago residents. Of "Narasaki" it noted "the giant linden tree well out on the peninsula where this summer the picturesque wedding of Helen Gillette and Charles Chapin took place."

In 1916 the Gillette family decided to remain in residence through the winter. That year Santa crossed the ice with presents for Hyde, Ted, Marietta and Helen. School was conducted in the play room by a teacher engaged for the year.

A GLIMPSE OF THE PAST

Hyde Gillette, 87, Hardy Will’s uncle, has been kind enough to furnish the following "recollections."

"Prior to my own arrival on the scene, my father had been commodore of the Lake Beulah Yacht Club in 1896-1899. About that time he acquired two St. Law-
rence Skiffs, which were double-ended pair-oared boats, equipped with a removable mast and rudder. These were probably among the first of the Yacht Club’s fleet. Later, he had a sloop called Sayonara, which I capsized at the dock many years later. He had given my mother a green Old Town canoe with a chair and carpet. The family also had a one-cylinder launch which I re-commissioned at great labor much later. When the cottage was moved to the lake to become a boathouse, all these, plus several rowboats and the lake’s "weed-cutter", became residents thereof.

"It was in these pleasant surroundings that I grew up each summer, taking the Soo Line from Chicago to Lake Beulah Station until 1917, and the Santa Fe railroad from Pasadena California, thereafter. In the early days, my father would
come from Chicago each weekend and be met by our caretaker with horse and buggy or with the more sporting yellow cart. It was about a five-mile drive to ‘Narasaki’, but after 1910 we had a red Buick 4-cylinder touring car which ate up the miles and had acetylene headlights for night use.

"I learned to swim with my brother and two sisters from a small beach created from sand dumped on the ice. We fished from the boulders my father had positioned around the entire shoreline; we rode our bikes around the paths he had made covering each of the three points.

"On our grass court, I learned to play tennis with my older next-door neighbor, Alexis deTarnowsky with whom I also swam and sailed. We had reciprocal birthday parties with him and Stuart, Helen and Janet Johnston from across the lake.

"On Sundays my father and Uncle Billy Jenks would take the launch to Mill Lake to play tennis on Billy Williams grass court. There was a grandstand there and a bucket of ice water for the players.

"I got the fleet of C boats started in about 1924, with two or three others promising to buy from the Fontana boatyard on Lake Geneva. They were catboats called ‘inland lake scows’, blunt-nosed, with leeboards to stand out on in a stiff breeze. Sometimes we would capsize completely, and the mast would stick in the bottom of the lake. We sailed the St. Lawrence skiffs until they fell apart. We were finally allowed to use my mother’s canoe and to water-ski behind the then new Chriscraft.

"P.S. I have not revisited the scene of these recollections’ for over 40 years."
Mabel Gillette swimming with Helen, Marietta, Hyde

Mrs. Howard A. Will, the former Marietta Gillette, sold the property in 1962 to Ellery Clayton, a Waukesha banker. For many years the Claytons summered there and rented out other buildings on the property. In 1970 the Claytons built a year-round home and sold the remainder of the property.

Howard (Hardy) A. Will Jr., his wife, Kathy, and their four children bought back the main house in 1979. They have restored the home and grounds. Many of the Japanese artifacts have been reinstated in their original places. The Ellery Claytons and the David Bohls also reside on the property.

Ready for a trip to town
Relatives and friends sharing Beulah’s charms as guests of residents appears to be the reason for all eventually to become neighbors. Such was the case with the Gillettes, Chamberlins and deTarnowskys.

VISITORS STAY ON

Dr. George deTarnowsky, a prominent Chicago surgeon, had performed an operation on Mr. Chamberlin. The families became friends and Chamberlin offered to sell a parcel of his property to Dr. deTarnowsky, who accepted and built a home in 1907. Their friendship included the Gillettes as well.

Although the Hudson brothers, William D. and H. Newton, never owned property on the lake, they maintained enough interest in sailing to be two of the five trustees for the first year of the Yacht Club’s existence.

Residents of St. Louis, the Hudsons were regular summer guests of C. Furness Hately, also a founder, at Pastime Park, his 70-acre estate in Upper Dike.

Many years later H. Newton Hudson’s son, William J., married Olga deTarnowsky, but it was not until after their engagement that the Hudson connection to the lake was discovered. The couple’s wedding present from her family was a house built near her parents at a cost of $5,000.

Dr. George deTarnowsky served as Commodore in 1940 and was a staunch supporter of the Yacht Club. His son, Alexis, held that office in 1959.

The William J. Hudsons had a son, William Jr., and daughter, Gan, who married Milton Haeger, a lifelong sailor and 1970 Commodore. His father, M.O. Haeger, had purchased an East Troy farm house and had it moved to his property on the South Shore in 1940.

Milt and Gan Haeger are the present owners of the deTarnowsky property and the William Hudson family occupies the Hudson residence.

Milt and Gan’s daughter, Vicky, carried on the Beulah romance tradition and married David Bohl, whose parents resided on the South Shore for many years before moving permanently to Florida.

The Bohl children, Adrienne and Andrew, are the fifth generation to live on the lake.
In April, 1920, William Young of Chicago purchased land in the Shepard estate that would be known much later as "Padua Point." The structure he built reportedly was designed to resemble a ship. The curved front porch suggested the bridge; the shape of the land, the bow; and the water tower, the mast.

In 1951 the property was bought by the Franciscan Order of nuns who operate St. Coletta’s in Jefferson, Wisconsin, a school and home for the mentally retarded. The site was dedicated to St. Anthony of Padua and named "Padua Point."

The property was purchased by Tom and Arlene Gull in 1985, a year after their East Shore home was destroyed by fire. The original residence was torn down and a modern year-round home was erected following the contour of the original building.

To the right of Gulls is the home built by John Volkhardt, an early resident. During Van and Bocky Coddington’s ownership Sunday Masses were held in the boat house. Evenings it served as the scene for many a sing-a-long "hootenanny."

In the early 1890’s, E. C. Cripe, Chicago, built the imposing white home adjoining the Rolland Porter property. An interim owner was the Zander family. Attorney Philip Grau, Milwaukee, purchased the estate in 1922 and soon became involved in Yacht Club activities. He served as Commodore from 1935 through 1939. Family members still occupy the original renovated building.

Zander’s cottage, now occupied by the Philip A. Grau family
At the turn of the century Charles Standish, president of the Chicago Bridge and Iron Company, Chicago, purchased three acres from Rolland Porter on which he built a home and two cottages. He filled in the shoreline to provide for a bridge, which was constructed by his company, and named the site "Boulder Cove."

Upon his death in 1953, his heirs sold the property to the R.V. Andersons. Mrs. Anderson was a pioneer promoter for clean water and also lobbied successfully for colored margarine. The yellow exterior of the house led to the title of the "Oleo House."

Presently the estate is the home of the William Fritz family who purchased the property in 1987 and have made extensive renovations.

**SOUTH SHORE PROPERTIES**

Tucked in a bay on the South Shore was the property owned by the Allegretti family, Chicago candy makers. The main house was purchased by Dr. Thomas McCormack, Milwaukee, whose family spent summers there until 1950. After a series of owners, it is presently occupied by Leslie Aspin, recently appointed Secretary of Defense in President William Clinton’s Cabinet.

In 1917 the property surrounding the boat house was purchased by the Hall family of Milwaukee, and converted into living quarters. Mr. Hall commuted to work at the Wisconsin Electric Power and Light Company every summer morning via the trolley that stopped at Highway ES and Army Lake Road.

When the Hall’s daughter, Dorcas (Winkie Weigel), inherited the property in...
1933, the boathouse had an outhouse and no running water. At that time she remodeled the structure and spent summers at the lake.

In 1920, George Bender, Esther Atterberry’s father, rented and later bought a small place from the Halls at 200 South Shore Drive. It was originally Allegretti’s barn which had been converted into a cottage. The Benders summered there for 22 years before selling to a relative, Dr. George Miller, whose son is the rock guitarist, Steve Miller. The house was later sold to Jim and Mildred Webb and is presently owned by Reuben and Patti Peterson.

Dr. Paul and Esther Atterberry purchased the Val Blatz home at 224 South Shore Drive in 1942. It was a large rambling house with seven bedrooms and additional living quarters over the garage.

Dr. Atterberry sailed with the C fleet in the 40’s. In addition to his role as LBYC Commodore, he also served as WYA Commodore in 1952. He died in 1956 shortly after seeing his son, J.P., win the Cub title after eight years of skipping his own boat.

George Putnam Gore was an auctioneer who lived in Chicago and also maintained offices in New York, Philadelphia and Boston. A native of Roxbury, Massachusetts, he and his family returned to the East Coast each summer to avoid the heat of Chicago.

Upon learning of the proximity and charms of Lake Beulah, Gore built an imposing residence in 1889. He named it "Beverly" after a favorite Massachusetts resort. After his retirement, it became his permanent home.

Upon his death in 1904, Gore’s obituary hailed him as a "Chicago pioneer." His widow continued to live year-round at Beulah for the next decade with her daughter, Mrs. Frederick Thomas, who operated an electric automobile.

Another daughter and her husband, Walter G. Mitchell, built a home next door to the Gores. Their son, Gore Mitchell, sailed his boat "Nameless" in Beulah races from 1900 until 1904. He later bought property on Mill Lake where he lived until his death in 1973. His daughter, Florence Mitchell Lowes, now resides in a newly-built home on the property.

A prized possession of Mrs. Lowes is a copy of the compact drawn up and signed by 41 pilgrims in the cabin of the Mayflower on November 21, 1620. It stated their intention to plant the first colony in the northern part of Virginia "for the glory of God and advancement of Christian faith."
"Beverly," built by George Putnam Gore in 1889 and pictured in 1909

Mrs. Lowes numbers nine members of that original group among her ancestors on her mother’s side: Captain Miles Standish; John Alden; Priscilla Mullens, his future wife, and her parents, the William Mullins. Governor William Bradford is a part of her father’s lineage.

She also treasures a photograph of herself as an infant being baptized at Lake Beulah by a Chicago minister who was brought to her great-grandfather’s home for the occasion.

That house was on the site of the present Humphrey Lane, the address of Alta Stumpf, Vivian Heuer, the Thomas Horters, William Kaskas and Robert Muellers.

UPPER LAKE ACTIVITY

Among the 27 residents listed at Lake Beulah in 1895 was W. Furness Hately, Chicago, the first commodore of the newly formed Yacht Club. "Pastime Park", as his 70-acre estate was named, is believed to have been purchased from Homer Brooks.

There is also evidence that Mr. Hately was active in the formation of the Lake Beulah Protective Association in 1894. No record remains as to how long his family remained at Beulah. It is possible that, after a series of owners, the property was a part of the 90 acres purchased in 1942 by Fred and Catherine Morelli from Charles Dunbar, a Chicago meat packer.

Dunbar and Morelli were friends who met frequently at the South Shore Country Club in Chicago. Their common interests inevitably led to Dunbar’s insistence that his Deer Park Farm at Lake Beulah was ideal for the Morelli family.

The Dunbars had owned the property for 20 years and the previous two owners for ten years each, dating back to 1902. At that time the property consisted of a whole section, which included the Seminary grounds, Pastime Lane and King’s Parkway.
Instead, a Yacht Club site was chosen at the opposite end of the lake on the northwest shore of Upper Lake. A nine-hole golf course was built together with a clubhouse large enough to accommodate evening parties with dancing and entertainment.

Guests were taken from the Hotel Beulah by motor launch or they would arrive in their own naphtha launches. An attendant was stationed at the pier to assist in docking and to help the ladies disembark onto the long concrete platform.

Clinging to their ankle-length skirts and billowing petticoats presented a problem for women in the party as they struggled up the wooden stairs to the clubhouse on the crest of the hill. The inconvenience of the site led to its eventual disuse.

In 1923 the property was sold and the land plotted as Lake Beulah Country Club Estates. The clubhouse itself was split into three sections: the east section was moved to the adjacent property on the east, the center remained and the third was moved 500 feet to the west.

Each of the clubhouse sections remain today as three separate homes. The following Yacht Club members reside in the area — Tom and Barbara Atkinson, Bob and Lorraine Burmeister, Jim and Florence Phillips and Stan and Ann Alger.
MEMORIES OF MILL LAKE

At age 94, the recently deceased Edith Cunningham recalled spending the summer of 1903 at the Wittenbacher farm at the southwest end of Miramar Road. She would accompany 15-year-old Gertrude, the daughter of the family, as she delivered milk, butter and eggs to lake residents. Dr. Hawley’s residence was up three flights of stairs on Bechman’s Hill (Sunset Hill), and trudging up with a pail of milk was usually rewarded with a cookie from Mrs. Hawley.

The McGraws were also customers, and many an afternoon was spent swimming with the McGraw girls, Margaret and Ellen, until Mr. McGraw died and the place was sold.

Another of Edith’s stops was the Williams estate, a "beautiful Southern-style mansion" on Mill Lake across from what later became the Lake Beulah Golf Course. Mr. Williams was a state senator from Illinois and owned the property reaching up to Highway J. "Besides the homestead it had a caretaker’s house at the roadside, a huge barn with a large stall for his special pair of horses, plus three other stalls and a large area for carriages and boats."

A previous owner was perhaps a farmer for a road ran down to the lake for his cows to get to the water. An ice house stored ice that was cut in the winter to provide refrigeration in summer.

Mr. Williams sold the property to Mr. Shepard who planted an apple and pear orchard on the northern end abutting Hwy. J. The barn was used to store produce. About the time of World War I, Mr. Shepard sold to Mr. Weber, a Waukesha butcher, who sold off much of the frontage.

When Gertrude was called on to work for the Williams family, Edith would tag along as the older girl cleaned. Other times she would play about the Koch estate where Gertrude’s father was employed as caretaker. Eventually the Wittenbachers moved to the village where
he followed his trade as a shoemaker. "We were able to continue our association as he made my family's shoes from individual iron lasts for each of our feet," she recalled.

An 1891 plat map identified John Free as the owner of all the property on the north shore of Mill Lake to the Waukesha County line. Within a ten-year period, the westernmost lakefront area from Hwy. J to what is presently the David Bitters' residence became known as Williams Park. The extensive estate of Illinois State Senator Williams was described previously in Edith Cunningham’s recollections.

Gore Mitchell, grandson of George Putnam Gore, who was an early South Shore resident, was a long-time resident on Mill Lake and some of his stories are still retold.

A neighbor recounted Mr. Mitchell’s being notified by the Board of Sanitation that he would have to part with his outhouse in favor of modern plumbing.

Mitchell described his problem to a local merchant, adding that he still owned a Montgomery Ward bond in the amount of $1000. The plumber took pencil in hand and covered several sheets of paper with his plumbing estimate before announcing:

"That'll come to exactly $998."

In 1922 Peter Brust, a Milwaukee architect, purchased lakeshore property for the summer use of his family. The present modern residence of his son, Paul Brust, was built next to the original dwelling which was torn down after the new one was completed.
Villa Mauscar, built by Maud de Bretteville in the early 1900s, now houses the David Skotarzak family.

Sherman Brown, owner of the Davidson theater in Milwaukee, was the Brusts' first neighbor to the east. The Brown property had 300 feet of frontage and its turreted house is still standing after a succession of owners. The most colorful was a Milwaukee tavern owner who found it a convenient location for a still during Prohibition days. A raid on the premises by Government agents sent beer underground and provided some unexpected excitement for the neighbors.

Perhaps the most glamorous and celebrated resident on Mill Lake was Maud de Bretteville, described in a "Chicago Tribune" article of 1940 as "very handsome, tall and majestic, formerly Maud Lillian Berry of concert stage fame."

The daughter of Fulton G. Berry, a pioneer of Fresno, California, Mrs. de Bretteville "discovered" Lake Beulah in the early 1900's, perhaps as a guest of Major Shea Smith. She had been filling a theatrical engagement in Chicago when she was invited with friends "to a picnic on the lake and fell in love with the spot on which her home is now located."

Her home, Villa Mauscar, was reportedly filled with souvenirs and photographs of her travels abroad with her husband's sister, the widow of the late Adolph Spreckles.

The women traveled to Europe to secure art and historical treasures for the museum which the Spreckles had donated to the city of San Francisco. The museum is a replica of the Palace of the Legion of Honor in Paris.

Photographs of the American philanthropists were taken with Marshal Foch and General Petain and a reception was given in their honor. Another autographed photograph was that of Queen Marie of Rumania, a personal friend of the families. David and Judy Skotarzak are the present owners of the original de Bretteville residence.

The Bruces spend an afternoon with the Peter Brusts on Mill Lake
Lake Beulah shores have long proved attractive to campers. Earliest mention of a campsite can be found in the 1895 "East Troy News" article which locates "Armour Mission, a church choir group from St. James Church, Chicago" between the Hotel Beulah grounds and McGraw’s Landing.

At the turn of the century members of a South Side Milwaukee social club were permitted to camp in an area on the north west shore of Upper Lake. With the financial help of benefactors, some of whom were members of the Allis family, they purchased a parcel of land in 1902 and named it Camp Allis.

To avoid confusion with Camp Alice Chester, a Milwaukee Girl Scout operation, the name was changed later to Camp Charles Allis. From the start the camp has been run on a non-profit, cooperative basis. Meals are shared at a common table, sleeping arrangements are in dormitory fashion, and chores are shared.

Initially, families would come from the city by interurban trolley and would be picked up at McGraw’s Landing by the 20-foot power launch owned by the camp. The original 19-acre tract was increased to 39 acres when 600 feet of shoreline was purchased from a neighbor to the west.

Occasionally camp members chose to join the Yacht Club. Glenn and Phyllis Wegener’s family did so and gave generously of their time and talents.

The Big Hall, the center of most activities
Recently the Girl Scouts of the U.S.A. observed their 80th anniversary and the 71st year since the founding of the Milwaukee unit by Alice Miller Chester in 1921. Information accompanying a newspaper photo marking the occasion stated that the Milwaukee Girl Scouts had conducted a camp at Lake Beulah until 1924. It is believed the Girl Scouts rented camp grounds from Divine Word Seminary on Upper Lake for three years.

At that time Miss Chester, the granddaughter of department store owner T.A. Chapman, purchased a 125-acre tract on the north shore of Booth Lake with a $14,000 gift from her father. She donated the land to the Girl Scouts and headed a fund drive to raise $33,000 to erect the buildings.

SEMINARY SITE ESTABLISHED

In the early 1900’s, the Society of the Divine Word owned two buildings in Beulah Heights, east of Camp Charles Allis, which were used as a novitiate for the two-year-period between college and seminary life. Lack of adequate space led to a move across the lake into a newly built seminary in 1925.

In 1952 a summer camp for boys from 6 to 13 years of age was opened to assist in financing the seminary. An 8-week program offered water sports, archery, horseback riding and crafts to a maximum capacity of 250 boys.

In honor of the founder of the venture, Father Richartz, it was called Camp Richards, and its operation continued for 37 years. By 1989 the camp no longer proved a profitable undertaking and was discontinued.

Y-CAMP STILL ACTIVE

A stay at the Hotel Beulah left such a lasting impression on a guest from Illinois that, when he decided to establish a YMCA camp, he turned his sights toward Lake Beulah.

In 1929 Mr. Edwards, a partner in the Woodruff and Edwards foundry in Elgin, purchased the lakeshore property owned by Herman and Paula Wilke and set about building the main lodge. Campers were housed in tents until cabins were provided in the 30’s.

Presently the camp is coeducational and can accommodate 250 summer guests. Water sports, archery, bicycling, hiking and crafts are supervised by a staff of 45 to 50 assistants. During the rest of the year various programs are presented, such as outdoor and environmental education, family fun, Door County trips and others. Participation of outside groups is encouraged.

After the death of her husband, Herman, and of her son, Alvin, Mrs. Wilke suggested that the Y Board take...
Flag-raising at Burr Oaks, presently B’nai B’rith Beber Camp

over the 76-acre farm for the camp on an annuity basis, provided that she be allowed to remain in her home. The arrangements were completed in February, 1957.

Upon Mrs. Wilke’s death in 1968 it was discovered that she had saved the annuity payments and wished to return the entire fund to the camp to be used for a new building.

The acquisition of that land brought total YMCA holdings to 128 acres. A year-round staff of 10 persons is maintained with an additional number added for weekend and summer programs.

OAKS FROM TINY SEEDS

More than summer fun was behind the 1928 establishment of Burr Oaks camp for girls on the northeast shores of Lower Lake. Its aims were to "help in training them for their role in home and community, and to deal with peoples and challenges while having the time of their lives."

Founded by Yeta and William Rice, the camp had an annual capacity of "150 personally selected girls from 6 to 17 years," who came from all parts of the country. Water sports, horsemanship, tennis, golf, drama, music and crafts were available.

The camp took its name from a bit of poetry chosen by Founder Rice:

"As wond’rous Oaks, from tiny Acorns grow,
I, too, this day shall start to sow
Tiny seeds of all that’s good
And grow to Perfect Womanhood."

In 1977 the camp was taken over by the B’nai B’rith Youth Organization and now is called Beber Camp. It is one of two camps operated by that organization which recruits counselors from college campuses worldwide.

Boys and girls from second through ninth grade are taught to make the Jewish experience a part of an ongoing daily program that includes sports, crafts and games.
Camp Edwards offers a variety of activities
Lake Beulah Yacht Club: Blueprint to Structure …

On September 11, 1893, the Secretary of State for Wisconsin certified the Articles of Association for a new organization, headquartered at Lake Beulah, Walworth County, Wisconsin. The state-sanctioned purpose of this organization was to promote the interests of yachting, boating and other aquatic sports, as well as the protection of fish and game. Unofficially, the organization was also devoted to clearing the lake of stumps and maintaining a high water level through dams. The latter operation drew the ire and legal retaliation of local farmers, whose land Hooded, and of a miller who required more water for his business at the northern outlet of Mill Lake. Following a Wisconsin Supreme Court decision ensuring a high water level, this new organization, the Lake Beulah Yacht Club, began what we now celebrate as 100 years of sailing and socializing on our favorite lake.

COUNT 34 FAMILIES BY 1899

The founders of the Yacht Club, John Porter, C. Furness Hately, William D. Hudson, H. Newton Hudson, and Edward C. Chamberlin, established a constitution and by-laws, setting forth in detail the titles and duties of club officers, the board of judges, race, membership, house and nominating committees, and the all-powerful board of trustees. With a roster totaling 34 families by 1899, there appeared to be a titled position, or at least a committee post, for nearly everyone.

Membership was limited to those age 21 and over (18 if one owned a yacht), and required an initial payment of $5.00, which included the annual dues of $3.00. Under the by-laws, membership could be terminated for "any occurrence injurious to the welfare of the Club," a provision that could have tempered the antics of future club members had anyone paid attention to it.
Perhaps the most enduring and visible contribution of the initial by-laws is the design of the club "signal," or flag. The exact dimensions of the official triangular burgee, "divided into two triangles; the one next to the luff being red, and the end white," a white "L" in one triangle and a red "B" in the other, are set forth in detail and haven’t changed since. What have disappeared are the yacht owners’ private signals, which were to be the "width of swallow-tail one-half the width of length... the width being two-thirds the length," and all being no more than one and one-half inches in length per each foot of the yacht. Presumably, all members who could discern those measurements could fly private burgees, a probable clue to their disappearance.

CHOOSE FIRST COMMODORE

C. Furness Hately assumed command as the first commodore of the Yacht Club, a position he held until 1895, when Edward C. Chamberlin’s reign began. Edwin F. Gillette succeeded Chamberlin in 1897 and held the post until 1899. Throughout this period, club membership was dominated by families from Chicago, notable exceptions being the Hudsons, St. Louis; the Romadkas, Milwaukee; and John Porter, the proprietor of Hotel Beulah. All indications are that the club functioned until World War I much in the same way as it had begun: a contingent of sailing enthusiasts, fishermen, lake-improvement advocates and a host of convivial sorts all setting the stage for years of lake-based entertainment.

The war years witnessed the virtual termination of Yacht Club activities. Organized sailboat races ceased along with the election of club officers. In 1935 the club was reborn with a new, varied sailboat fleet, and with substantially different membership under the direction of Commodore Philip A. Grau. The cornerstone for interlake sailing competition was laid in 1940 when the three charter clubs of the Wisconsin Yachting Association: LaBelle,
Judges, Sunday, August 18, 1935: Messrs. Rauser, Bruce and Grau
Okauchee and Nagawicka, welcomed Lake Beulah into their two-year-old federation. Despite the onset of World War II, both Lake Beulah and the WYA continued intra and inter-lake racing, the latter being possible in spite of gas rationing due to the close proximity of the member lakes.

NAME BOARD OF DIRECTORS

The Yacht Club came another step closer to its initial and present structure in 1950 when, at the suggestion of Stewart Brown, a Board of Directors was reinstated. The purpose of the board was to give continuity to the organization and a sense of procedure to the manner in which its affairs were run. The board was to consist of the three immediate ex-commodores; thus John Oster, Jr., Jim Brown and Dr. Paul Atterberry took up the roles first held by Porter, Hately, Chamberlin and the Hudsons.

The need for structure, continuity and, perhaps, an understanding of its own history was readily apparent in the spring of 1949 when the Yacht Club discussed the possibility of installing permanent buoys for the sailboat races. Although the idea of permanent buoys gained immediate favor, some pragmatic member realized the potential liability of launching such navigational hazards.

Rather than abandon the concept, however, the club Secretary was instructed to inquire of the Wisconsin Secretary of State whether the Lake Beulah Yacht Club had ever been incorporated. Finding that it had, and that the members’ liability was
thereby limited, the club anchored five conical drums, sequentially numbered and strategically located in the main lake. While immediately enhancing the sailing experience, the buoys are better remembered for providing nighttime entertainment as a sort of extended slalom course for young ootorboaters. Miraculously, the buoys survived, albeit dented, until July, 1967, when Town of East Troy Police Chief Fred Kropcat issued the ultimatum that they were to be removed by the end of the month lest "serious action" be taken.

**KNOWN BY A FLAGPOLE**

The more structured Yacht Club which took shape in the early 50's did not entail much cost for the membership, as junior membership. In an attempt to attract more sailors, the club held a race on Upper Lake on July 4th the following year. In 1956 the Boiled Owls established an award to recognize and encourage sailors who had demonstrated outstanding seamanship improvement and sportsmanship. This unique trophy, donated and designed by Jim Webb based on Bonnie Brown’s drawing of an inebriated owl, derives its name from the description applied to a race course official by his wife after a typically tough day coping with the sun, high seas, and even higher octane refreshments. The judges who voted each year for the recipient of the trophy were henceforth dubbed "Boiled Owls," although the "Boiled Owlets" moniker applied to their wives proved less enduring.

![Jim Webb, founder of Boiled Owls](image)

as family dues were $7.00 and a C boat registration an additional $15.00. The Brown family graciously donated their home and grounds for club functions, including the annual trophy presentation on Labor Day. The only visible manifestation of the Yacht Club at that time, other than the buoys, was the club flagpole on Browns’ Point, donated in 1951 by the Koepsel and Bahr families.

Major advances in the sailing program occurred in 1953 when the Yacht Club rejoined the ILYA and plans were made to hire a sailing instructor for the

While sailing was the focal point of the Yacht Club throughout the fifties and early sixties, it was far from the only social aspect of club membership. Water skiing shows began in the late fifties under the initial direction of the Wills. Spring parties were held each year, frequently at Beulah Beach. Regular baseball games took place at Bachs’ bowl pitting the fathers against the sons, and sometimes a talented daughter or two. The college crowd organized Viking and Indian (no Roman?) bacchanals on then-uninhabited Buck Island. Annual snow skiing trips began in the early sixties to Telemark Lodge, Whitecap Mountain.
and Indianhead. The social event of the summer, the Commodore's Party, thrived until 1968 when, over the objections of then Commodore Ken Hiller, the bash was deemed too much of an imposition on its yearly host. In its place arose the Commodore's Fourth of July regatta and picnic, eventually complemented by the Commodore's Ball. In addition, there were golf outings, mother-daughter luncheons, Venetian night parades (revived in the mid-sixties), dinner dances, tent parties, college parties, teen parties, sailing school parties, junior swim parties, and the unforgettable theatrical productions, most notably 1967's smash hit "Melodrama" directed by Joyce Gordon and Betsy McGinn, and starring Paul Brust as Tedious J. Impossible, Woody Bach as the hero, Roland, and Lou Orr as Lily, the inevitable damsel in distress.

As the Yacht Club grew, considerable discussion ensued about the direction
it was going. Proposals such as uniforms for sailors (suggested for the start of the ’61 season), instruction for judges, the use of M scows as training boats instead of cubs, and a modernized version of the by-laws were issues debated in the early sixties. The pre-LOA! corn, however, related to the growing membership and the associated amicuity of hosting social
functions for all at members’ cottages. When membership limits that started in 1961 led to a decline in membership a few years later, it was clear that the Yacht Club needed both to encourage enrollment and to obtain a facility capable of housing everyone who wished to participate in club activities.
Initial efforts toward securing a home for the Yacht Club are traceable to 1955, when the board appointed Robert Clayton to approach Tom Gawne about the possibility of purchasing Buck Island. Simultaneously, club officers also expressed interest in buying part of the Koch estate on the Southeast corner of the main lake. For years thereafter, the acquisition of land upon which to build a clubhouse was an annual topic of discussion at officers’ meetings. By 1962, all such discussion focused on the Koch estate, now owned by the Fryatts. Despite the reluctance of the owners to negotiate a sale due to their fear of increased traffic in the bay, club officers pursued the property. In 1965, their efforts came to fruition, as the club purchased 75 feet of frontage and approximately three acres total in the corner of Koch’s Bay for the grand sum of $7500.
Immediately, plans to clear the land and establish a clubhouse developed. Small pine trees growing where the parking lot was targeted were free for the taking. Many now in the thirty to forty foot range are thriving in backyards around the lake. Jack I aBonte offered a house that could be moved from Milwaukee to the new property to serve as a clubhouse; Bill Norris would do the excavating. Subsequent plans centered on an A-frame club house. George Dorn and Butch Knopf offered to build a 60 foot pier. Combined effort seemed to guarantee a clubhouse until, in 1966, the neighbors struck again, now by appealing the zoning variance granted the club. Another lawsuit by owners of land adjacent to the club property challenged the legality of the club’s organization and claimed that its plans for a commercial building on that land devalued theirs.
Kenny Cannon, Sheri Stumpf, Connie Will

Connie Will, with the help of his mother, Marietta, on costumes, produced a water ski show of professional proportions. All skiers were Beulah teenagers, some not yet teens. The show was performed on a Sunday afternoon in August, 1959 and repeated the following year. Spectators gathered in boats and on shore to view the performance.

Joanne Semerau, Laurie Stumpf, Sheri Stumpf, Mary Staff, Mitzy Knopf
LEGAL BATTLES CURB PROGRESS

The legal battles persisted over the next few years, while a judge in Elkhorn endlessly pondered the issues. Meanwhile, as the building project remained stagnant the Yacht Club continued to evolve. Tennis tournaments started in 1966, followed soon thereafter by tennis instruction for the younger members. Owing to the lack of club facilities, tennis matches were held on courts generously made available by club members. On July 19, 1966, the Side-stays were organized by Yacht Club wives for the purpose of sponsoring the Wednesday Cub series and purchasing trophies. During this same period, Yacht Club spirit was evidenced by the attempted revival of an "official" club song, sung to the tune of "Pretty Baby":

Near Milwaukee there's a little lake,
it's where we love to be—Beulah
Beulah, Beulah Beulah;

We have waters clear with forests near, a lovely sight to see—Beulah
Beulah, Beulah Beulah;

If you think you've had about all the fun that you'll get, well you ain't seen nothin' yet;
We will sail and swim, play tennis, golf and snow or water ski;

Beulah, Beulah, are we are we—we're the LBYC.

Alas, the identity of the writer is lost to history, and the identity of the would-be revivalists will be safeguarded for their protection.
CHIEF JUDGE EMERITUS NAMED

The end of the sixties marked the last of the trophy presentations at Browns’ house, as the site was switched to Coddingtons in 1969. In recognition of his years of service to the Yacht Club, Stewart Brown was awarded a lifetime membership and named Chief Judge Emeritus in May, 1969. This honor is believed to be a singular event in club history, although many others deserve accolades for their contributions to the maintenance and development of the club during its formative years and more recently.

Despite the investment of time and finances on surveys, percolation tests, building plans, and legal battles, by the early seventies it was apparent that the former Koch property was not serviceable as a clubhouse site due to zoning and septic field problems. In 1972, the Yacht Club sold the land to Clarence Lowell and purchased the home of Ted and Marian Fisher on East Shore Drive. The $65,000 purchase price included adjacent cottages, formerly operated as part of Fishers’ Resort, and several fishing boats. Fishers had owned the resort, including the tavern across the channel from their home, since 1936 and had built it into a popular haven for fishermen. Now the property needed to be modified to accommodate Yacht Club meetings, parties, regattas, sailing school, and tennis matches.
NEW CLUBHOUSE A REALITY

Renovations soon began on the main structure, as walls were knocked down and a bar installed. The cottages were razed and the parking lot expanded. Young members built a seawall in the mid-seventies, complemented shortly thereafter by a crane to launch boats. The addition of clay tennis courts made the facility functional for all of its intended purposes but one: it was still too small for hosting large, indoor social events.

That problem was addressed in 1984 when plans for a large addition took shape. Originally conceived as a screened porch, the planners and builders overcame cost, building code and engineering concerns, resulting in a beautiful addition to the front of the clubhouse which more than doubled the seating capacity. At the same time, through the efforts of many members, other remodeling was done to the garage, the bar, the kitchen and the bathrooms. Finishing touches such as a new trophy case and the window etching completed the club’s home, some thirty years after the search for a site began.

Today’s Yacht Club members carry on a tradition of camaraderie, friendly competition, and concern for the maintenance of our shared natural resource, the same interests which led to the formation of the club in 1893. If history portends the future, those around to celebrate the two-hundredth anniversary of the Lake Beulah Yacht Club will have present and future members to thank for keeping both the purpose and spirit of the club intact, much as we thank our predecessors for doing the same.
Lake Beulah Yacht Club: Past Commodores at Ease . . .

William Berman 1987

Jack Harvey 1976

Leslie Aspin 1956

Hardy Will 1991

Doug Dorn 1986

Roy Gerloff 1992

Shea Smith 1942

Glenn Wegener 1975

Thayer Z. Clayton 1941
Robert T. Clayton 1961
Paul Brust 1967
Donald H. Bimey 1957

Herbert Stumpf 1962
Dr. Delbert Miner 1971
H.A. Porter 1943-45
R.L. Porter’s cottage, Lurline, on the point

Enjoying a boat ride with a view of Hotel Beulah in the background

Stump removal along the South Shore
List of Early Ownership
Vintage - early 1900s

1. Marquette University
2. John Porter
3. Shea Smith
4. Gillette-Jenks
5. Johnston

Vintage - mid 1800s

6. Romadka
7. Morelli
8. Wilmer
9. Crowley
10. Koch
11. Chamberlin-Brown
12. Dunn
13. deTarnowsky
14. Allegretti - Weigel
15. John Free
16. Hately - Dunbar
17. Gore
Celebrating the Mimosa’s race - 1903
Lake Beulah Yacht Club:
The Sailing Saga . . .

The summer of 1894 marked the beginning of sailing competition on Lake Beulah. The original fleet consisted of Class B sloops (keel boats) ranging from 21-26 feet in length, Class C cat boats, with gaff rigs, which ranged from 14-20 feet in length, and even a few canoes rigged with sails, said to be the favorites in a light breeze. Race winners often received a bouquet of garden flowers as their prize.

At some time before the year 1899, LBYC joined the Inland Lakes Yachting Association and has raced under its rules ever since. In that year the first Lake Beulah yearbook appeared with the following list of yachts and owners:

Sloops - Class B
- Aeculus - E.C. Chamberlin
- Alida - W.K. Mitchell
- Aloha - H.A. Stoddard
- Mimosa - W.S. Jenkins
- Satsuma - E.F. Gillette
- Priscilla

Cat-Boats - Class C
- Arrow
- Florence
- Garnet
- Marion S
- Kingfisher - G.F. Fisher, Jr.
- My Girl - G.M. Thomas
- Raven - J. Porter
- Tabby - C.F. Halter

J. Porter
J.W. Northrop
W.C. Hately
J.A. Stoddard

World War I saw the temporary elimination of sailing on Lake Beulah, and motorboat racing took its place. It was not until the 1930’s that sailing returned to our waters and the fleet continued to be "anything goes," with three C boats, one snipe, one cub, and a home made, single-handed craft like a windsurfer made by Dan Gawne. Prizes continued to be of a local flavor, as fellow members donated their products as awards to race winners, including a Mr. Rauser, who manufactured underwear. Others donated boxes of candy, donuts, and anything else that caught someone’s fancy.

All races began and ended at Brown’s Point, with the rest of the course determined by wind direction. Starts were staggered, dictated by the potential speed of each boat. After each race, sailors would run aground near Brown’s Point, and wade ashore. A cold pony keg was usually waiting, and the sailors would discuss the day’s sailing and resolve any disagreements about sailing etiquette. Often they would sail to the Brust house in Mill Lake, where a pick-up game of baseball would ensue; the losers would pay for the beer.
Bill Hudson, Jr., was asked to recall what had been recounted to him plus his own memories of the 1930s.

"In 1935 Olga and Bill Hudson, Sr., had bought a 16-foot sloop called a cub boat. Built by the Lake Geneva Boat Company this later evolved into the X class. They named her the ‘Olga’ and she was sailed by my parents until the war. Gan and I sailed her into the early 1950s. She had one set of sails that was used for over 15 years and she was a winner until the end."

Others, including Helen Gillette, Joe Grau, Bob Bruce, Gore Mitchell sailed gaff rigged scows. Norm Porter continued to sail a gaff even after the first Marconi rigged C Boats were purchased by Jim Brown, Bob Clayton, George Stott, and Audrey Weinreis (Sampson). Cub boats were sailed by John Oster, III, Dan Maxson, Duke Webb and Hardy and Hallie Will.

"While the fleet grew," Bill added, "starts were continued off Brown’s Point with all boats starting simultaneously. For variety, on the 4th of July and Labor Day a Lemans start was employed whereby all boats were tied at piers at Brown’s until the gun went off. All crews would rush to their boats, hoist sails and race off to the course."
William George Bruce, a well-known Milwaukee publisher, donated the first permanent trophy in 1936, and Helen Gillette and Nick deTarnowsky were the first winners. Also of note is that in 1940, LBYC joined the Wisconsin Yachting Association.

By the onset of the 1950’s, one design racing had taken over Lake Beulah, and the fleet consisted of C boats and cub boats. The C’s had gone from gaff rig to the Marconi rig (or triangular) sail used today. The bow was still squared off, and hiking straps had not been invented. Sailors used to stand on the lee boards, and used monkey bars, (an older version of hand holds).

Cubs and Cs started out one-half hour apart, with 1951’s count showing 8

During the 1950’s sailors often participated in skull sessions, held at Brown’s Point on Tuesday evenings. Zack (T.Z.) Clayton offered practice sailing sessions, perhaps a precursor to Sailing School. Jim Brown and Bob Clayton were the two C boats to beat in the early ’50’s, while Bill Hudson dominated in the late 40’s and sister Gan challenged Les Aspin and John Oster III in the cub boat series in the early 50’s. Les Aspin was a standout during this era, by becoming the first Beulahite to win the WYA Cub regatta in 1954. This was two years after Dr. Paul Atterberry served as the first LBYC member to hold the post of Commodore.
Sailors strike a pose. First men in front and rear rows believed to be from Camp Edwards. Front, left to right: Dorothy Gawne, Margaret Rauser, Helen Gillette, Olga and Rill Hudson. Rear: Nick deTarnowsky, Steve Johnston, Dan Gawne, Erv Rauser, Joe Grau and Don Porter.

Bob and Will Bruce

Hal Porter in "Bessie," gaff-rigged C scow with cotton sails lashed on side, 1940-45
WYA C WIN IS A FIRST

In 1953, LBYC rejoined the ILYA, after several years’ absence. Lest anyone think things were getting too serious, Adult Series and Dads’ Day races kept things in perspective. Many of the dads sailed cub boats with their wives as crews, and Bill and Lou Orr were often seen leading the pack with the deTarnowskys close behind.

Jim Brown and Bill Ferguson sailed the Beulah flag to victory in the WYA C in 1955, a first for LBYC.

SPECIAL C SERIES STARTS

Also of note in the mid-1950’s was the advent of fiberglass C boats, which were advertised as a "life-time, trouble free construction". Considering the stories we have heard about the days spent in the spring-time varnishing and recoating wood boats, it is a wonder they did not catch on faster than they did. A favorite story circulating among old-timers is the time Warren Haeger thought he had found a new caulk. After hours spent sealing his boat, he launched it, only to find that the caulk did not expand properly, and his boat sank!

In 1958, the Special C Series began as a way to interest less experienced skippers, and give' them a shot at hardware. The top three sailors of the regular series were ineligible for the races. This series eventually expanded and flourished until the 1980’s. Ralph Gehrmann was the first winner of the series.

In 1961, weekly skippers’ meetings were reinstituted at Brown’s Point. Awards for the top three finishers were presented, general announcements were made, and regatta information was dispensed.

Changes were made in the racing schedule in 1962. For the first time, the C boats sailed on Sunday mornings and the cub boats sailed on Saturdays. Other changes included a changing of the guard in the C fleet.

More changes occurred in 1963 when a warm-up series was initiated for both fleets. Three years later the Olympic scoring system was adopted with 0 points for first place. This change coincided with the ILYA procedure.
The Gillette yacht, "Sayonara"
The biggest event of 1966 was the sailing success of Will Norris and crew Gary Nikolas. It started at the WYA regatta, where, in a field of 75 boats, Will and Gary won. Father Bill may have bought a little too much champagne to celebrate but that was ok, because the rest was consumed the following week when Will became the first Beulahite to win the Cub Inland! With finishes of 12-2-1-1-5 "Mom’s Mink" bested 92 boats in a 5 race regatta on White Bear Lake. They returned to find that the news had spread, and "friends" had been busy. Doors to their house had been boarded up, a fish was swimming in their bathtub, their mirrors had been shaving creamed, and the rest of the champagne was being consumed! Will also won the home lake series with a total of three points.

In 1967, a Wednesday evening series was begun and the fall series started. The racing flags we use today were also used for the first time this year.

Permanent buoys were replaced by moveable buoys, reportedly due to the fact that motorboats had a tendency to hit the permanent buoys at night.

At home, David Bach proved "Box Top II" was rightly named by capturing every 1st place trophy in the cub fleet for two consecutive years. Jay Engeln was his crew in 1967 and Dan Gordon in ’68.

In 1969, the WYA C Divisional Regatta was held on Lake Beulah. Beulah was not a good host, because Peter Brust, sailing the "Wet Jet II" won the regatta, and Will Norris placed 3rd. The Gordons had quite a bit invested in boats, with two cub boats and a C boat!

Not only were Beulah sailors winning in scows, but Beulah fielded a winning team from 1968-70 for the USYRU ladder events. In 1968, Will Norris, skipper, Jeff LaBonte and Ty Lentz from Pewaukee won the Sears Cup qualifying
round to travel on to the USYRU finals. In 1969, the team skippered again by Will Norris but this time accompanied by two Pewaukee sailors, Tom Frank and Ty Lentz, went on to represent the ILYA in the Mallory Cup qualifiers in J boats. The following year Norris, Lentz, Frank and Gary Nikolas of Beulah again sailed for the Inlands at Newport, RI. Not until 1976 and 1992 would Beulah sailors again proceed to the US Sailing ladder qualifying events. Mary Allen and Libby Brigden competed in 1976, and 1992 brought Michael Greeson the honor.

Will Norris would go on to sail to greater heights. He and Jim LaBonte were invited to the prestigious Qualification and Training Regatta for the Olympic Finn class. Gordy Bowers won this regatta and went on to represent the US in the Olympics. Will Norris would team with Pewaukee’s Gordy Lindemann to participate in the US Olympic Trials in the Soling Class.

Bringing honor to the Beulah name on the collegiate front, Jim LaBonte served as captain and coach of the Boston University Sailing Team. While the LaBonte boys were off in Boston, David Porter was a member of the Hoofer Sailing Team, serving as captain and top male sailor with fellow Inland sailor, Susie Sternkopf, as his sailing mate. Susie would go on to be the inspiration behind the Inland Optimist program with Porter learning from his crew and bringing Optimists to Beulah.

The 1970’s started off with a bang, as 28 C boats and 28 cub boats vied for top place on Lake Beulah. Our cub fleet joined a new organization, the Four Lakes regatta (known as Quad Lakes today), rounding out the number to three regattas a year.

In 1973, Jeff Hudson began a three-year run of Beulah Inland Champions, and although their names are in a list here, it is in no way a reflection of the magnitude of their accomplishments.

In 1975, Mary Allen Brigden dominated the cub fleet in all regattas. Not only did she win the Quad Lakes and WYA but she also won the Cub Inlands. She was the fourth and last woman to this day to top the Senior Fleet. Mary Allen continued her winning ways by being the top female skipper at the Naval Academy. She was named to the Collegiate All-American team in 1981 and campaigned for the 1984 Olympics. Mary Allen is currently a member on the US Sailing Ethics Committee.
Defense Secretary Les Aspin at leisure
Scott Hudson’s year to shine was 1976. He won the WYA, the ILYA, and the Edmund Pillsbury Memorial Cup. This special award was given to Scott as a testament to overall achievement in the Inland Regatta for all classes. He was the first cub sailor to win the award. Four years later, Scott also won the M-16 Championships. In another fleet, Jay Hiller proved to be a man ahead of his times. Jay won the MC Midwinters before the fleet was active on Lake Beulah waters.

In the mid-seventies, Jim LaBonte, with various crews campaigned the SORC circuit in Class D production One-Tons. This grueling four-month series occurs in the beautiful Caribbean and Florida regions. Jim continues to sail occasionally in selective SORC.

After many years of discussion, the MC and M-16 fleets were sanctioned by the LBVC in 1977 and 1978. The MC fleet was formed originally to fulfill a need for Beulah’s older sailors who were tired of being passed by the younger sailors; neither did they want to participate in an apparent equipment race in the C fleet. The founding fleet members felt that the smaller boat, while still very lively, was easier to handle, and allowed them to sail only with their colleagues.

Some unofficial guidelines about who could race the MC were formed and upheld until the fleet was sanctioned by the Inland in 1986, which allowed all to sail the boat. In an attempt to retain some of the original flavor of the fleet, the Masters and later the Grand Masters fleets were formed. George Dorn, Jack Harvey, Bill Orr, Dan Gawne and Gwen Landry were the founding fathers of the MC fleet.

The M-16 fleet had four boats, manned by Robert Klement, the Hudson brothers, Michael Bach and Ron Klement. The few years that the M-16 fleet existed, it served mainly as a bridge between the cub fleet and the C fleet, in that most of the skippers were graduates from the cub fleet. Unfortunately, the fleet was never expanded beyond these four and eventually withered and died, despite the fact that the M-16 continues to flourish on a national level.
The MC fleet was a completely different story. The year after its sanctioning, the fleet went from four to eight boats.

GROUP PROMOTES C SCOW

The National C Scow Sailing Association, a group dedicated to the promotion of the C scow, came alive in 1981. David Porter was the founding president of the organization, which currently hosts the largest C regatta of the year. In 1989, David Bohl became the president of the NCSSA, continuing Beulah’s involvement in this growing association. Bohl continues to serve as its president. The trademark C emblem adorning the head of C sails is the logo of this organization.

C FLEET MEETS TORNADO

When C and MC sailors sit down to share stories, they often recall a Championship series race in 1982 when a tornado came over the top of the fleet during the race and touched down at the Lake Beulah Country Club. During this race, the windward mark was near the Holloways and the triangle mark was near the Yacht Club. Most sailors were sailing towards the triangle mark in a light breeze when the wind dropped to nothing.

Suddenly, heads turned toward the channel into Long lake and saw a huge wall of waves rolling toward them. Many sailors attempted to drop their sails, others tried to ride it out. Few succeeded in doing either. With about 30 boats on the lake, 28 tipped over. Bill Orr tipped onto Bergenthal’s Point and ripped his sail. Rob Clayton, the local insurance man, tipped while trying to get behind the point. After looking down the lake and seeing the carnage, he was heard to remark, "Boy, am I going to have paperwork on Monday!"

David Porter and Kent Haeger were the only ones left upright, and could not understand why the judges called the race.
In 1983, the MC Fleet had skyrocketed to 16 boats, and competition was fierce. The first Lake Beulah MC Regatta was held.

**MC FLEET HONORS FOUNDER**

The next year MC sailors nationwide were saddened to learn that one of the founding MC fleet members, George Dorn, passed away while sailing his beloved MC. In his honor, Beulah’s annual MC regatta was renamed the George Dorn Memorial Regatta in 1985. The Dorn regatta has been run for years by George’s son, Doug, and his wife, Mitzy, and the Wills. It has become one of the best attended MC regattas of the year.

In 1986, the MC scow became an Inland sanctioned fleet, and LBYC boasted 28 participants. Hardy Will was the proud recipient of the first Inland MC Championship trophy, and LBYC donated a travelling trophy in his honor.

At home, Jeff Lippert began his long domination of the MC fleet, winning the Championship Series from 1986 until the present. This was also the year of Peter Katcha’s success. Peter, with crew Julie Gull, took first in the Quad Lakes, WYA, and Blue Chip leaving only the Inlands out of his reach. He was Beulah’s top boat in the home Championship series, too.

Beulah continued to win honors in 1987. Matt Grubis won the Junior Fleet Championship by winning races #1 and #5. Robert Harvey took home top honors at the MC Inland Championship. Jeff Lippert won the ILYA MC Invitational on Delavan.

The ILYA sanctioned Silver Fleet for the "less competitive" C sailors in 1988. Beulah’s own David Bohl and crew David Porter were the first winners of the new division, and LBYC donated a trophy to the Inland in their honor.
Rob Clayton served as Commodore of the Wisconsin Yachting Association in 1989.

The same year, Beulah began a new fleet of Optimist Dinghies, which has opened up a new world for Beulah’s youngest. Suddenly, 4-year olds were on a sailboat and learning steerage and sail trim. The inexpensive, lightweight boat has spawned a new enthusiasm for sailing. By 1991, the "official" fleet had six members but many more had purchased prams to sail during sailing school. That year also saw the first ILYA Championship Optimist Regatta which was held on two days; the first, a "No Guns, No Tears, No Protest" for beginners, and the second, reserved for more advanced participants.

In 1990, LBYC was proud to boast that Hardy Will was elected Commodore of the International MC Class Sailboat Racing Association. He was to serve for two years. The LBYC introduced an Upper Lake Regatta as a way of helping Beulah sailors conquer the mysteries of sailing on different lakes. While this one-day regatta continues to get mixed reviews, Long Lake sailors enjoy sailing on their home lake for a day.

**BEULAH WINS THIRD "FIRST"**

Our 99th year continued to see fleet growth and involvement on a larger level. Counts showed 13 Optimists, 12 cub boats, 16 C boats and 34 MC’s, but numbers do not tell the whole story. The Optimist Fun regatta started in 1992. This annual event helps to keep youth sailing in perspective. While also about competition, sailing is first and foremost meant to be fun, and the youngest set certainly had fun on that day!

1992 also saw Beulah stepping to the forefront to re-invigorate the US Sailing ladder events on the Inland level. Hosted on Lake Beulah, this marked the re-inauguration after a hiatus of 10 years.
in the single-handed division. To mark the occasion, eight of Beulah’s youth sailors participated in MC’s. Mike Greeson would go on to represent the Inlands at the Semifinals in Michigan.

The third "first" for Lake Beulah would be the first annual IMCCSRA Masters National Championship. The winner and was presented with a "Masters Jacket", another Beulah innovation. LBYC donated the championship trophy a beauty named in Hardy Will’s honor to mark his service to IMCCSRA and crafted by Beulah’s own Randy Wegener.

"CLUB OF THE YEAR"

The culmination of Beulah’s sailing prowess was two-fold in early 1993. Firstly, the fine spirit of excellence was exhibited individually in the appointment of Les Aspin to Secretary of Defense of the United States.

Collectively, the Lake Beulah Yacht Club was singled out at the 1993 Winter Inlands. ILYA Commodore presented LBYC with a magnificent trophy and the prestigious title of "ILYA Club of the Year," a fitting honor in this our 100th anniversary of sailing.

Many physical changes have come about in the past 100 years of the Yacht Club’s existence - a clubhouse, a busier social calendar, an increase in membership to 160 families, combined fleets registering 80 boats - yet the basic ingredient of good fellowship that spells Beulah prevails. It is apparent that our founders’ purpose has been carried out, and that we have, indeed, "encouraged and promoted the spirit of yacht sailing."

Or. Paul J. Atterberry, WYA commodore, and Roger Ilerbst, 1952
In the hope of sharing his enthusiasm and his expertise with young sailors Jim Brown is credited with breaking the ground for sailing instruction for Cub skippers and crews in the mid-1950s. Youngsters would gather on lawns or porches for informal but basic information.

Dan Maxson, the first instructor hired by the Yacht Club, called to mind some of his experiences:

"Stewart Brown, head judge, would explain how races were set up and run. All races started and finished at Brown’s Point. We used five buoys: #1 at Camp Edwards, #2 at Beulah Beach, #3 in Osters’ bay, #4 at Fishers’ (Dockside), and #5 in Atterberrys’ bay (Gulls’ Point). Courses like 1-2-4x2 Green flag- buoys to starboard, or 1-2-5x2 Red flag- buoys to port, were used.

"Bill Hudson and Zack Clayton would teach knots - the bowline, square knot, etc. and how to whip a line and make an eye splice. Jim Brown would give chalk board lessons on sailing. No on-the-water lessons were given due to the time involved. All classes were held on Sunday afternoons after the regular races.

"At an LBYC party in fall I was asked to conduct a school the following summer. The classes would be held on land and water and would include regular races. Thus the first formal sailing school started in the summer of 1956.

"Cub skippers and crews, 10 to 15 years old, were not too happy going to school. After all, it was summer vacation, but they did like trophies. If it had not been for races that provided a trophy I don’t know how successful that first year would have been. But successful it was!

"Until then Beulah Cubs were not known to display team sailing. As a result, Oconomowoc, LaBelle, Beaver and the rest of the WYA beat up on Beulah sailors. Milt Haeger, John Oster III and Duke Webb joined in the effort to stress team sailing in preparing the Cubs for the forthcoming WYA regatta at Beaver Lake in 1956.
"Help the lead Beulah boat out even if you have right of way...don’t cut him off...don’t just let another lake pass you by...do something (within the rules) to prevent it...force him up...windward boat keep clear...things like that.

"One Beulah skipper, Butch Birney, took the message to heart. He ran the #1 Beaver skipper clean off the lake. Beulah Cubs had come of age. Never again did the WYA use the Beulah Cubs as a door mat!"

A phone call to Butch Birney verified the story and added a few additional facts that he well remembers.

"Yes, I was really impressed with team sailing, but they hadn’t told us all the rules regarding what was illegal; mainly, that if you were lapped you were not allowed to force a boat off course.

"Well, I had been lapped, but innocently and happily sailed the first place, boat off to make way for Les Aspin to be the first Beulah sailor to win a WYA regatta.

"Bill Hudson met me at the dock with Duke and Milt and, while escorting me to safety, filled me in on a few important rules in team sailing."

A succession of instructors followed. Records have been poorly kept and it would be difficult to try to name those who taught without leaving some out unintentionally.

In the early 1970s, a decision was made to separate the Sailing School from the Lake Beulah Yacht Club and to open instruction to the public. The new Sailing School, with its own officers and directors, would teach competitive sailing, along with water safety and other marine skills, to adults and children.

On December 15, 1972, the Lake Beulah Sailing School, Inc. was incorporated under the laws of the State of Wisconsin. The original six directors were Jack LaBonte, Dr. Del Miner, Jim Whittet, Van Coddington, Milt Haeger, and Cecil Bergenthal. The school’s original "headmaster" was Glenn Wegener, a high school teacher and avid sailor. Many of his ideas and principles are taught currently by instructors who have graduated from the Sailing School.
Optimists learn sailing at an early age

Since that time the school has leased space from the Yacht Club to teach sailing, sailboat racing, tennis, and DNR-authorized boating safety courses. It also has acquired small sailboats for students’ use and has expanded its curriculum to reach the very young as well as mature adults.

Course materials include those published by U. S. Sailing (USYRU).

Instructors have received certification from this national authority. Guest instructors have included Olympic sailors, All-American collegiate sailors, and the coach of the U.S. Olympic squad.

True to its charter, the school makes instruction available to the general public on a non-discriminatory basis and provides an appreciation of lake preservation and beautification.

Test day at sailing school
August 1986
Bill, Dan Gawne; 1113, Bill Hudson, Jr., and John Schneider; B77, Dottie White and Pat Porter
Lake Beulah Yacht Club:

Sidestays . . .

The Sidestays of Lake Beulah Yacht Club came into being in 1969. Taking its name from the equipment that supports the mast, the auxiliary’s aim is to assist the Yacht Club in achieving its goals. As stated in the original By-Laws, its purpose — "to organize the women members of the Yacht Club to promote and encourage activities within the framework of the Club itself."

All registered women of LBYC were eligible for membership in the Sidestays upon receipt of annual dues. The original slate of officers — president, secretary and treasurer — has been augmented to include an officer-elect for president and treasurer to take over the following year.

Bernice LaBonte and Nan Neal Norris were among the moving forces behind the formation of the Sidestays. Ethel Bergenthal served as the first president. Highest priority was to furnish trophies for the newly established Wednesday Cub Series.

A variety of endeavors have been undertaken to raise money — white elephant sales, bake sales, LBYC-imprinted glassware, stationery and clothing — to name a few.

When the Fisher property was purchased for a club house, it contained several cottages. One was maintained as a Thrift shop under the watchful eye of Marge Harvey who turned donated items into handsome profit.

Each year, in addition to Wednesday Series trophies, a major purchase has been made for the Yacht Club: initially tables, chairs, kitchen appliances, draperies, etc. With increased membership and greater profit from fund-raising activities came greater benefits: landscaping, sailing school equipment, monetary gifts to the Yacht Club for special equipment such as a computer, a new pram, and support for the Club’s Centennial.

Shirley Gawne initiated the most profitable fund-raiser in 1974 when she organized the first Float-to-Homes tour, whereby Yacht Club members and guests were transported by pontoon boats to visit homes of members. Shirley monitored the program for 10 years before turning it over to other chairpersons.

The following have served as president of Sidestays:

1969 .......................... Ethel Bergenthal
1970-71 ...................... Nan N. Norris
1972-73 ........................ Marcie Bach
1974 ...................................... Edie Klement
1975 ................................. Judy Beren
1976-77 .................. Lorraine Burmeister
1978 .............................. Jeannine Porter
1979 .............................. Joan Bohl
1980 .............................. Lee Tess
1981 .............................. Shirley Gawne
1982 .............................. Marge Harvey
1983 .............................. Jeanene Komas
1984 .............................. Ruth Rzepecki
1985 .............................. Nan L. Norris
1986 .............................. Doreen Schmidt
1987 .............................. Jean Holloway
1988 .............................. Wilma Mann
1989 .............................. Cele Vlazny
1990 .............................. Carol Stein
1991 .............................. Judy Skotarzak
1992 .............................. Betty Gehrmann
1993 ............................................ GanHaeger
Trophy presentation then . . .

. . . and now.

Jay Hiller and Rob Klement
1992 LBYC C Champion

Jeff Lippert
Perennial LBYC MC Champion
Lake Beulah Yacht Club:

Trophy Triumphs . . .

C Fleet

WILLIAM GEORGE BRUCE TROPHY  CUISS C THREE TIME WINNER

This is the oldest of the Lake Beulah Yacht Club’s perpetual trophies. The title of C three time winner has alluded us. It was the tradition that should an award be won three consecutive years, the recipient had won the honor of keeping the trophy. That tradition later followed with this trophy. James Brown re-dedicated the Bruce Trophy after a strong domination of the fleet. The original wording of "three time winner" would not seem to apply at the time of the initial donation to the club. This trophy has been retired and is on permanent display at the clubhouse.

<table>
<thead>
<tr>
<th>Year</th>
<th>Skipper 1</th>
<th>Skipper 2</th>
<th>Skipper 3</th>
<th>Skipper 4</th>
<th>Skipper 5</th>
<th>Skipper 6</th>
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<tr>
<td>1936</td>
<td>Helen Gillette</td>
<td>Nixon deTarnowsky</td>
<td>Ho-Hum</td>
<td>1941</td>
<td>Dan Gawne</td>
<td>Tom Gawne</td>
<td>Tee Jay II</td>
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<td>1937</td>
<td>Robert Geister</td>
<td>Fred Marks</td>
<td>White Wing</td>
<td>1942</td>
<td>Jim Brown</td>
<td>Stewart Brown</td>
<td>Holy Smoke II</td>
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<tr>
<td>1938</td>
<td>Helen Gillette</td>
<td>Nixon deTarnowsky</td>
<td>Ho-Hum</td>
<td>1943-45 War Years</td>
<td>Tom Gawne</td>
<td>Warren Haeger</td>
<td>Tee Jay II</td>
</tr>
<tr>
<td>1939</td>
<td>Bill Bruce</td>
<td>Bob Bruce</td>
<td>Wm.Geo I</td>
<td>1946</td>
<td>Tom Gawne</td>
<td>Warren Haeger</td>
<td>Tee Jay II</td>
</tr>
<tr>
<td>1940</td>
<td>Dan Gawne</td>
<td>Tom &amp; Vera Gawne</td>
<td>Tee Jay II</td>
<td>This trophy was retired in 1946</td>
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</table>

WILLIAM GEORGE BRUCE TROPHY  CLASS C CHAMPIONSHIP SKIPPER TROPHY

WARREN HAEGER TROPHY, HILLER DAD E O TROPHY CLASS C CHAMPIONSHIP CREW TROPHY

This trophy was redonated in 1950 by Jim Brown & Bill Dunn. The crew of the championship team was presented annually with the Warren Haeger Crew Trophy. The Warren Haeger Trophy served as the championship crew trophy until 1974 when it was retired. The Hiller Dad E O Trophy was given in 1974 by the Ken Hiller Family and named after the many C scows that were and are to come that carry that memorable name. The Dad E O Trophy continues to serve as the championship crew trophy.

<table>
<thead>
<tr>
<th>Year</th>
<th>Skipper 1</th>
<th>Skipper 2</th>
<th>Skipper 3</th>
<th>Skipper 4</th>
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<tr>
<td>1947</td>
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<td>Geoff Arvin</td>
<td>Tee Jay II</td>
<td>1969</td>
<td>Bob Clayton</td>
<td>Chris Whittet</td>
<td>Mistletoe V</td>
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<td>1951-2</td>
<td>Bob Clayton</td>
<td>Dan Lowe</td>
<td>Mistletoe III</td>
<td>1971</td>
<td>Peter Brust</td>
<td>Mike Gordon</td>
<td>Wet Jet II</td>
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<td>1953</td>
<td>Jim Brown</td>
<td>Ken Faken</td>
<td>Holy Smoke IV</td>
<td>1972</td>
<td>Joe &amp; Jim Zahn</td>
<td>Chunga's Revenge</td>
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<td>1954</td>
<td>Jim Brown</td>
<td>Les Aspin</td>
<td>Holy Smoke V</td>
<td>1973-4</td>
<td>Mitt Haeger</td>
<td>Kevin Barr</td>
<td>Vitamin IV</td>
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<td>1955-6</td>
<td>Jim Brown</td>
<td>Bill Ferguson</td>
<td>Holy Smoke VI</td>
<td>1975</td>
<td>Mitt Haeger</td>
<td>Kent Haeger</td>
<td>Vitamin IV</td>
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<td>1957</td>
<td>Warren Haeger</td>
<td>Mitt Haeger</td>
<td>Fiddls II</td>
<td>1976</td>
<td>Frank Davenport</td>
<td>Brian Barr</td>
<td>Here’s To</td>
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<td>1959</td>
<td>Bob Clayton</td>
<td>John Bach</td>
<td>Mistletoe III</td>
<td>1979-80</td>
<td>Rob Clayton</td>
<td>Joe Katcha</td>
<td>Green Demon II</td>
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<td>1963-64</td>
<td>Mitt Haeger</td>
<td>Gan Haeger</td>
<td>Vitamin I &amp; II</td>
<td>1984</td>
<td>Jeff Lippert</td>
<td>Jim Lippert</td>
<td>It’s a Breeze III</td>
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<td>1965</td>
<td>Peter Brust</td>
<td>Richard Miner</td>
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<td>1985</td>
<td>Kent Haeger</td>
<td>Joe Skotarzak</td>
<td>Delusions III</td>
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<td>Gan Haeger</td>
<td>Vitamin II</td>
<td>1986</td>
<td>Kent Haeger</td>
<td>Dave Skotarzak</td>
<td>Delusions III</td>
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<td>1967</td>
<td>Bob Clayton</td>
<td>George Dorn</td>
<td>Mistletoe V</td>
<td>1987</td>
<td>Martin Barr</td>
<td>Scot Kent</td>
<td>Tender II</td>
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<tr>
<td>1968</td>
<td>Mitt Haeger</td>
<td>E. Mecklenburg</td>
<td>Vitamin III</td>
<td>This trophy was retired in 1987</td>
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</tbody>
</table>

COMMODORE CLAYTON PERPETUAL TROPHY CLASS C CHAMPIONSHIP FIRST PLACE SKIPPER

In 1988, the Bruce Trophy was retired. The Commodore Clayton Perpetual Trophy was dedicated by Commodore Robert Clayton, Jr., Commodore 1988 in the tradition of Thayer Z. Clayton, Commodore 1941, and Robert T. Clayton, Commodore 1961.

<table>
<thead>
<tr>
<th>Year</th>
<th>Skipper 1</th>
<th>Skipper 2</th>
<th>Skipper 3</th>
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<td>1988</td>
<td>Kent Haeger</td>
<td>Matt Haeger</td>
<td>Delusions</td>
<td>1990</td>
<td>Kent Haeger</td>
<td>Robert Hudson</td>
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<td>1989</td>
<td>Will/Neal Norris</td>
<td>Jim Kutschenreuter</td>
<td>Primal Music</td>
<td>1991</td>
<td>Kent Haeger</td>
<td>Jeff Korn as</td>
<td>Delusions</td>
</tr>
</tbody>
</table>

1992 Jay Hiller Robert Klement Dad-E-O
NORM PORTER MEMORIAL TROPHY
CLASS C SATURDAY SERIES

This trophy was donated by the late Jeannine Porter to honor the memory of Norm Porter who had enjoyed the beauty of Lake Beulah. A separate Saturday-Sunday Series for the C fleet was established in 1987. This trophy, donated two seasons later, permits the fleet to acknowledge the accomplishments of that sailor who most consistently performed in the Saturday Championship races.

1989  Will/Neal Norris Jim Kutschenreuter  Primal Music
1990  Kent Haeger Robert Hudson  Delusions
1991  Kent Haeger Jeff Komas  Delusions
1992  Jay Hiller Robert Klement  Dad-E-O

THAYER Z. CLAYTON MEMORIAL TROPHY
CLASS C SUNDAY SERIES

This trophy was the 1st place C Special Series Trophy from 1959-1980. It was re-donated in 1987 by Robert Clayton, Jr. to be awarded to the first place Sunday Series C skipper.

1987  Robert Clayton Rachel Reimer  CL8’s CR8
1988  Kent Haeger Matt Haeger  Delusions
1989  Jeff Hudson Mark Berman  Cutty Sark
1990  Joe Skotarzak Joe Byrnes  MYOT
1991  Jeff Hudson Mark Berman  Cutty Sark
1992  David Bohl Bill Knopf  Risky Return
This trophy, donated by the Stewart Brown family, is presented annually to the C sailor who shows the most improved performance in a designated late-season race compared to his overall performance for the season up to that point. It is also known as the C Handicap Trophy. The Brown family owned property that all sailors refer to as Brown’s Point.

1942 Nixon deTarnowsky White Wing 1969 George Dorn Snarfer II
1943 Tom Gawne Tee Jay II 1970 Bob Clayton Misteloe
1944-45 War Years 1971 Dan Gawne Pattie Tess Lucky Buc
1946 Patti & Don Porter Draggin 1972 Joan Kent Sea Witch
1947 Tom Gawne Geoff Arvin Tee Jay II 1973 Bill Orr Marge Harvey Orr Kid
1949 Bob Oster Bill Stevens Lady 1975 Marsh Holloway Jean Holloway Jeune Fille
1950 Dick & Georgia Maxson Williaw 1976 Kent Haeger Nancy Jo Barr Delusions
1951 Dottie White Patti Schneider Brown Eyes 1977 Kevin Barr Cathy Oster Donnybrook
1952 Jim Brown Bill Dunn Holy Smoke IV 1978 David Porter Glen Bostedt Flying High
1953 Dan Maxson Bill Webb Williaw II 1980 Randy Wegener Joe Skotarzak 222 XL
1954 David Weinberg Bill Schmidt Beulah Witch 1981 Matt Haeger/Martha Etter 222 XL
1955 Bill Dunn Herb Stumpf Wing Ding 1982 Les Aspin Potomac Fever
1956 Leslie Aspin Jim Aspin Brown Eyes II 1983 Ralph Gehrmann Randy Wegener
1957 George Stott Fritz Barr Skip II 1984 Glenn Wegener Lady
1958 Ralph Gehrmann Bill Schmidt Restless II 1985 Bob Oster Peter Yenkole
1959 Jim Brown Don Bimey, Jr Bump II 1986 Jay Hiller Wade Knopf
1961 Jack Gelhar Pat Meller HiHeel 1988 Scott Hudson Paul Riedl Couldn’t Be 8-10
1964 Jack Harvey Marge Harvey Gretel 1985 Bruce Beran Jerry Schielke Rompin Cee 1990 Jay Hiller Robert Klement Dad-E-O XXV
1965 Bruce Beran Jerry Schielke Rompin Cee 1966 Bob Staff David Staff Oh Boy 1991 Neal Norris Jim Kutschnerreuter
1967 Rick Clymer Dave Johnson The MICK 1968 Glen Kreinbrink Beth Ann Kreinbrink Primal Music
1968 Glen Kreinbrink Skeptic

ILYA Silver
1988 David Bohl David Porter

WYA
1955 James Brown Bill Ferguson
1984 Robert Harvey J.R. Meller
1985 Kent Haeger Joe Skotarzak

WYA Divisional
1978 Mitt Haeger Robert Katcha
1979 Rob Clayton Joe Katcha
1985 David Porter Glen Kreinbrink
1988 Kent Haeger Matt Haeger

Blue Chip
1986 Kent Haeger Joe Skotarzak

Lake Springfield Mid-States
1977-9 David Porter Nancy Haas

MIR
1980 David Porter Glen Bostedt Kent Haeger Joe Skotarzak
1985 David Porter Glen Kreinbrink

All Illinois
1986 Kevin Barr Kathy Barr
1988 Jim Berman Todd Kreinbrink
1991 Marty Barr Jack Dhamer

ILYA Regional
1992 Jay Hiller Robert Klement

Lake Fenton Team Regatta
1979 David Porter Glen Bostedt

Maxinkuckee Fall
1985-8 David Porter Glen Bostedt

1985 NCSSA National Points Champion
Kent Haeger and Joe Skotarzak
**COMMODORE BRUST TROPHY**

This trophy was donated by past commodore Paul Brust to acknowledge his service as Commodore of the Lake Beulah Yacht Club.

<table>
<thead>
<tr>
<th>Year</th>
<th>Name</th>
<th>Boat</th>
<th>Year</th>
<th>Name</th>
<th>Boat</th>
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<tr>
<td>1967-68</td>
<td>Peter Brust</td>
<td>Wet Jet II</td>
<td>1981</td>
<td>David Poder</td>
<td>Flying High</td>
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<td>1969</td>
<td>Will Norris</td>
<td>Checkmate</td>
<td>1982</td>
<td>David Poder</td>
<td>Flying High</td>
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<td>1970-72</td>
<td>Peter Brust</td>
<td>Wet Jet II</td>
<td>1983</td>
<td>Robed Harvey</td>
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<td>1974</td>
<td>Rob Clayton</td>
<td>Mistletoe VII</td>
<td>1985</td>
<td>David Poder</td>
<td>Flying High</td>
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<td>1975</td>
<td>Rob Clayton</td>
<td>Mistletoe VII</td>
<td>1986</td>
<td>Jay Hiller</td>
<td>Flying High</td>
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<td>1976</td>
<td>David Porter</td>
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<td>1987</td>
<td>David Poder</td>
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<td>1977</td>
<td>Rob Clayton</td>
<td>Mistletoe VII</td>
<td>1988</td>
<td>Madin Barr</td>
<td>Barr-Tender</td>
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<td>1978</td>
<td>Jay Hiller</td>
<td>Dad-E-O XVI</td>
<td>1989</td>
<td>Rob Clayton</td>
<td>CL8S CR8</td>
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<tr>
<td>1979</td>
<td>David Porter</td>
<td>Flying High</td>
<td>1990-92</td>
<td>Rob Clayton</td>
<td>CL8S CR8</td>
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<td>1980</td>
<td>Jeff Lipped</td>
<td>It's a Breeze</td>
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</table>

**M-16 Fleet**

**MARY AND PAT BRIGDEN TROPHY**

The M-16 fleet was granted this trophy at the conclusion of its first season, September 5, 1977. Mary and Pat Brigden donated this award after their daughter, Mary Allen, graduated from the X Fleet and moved into this new class of boat. Although the M-16 Fleet and the Brigdens are no longer on the lake, Mary Allen has continued to sail, campaigning an Olympic challenge and serving on the US Sailing Ethics Committee.

<table>
<thead>
<tr>
<th>Year</th>
<th>Name</th>
<th>Boat</th>
<th>Year</th>
<th>Name</th>
<th>Boat</th>
</tr>
</thead>
<tbody>
<tr>
<td>1977</td>
<td>Michael Bach</td>
<td>Box Top IV</td>
<td>1979</td>
<td>Susie Pegel</td>
<td></td>
</tr>
<tr>
<td>1977</td>
<td>Robert Klement</td>
<td>Mark I</td>
<td>1980</td>
<td>Scott Hudson</td>
<td></td>
</tr>
<tr>
<td>1979-80</td>
<td>Scott Hudson</td>
<td>True Blue</td>
<td>1980</td>
<td>Scott Hudson</td>
<td></td>
</tr>
<tr>
<td>1981-82</td>
<td>Robert Klement</td>
<td>Mark I</td>
<td></td>
<td>Jeff Hudson</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Carol Gehrmann</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

THE BOILED OWLS TROPHY

History

This long-standing award has evolved into one of the most coveted awards presented to a sailor in Lake Beulah Yacht Club. The name of the award was derived from a remark of one of the wives, ‘You look like a Boiled Owl when you come in from the Lake.’ As recorded in one of the early LBYC yearbooks, the wives of the judges were organized as the ‘Boiled Owlets.’ Each judge was named authentically after a branch of the Owl family. This name was used only for recognition of the group who selected the recipient, and was no reference to the mental or physical qualities of the individuals. This group of individuals, comprised of the judges who had served single-handedly as the race committee for a particular fleet for the year, had the distinction of selecting these few talented and special individuals who would receive this high honor.

In the early days, the recipients were primarily X boat sailors.

Currently, members of the Boiled Owls are the Board of Directors of the Lake Beulah Yacht Club. The recipient is a special individual who exhibits a number of qualities which marks him as an exemplary figure among his peers. These factors include showing improvement for the year, regatta performance, sportsmanship and an appealing attitude that befits the prestigious nature of the award. The X Fleet continues to be given first consideration in the selection process.

1956 Philip & Ann Fina
1957 Fred Will & Peter deTarnowsky
1958 Leslie & Jim Aspin
1959 JoAnn & Sally McCulloch
1960 Bill & Linda Swendson
1961 Laura Stumpf & Mary Grau
1962 Marcia Orr & Chris Bach
1963 Tom & Paul Sampson
1964 Tom Stumpf & Tom Sampson
1965 Glenn & Dan Wegener
1966 Renee Landry & Marion Brust
1967 Mike & Bob Gordon
1968 Randy Wegener & Jimmy Schubert
1969 Paul McGinn & Davey Davenport
1970 James LaBonte & Renee Landry
1971 Frank & Jeff Davenport
1972 Jim Zahn & Dave Davenport
1973 Mary & Sara Brigden
1974 Rick & Scot Kent
1975 Mary & Irene Brigden
1976 Amy & Liz Bernhardt
1977 Robert Harvey & Tad Rzepecki
1978 Daniel Klement & Joe Byrnes
1979 Joe Byrnes & Tim Schmidt
1980 Dave & Jenny Skotarzak
1981 Joe & Liz Skotarzak
1982 Craig & Christy Will
1983 Mitt Haeger & Joe Katcha
1984 Dave Bitter, Jr. & Jenny Bitter
1985 Kent Haeger & Joe Skotarzak
1986 Peter Katcha & Julie Gull
1987 Jill & Mike Atkinson
1988 Doug Dorn
1989 Will Norris, Jim Kutschenreuter & Neal Norris
1990 Mike Atkinson & John Porter
1991 Roy Gerloff
1992 Scot & Keri Kent
1993 Bob Oster
MC Fleet

COMMODORE GAWNE TROPHY

CLASS MC CHAMPIONSHIP

This trophy was donated by past commodore Dan Gawne to acknowledge his service as Commodore of LBYC.

<table>
<thead>
<tr>
<th>Year</th>
<th>First</th>
<th>Second</th>
<th>Third</th>
</tr>
</thead>
<tbody>
<tr>
<td>1978-9</td>
<td>Gretle</td>
<td>Jack Harvey</td>
<td>1984</td>
</tr>
<tr>
<td>1980-81</td>
<td>Naturally</td>
<td>George Dorn</td>
<td>1985</td>
</tr>
<tr>
<td>1982</td>
<td>Gretle</td>
<td>Jack Harvey</td>
<td>1986-92</td>
</tr>
<tr>
<td>1983</td>
<td>We Will</td>
<td>Hardy Will</td>
<td></td>
</tr>
</tbody>
</table>

G. WILLIAM ORR MEMORIAL TROPHY

CLASS MC MASTERS 1ST

This trophy was donated in 1985 by Lou Orr to memorialize all the generous deeds of Bill Orr. A co-founder of the LBYC MC Fleet, this plaque is awarded appropriately to the first place Masters (sailor over 50 years of age) champion annually.

<table>
<thead>
<tr>
<th>Year</th>
<th>First</th>
<th>Second</th>
<th>Third</th>
</tr>
</thead>
<tbody>
<tr>
<td>1986</td>
<td>Great Expectations</td>
<td>Gers Bernhard</td>
<td>1989</td>
</tr>
<tr>
<td>1987</td>
<td>Las'Buc'</td>
<td>Dan Gawne</td>
<td>1990-2</td>
</tr>
<tr>
<td>1988</td>
<td>Great Expectations</td>
<td>Gers Bernhard</td>
<td></td>
</tr>
</tbody>
</table>

MC GRANDMASTERS CHAMPIONSHIP

CLASS MC OVER 60

This trophy was originally presented by Dan & Shirley Gawne and was named the Social Security Trophy. The Gawnes donated the Social Security Trophy as a means of recognizing the older sailor. With the establishment of the Grandmasters Fleet (over 60 years) in 1991, the trophy was renamed and rededicated as the MC Grandmasters Championship Trophy. The recipient has, however, remained the same.

<table>
<thead>
<tr>
<th>Year</th>
<th>First</th>
<th>Second</th>
<th>Third</th>
</tr>
</thead>
<tbody>
<tr>
<td>1989-92</td>
<td>Lady</td>
<td>Hardy Will</td>
<td>Bob Oster</td>
</tr>
</tbody>
</table>

This trophy was donated in 1987 by the Hardy Will Family to be awarded to the overall MC Wednesday Series winner. This antique soup tureen mounted on a wood base was donated in honor of Hattie Will Meyer, Hardy’s sister, who grew up on Lake Beulah.

<table>
<thead>
<tr>
<th>Year</th>
<th>First</th>
<th>Second</th>
<th>Third</th>
</tr>
</thead>
<tbody>
<tr>
<td>1987</td>
<td>Hardy Will</td>
<td>Jeff Lipped</td>
<td>1991</td>
</tr>
<tr>
<td>1988-90</td>
<td>Hardy Will</td>
<td>Jeff Lipped</td>
<td>1992</td>
</tr>
</tbody>
</table>

ERHARD & MARIE EDQUIST MEMORIAL TROPHY CLASS MC SATURDAY SERIES

This trophy was donated in 1990 by Noey Edquist Reimer Ward and son Tom Reimer in memory of their parents and grandparents, respectively, who dwelled for many years on beautiful Lake Beulah.

<table>
<thead>
<tr>
<th>Year</th>
<th>First</th>
<th>Second</th>
</tr>
</thead>
<tbody>
<tr>
<td>1990-92</td>
<td>Fat Lipp</td>
<td>Jeff Lipped</td>
</tr>
<tr>
<td>1990-1</td>
<td>Fat Lipp</td>
<td>Jeff Lipped</td>
</tr>
<tr>
<td>1992</td>
<td>Able-Howler</td>
<td>Mitt Haeger</td>
</tr>
</tbody>
</table>

THE GILLETTE CUP

CLASS MC HANDICAP

This trophy was donated in 1990 by the Hardy Will Family to commemorate his grandfather, Edwin Gillette, one of the co-founders of LBYC and an early commodore, his mother and aunt, Marietta Gillette Will and Helen Gillette Chapin, who sailed C-scows in the 1930’s. It is presented annually to the sailor who has the best performance with handicap in the thirteenth race of the MC Championship Series.

<table>
<thead>
<tr>
<th>Year</th>
<th>First</th>
<th>Second</th>
<th>Third</th>
</tr>
</thead>
<tbody>
<tr>
<td>1990</td>
<td>Paul Riedl</td>
<td>1991</td>
<td>Glen</td>
</tr>
<tr>
<td>1992</td>
<td>Bob Oster</td>
<td>1992</td>
<td>Kreinbrink</td>
</tr>
</tbody>
</table>
This trophy was donated in 1985 by his family to the memory of avid sailor George Dorn. George, a past LBYC Commodore, co-founder of the LBYC MC fleet and the national organization, passed away while sailing on a beautiful day in the summer of 1984. The annual regatta had been held previous to this donation but after his death, this nationally known regatta was re-named in his honor.

Before the dedication of this trophy, the regatta was won by David Porter in 1983 and Mike Huck in 1984. After his death, the trophy was donated by his family and the regatta was re-named in his honor.

<table>
<thead>
<tr>
<th>Year</th>
<th>Winner 1</th>
<th>Year</th>
<th>Winner 1</th>
<th>Year</th>
<th>Winner 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>1985</td>
<td>David Porter</td>
<td>1989</td>
<td>Dan Quiram</td>
<td>1990</td>
<td>Skip Johnson</td>
</tr>
<tr>
<td>1987</td>
<td>Robert Harvey</td>
<td>1988</td>
<td>David Porter</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Regatta Winners**

**ILYA Championship**
- 1986: Hardy Will
- 1987: Robert Harvey

**Beulah MC Regatta**
- 1983: David Porter

**MC Masters National Championship**
- 1992: Milt Haeger

**MC Midwinters**
- 1976: Jay Hiller

**George Dorn Regatta**
- 1985: David Porter
- 1987: Robert Harvey
- 1988: David Porter

**North Lake Fall Regatta**
- 1990-91: Jeff Lippert

---

Hardy Will
1986 ILYA MC Champion

Robert Harvey
1987 ILYA MC Champion
with LBYC-1 lardy Will Perpetual Trophy
returns for presentation the following year. The names listed below are as they appear on the trophy.

<table>
<thead>
<tr>
<th>Year</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>1939</td>
<td>Butch Lang</td>
</tr>
<tr>
<td>1940</td>
<td>Don Porter</td>
</tr>
<tr>
<td>1941</td>
<td>Daily Brothers</td>
</tr>
<tr>
<td>1942</td>
<td>War Years</td>
</tr>
<tr>
<td>1946</td>
<td>George Stott</td>
</tr>
<tr>
<td>1947</td>
<td>Bill Stevens &amp; Koepsell</td>
</tr>
<tr>
<td>1948</td>
<td>Bill Stevens, Koepsell &amp; Bahr</td>
</tr>
<tr>
<td>1949</td>
<td>Doc Miller</td>
</tr>
<tr>
<td>1950</td>
<td>Swenson</td>
</tr>
<tr>
<td>1951</td>
<td>O'Connell-Dunn</td>
</tr>
<tr>
<td>1952</td>
<td>Kaska</td>
</tr>
<tr>
<td>1953</td>
<td>Harvey &amp; Koehnen</td>
</tr>
<tr>
<td>1955</td>
<td>Bill Dunn</td>
</tr>
<tr>
<td>1956</td>
<td>Jim Fallon</td>
</tr>
<tr>
<td>1958</td>
<td>Bill Gobeille &amp; Ed Schindler</td>
</tr>
<tr>
<td>1959</td>
<td>George Scott</td>
</tr>
<tr>
<td>1960</td>
<td>Gelhar &amp; Meller</td>
</tr>
<tr>
<td>1962</td>
<td>Gwen Landry</td>
</tr>
<tr>
<td>1963</td>
<td>W. Norris &amp; J.LaBonte</td>
</tr>
<tr>
<td>1964</td>
<td>Jack Harvey</td>
</tr>
<tr>
<td>1965</td>
<td>Mackey &amp; Bach</td>
</tr>
<tr>
<td>1966</td>
<td>P. Juhnke</td>
</tr>
<tr>
<td>1967</td>
<td>Johnson &amp; Johnson</td>
</tr>
<tr>
<td>1968</td>
<td>Marsh &amp; Jean Holloway</td>
</tr>
<tr>
<td>1969</td>
<td></td>
</tr>
<tr>
<td>1970</td>
<td>Bill Berman</td>
</tr>
<tr>
<td>1971</td>
<td>Bill Kent</td>
</tr>
<tr>
<td>1972</td>
<td>Dick Bohl</td>
</tr>
<tr>
<td>1973</td>
<td>Don &amp; Carol Stein</td>
</tr>
<tr>
<td>1974</td>
<td>Shirley &amp; Tom Derse</td>
</tr>
<tr>
<td>1975</td>
<td>Jim Davies</td>
</tr>
<tr>
<td>1976</td>
<td>Cullen Barr</td>
</tr>
<tr>
<td>1977</td>
<td>Gerson Bernhard</td>
</tr>
<tr>
<td>1978</td>
<td>Duane Lehnert</td>
</tr>
<tr>
<td>1979-85</td>
<td>Not awarded or records losted</td>
</tr>
<tr>
<td>1986</td>
<td>Joe Skotarzak &amp; Joe Byrnes</td>
</tr>
<tr>
<td>1987</td>
<td>Dave Biter, Jr. &amp; Wade Knopf</td>
</tr>
<tr>
<td>1988</td>
<td>Scot Kent &amp; Glenn Tacke</td>
</tr>
<tr>
<td>1989</td>
<td>not awarded</td>
</tr>
<tr>
<td>1990</td>
<td>Matt Haeger &amp; Keith Knopf</td>
</tr>
<tr>
<td>1991</td>
<td>Dave Skotarzak &amp; Bob Gull</td>
</tr>
<tr>
<td>1992</td>
<td>Jeff LaBonte &amp; Gary Greeson</td>
</tr>
<tr>
<td>1993</td>
<td>Vicky Bohl</td>
</tr>
</tbody>
</table>

MC INCENTIVE BUCKET

As with the C Bucket, this award is presented annually by the Board of Directors to the MC sailor who has distinguished himself by being in need of incentive. In lieu of poor performance, a sailor may be awarded this trophy upon entering this fleet. This whimsical award is often presented by regaling the audience with the exploits (usually not distinguished) of the recipient. The recipient than hand-paints his mark on this rusted enameled bucket.

LAKE BEULAH C BUCKET

with Commodore Hardy Will Perpetual Trophy

CLASS C INCENTIVE BUCKET

This long-standing award carries special significance and spirit. Annually presented by the Board of Directors, this trophy can be given to the ingenue, the sailor with the most daring or distinctive escapade of the season or, with humor and good intent, to the sailor who performs to the 'lowest of his ability. It is presented in good fun to the sailor who will receive it with the incentive to persevere in the next season. The spirit of the award is maintained by the design of the award which consists of a "bucket which each recipient hand-designs with his moniker and then
X Fleet

Matt and Mark Grubis
1987 ILYA Jr. Champions

JOHN OSTER JR. AWARD

This trophy was donated by John Oster, Jr., brother of current member Robert Oster. He served as a past commodore and presented this trophy as acknowledgment of his service to the Lake Beulah Yacht Club.

RONALD J. KLEMENT COMMODORE TROPHY

These trophies were donated by past commodores Ronald Klement and Marsh Holloway to replace the John Oster Jr. Trophy. They acknowledge their service as Commodores of the Lake Beulah Yacht Club.

J.R. MELLER AWARDS

J.R. Metter trophies for Friday Series X skipper and crew were donated to the club in 1983. JR was an exceptional Cub sailor who himself had won this series during his years as an X skipper. The trophies were donated by the Pat Metier Family in the memory of their son and brother.

X Fleet

Matt and Mark Grubis
1987 ILYA Jr. Champions

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FIRST PLACE CUB WEDNESDAY RACES

The LBVC Sidestays have always actively supported youth sailing. The Wednesday Series awards are presented each year generously by this auxiliary group.

<table>
<thead>
<tr>
<th>Year</th>
<th>1st Skipper</th>
<th>Girls Skipper</th>
</tr>
</thead>
<tbody>
<tr>
<td>1956</td>
<td>Dreamboat</td>
<td>Phil Fina</td>
</tr>
<tr>
<td>1957</td>
<td>Slim Jim</td>
<td>Jim Krasno</td>
</tr>
<tr>
<td>1958</td>
<td>Slim Jim</td>
<td>Jim Krasno</td>
</tr>
<tr>
<td>1959-60</td>
<td>Wet Jet</td>
<td>Peter Brust</td>
</tr>
<tr>
<td>1961</td>
<td>Stumper</td>
<td>Laura Stumpf</td>
</tr>
<tr>
<td>1962-3</td>
<td>Orr-Kid II</td>
<td>Marcia Orr</td>
</tr>
<tr>
<td>1964</td>
<td>Wet Jet I</td>
<td>William Brust</td>
</tr>
<tr>
<td>1965-6</td>
<td>Mom’s Mink</td>
<td>Will Norris</td>
</tr>
<tr>
<td>1967</td>
<td>Box Top II</td>
<td>Dave Bach</td>
</tr>
<tr>
<td>1968</td>
<td>Box Top II</td>
<td>Dave Bach</td>
</tr>
<tr>
<td>1969</td>
<td>Surprise II</td>
<td>Mike &amp; Dan Gordon</td>
</tr>
<tr>
<td>1970</td>
<td>Lollipop</td>
<td>Gobber Hiller</td>
</tr>
</tbody>
</table>

This trophy was retired in 1970

KATHY STAFF MEMORIAL TROPHY

CLASS X WEDNESDAY SIDESTAYS SERIES

In 1971, the Wednesday Series 1st Skipper Trophy was replaced by the Kathy Staff Memorial Trophy, which is a perpetual award, in memory of their daughter, Kathy.

<table>
<thead>
<tr>
<th>Year</th>
<th>Skipper</th>
</tr>
</thead>
<tbody>
<tr>
<td>1971</td>
<td>Jeff Davenport</td>
</tr>
<tr>
<td>1972</td>
<td>Kent Haeger</td>
</tr>
<tr>
<td>1973</td>
<td>Jeff Davenport</td>
</tr>
<tr>
<td>1974</td>
<td>Jeff Hudson</td>
</tr>
<tr>
<td>1975</td>
<td>Mary Brigden</td>
</tr>
<tr>
<td>1976</td>
<td>Scott Hudson</td>
</tr>
<tr>
<td>1977</td>
<td>Jim Berman</td>
</tr>
<tr>
<td>1978</td>
<td>Martin Barr</td>
</tr>
<tr>
<td>1979-80</td>
<td>Robert Harvey</td>
</tr>
<tr>
<td>1981-2</td>
<td>Joe Skotarzak</td>
</tr>
<tr>
<td>1983</td>
<td>Tom Kent</td>
</tr>
<tr>
<td>1984</td>
<td>Dave Bitter, Jr.</td>
</tr>
<tr>
<td>1985</td>
<td>Liz Skotarzak</td>
</tr>
<tr>
<td>1986</td>
<td>Peter Katcha</td>
</tr>
<tr>
<td>1987-9</td>
<td>Matt Grubis</td>
</tr>
</tbody>
</table>

EDITH CUNNINGHAM TROPHY

In 1989 the Sidestays donated the Sidestays Crew Trophy, which is now presented in conjunction with the Kathy Staff Memorial Trophy.

<table>
<thead>
<tr>
<th>Year</th>
<th>Skipper</th>
</tr>
</thead>
<tbody>
<tr>
<td>1989</td>
<td>Stuart Alger</td>
</tr>
<tr>
<td>1990</td>
<td>Mike Greeson &amp; Mike Atkinson</td>
</tr>
<tr>
<td>1991</td>
<td>Mike Flynn</td>
</tr>
<tr>
<td>1992</td>
<td>Zack Clayton</td>
</tr>
</tbody>
</table>

CLASS X WEDNESDAY BEST GIRL SKIPPER
This trophy was donated in 1980 by long-time member Edith Cunningham to be awarded to the girl skipper in the X fleet who has performed the best in Wednesday series. The late Edith Cunningham was a generous supporter of youth sailing on Lake Beulah for many years.

<table>
<thead>
<tr>
<th>Year</th>
<th>Winner</th>
</tr>
</thead>
<tbody>
<tr>
<td>1980</td>
<td>Liz Bernhard</td>
</tr>
<tr>
<td>1981-2</td>
<td>Judy Kent</td>
</tr>
<tr>
<td>1983</td>
<td>Christy Will</td>
</tr>
<tr>
<td>1984-5</td>
<td>Liz Skotarzak</td>
</tr>
<tr>
<td>1986-7</td>
<td>Jill Atkinson</td>
</tr>
<tr>
<td>1988</td>
<td>Jenny Dorn &amp; Amy Mueller (tie)</td>
</tr>
<tr>
<td>1989</td>
<td>Amy Mueller</td>
</tr>
<tr>
<td>1990-92</td>
<td>Jenny Dorn</td>
</tr>
</tbody>
</table>
H. N. HUDSON MEMORIAL TROPHY

This trophy was donated by the Hudson Family in honor of their ancestor, an original founder of LBYC, to be used to honor that sailor who on the eleventh race sailed shows the most improved finish. The award continues to be presented annually by a member of the Hudson Family. It is one of the longest-standing awards presented by LBYC.

1950 Sangeo
George deTarnowsky
1951 Hammerhead III
John Oster III
1952 Williaw
Dan Maxson
1953 Wing Ding
Bill Dunn
1954 Attaboy
J.P. Atterberry
1955 Allie-Oop
Conrad Will
1956 Sassy
Sharon Stumpf
1957 Rock ‘n Roll
Peter Brust
1958 Wink
Rick Winkler
1959 50-50
Nancy Bach
1960 Skipjack
Bill Swendson
1961 Pete ’n Pat
Pete deTarnowsky
1962 Little Missile
Bob Clayton
1963 Mom’s Mink
Will Norris
1964 Venture
Cindi Coddington
1965 Surprise
Mike Gordon
1966 Little Gal
Chris Whittet
1967 The Hustler
Jim Grau
1968 Little Dipper II
Jeff Lippert
1969 IL-Y-AL-Y-0
Mike Norton
1970 Can’t B B-10
Jeff Hudson
1971 The Hustler
John Grau
1972 IL-Y-AL-Y-O
Pat Norton
1973 Little Gal
Lisa Whittet
1974 Blythe Spirit
Beth Norris
1975 Vitamite II
Vicky Haeger
1976 Bee Sting
Jim Berman
1977 Can’t Be B-Ten
Robert Hudson
1978 The One and Only
J.R. Meller
1979 Charlie’s Angel
Liz Bernhard
1980 Here’s Hoping
Steve Schmidt
1981 Tacky
Joe Byrnes
1982 Y’s Guys
Pete Yenkole
1983 One of Five
Bill Knopf
1984 The One and Only
Shannon Meller
1985 2-For-Sail
Matt Grubis
1986 A Bit Tacky
Joe Bitter
1987 Red Beren II
Kurt Beren
1988 Money Pit
Mike Greesons
1989 Remarkable
Mark Grubis
1990 Jenneratrix
Katie Dorn
1991 Eric Dynamic
Eric Stein
1992 Money Pit
Tate Curti
1990 Jenny Dorn
1991 Eric
1992 Chris Nelson

Joe and Liz Skotarzak
1982 X Blue Chip Champions

Jeff Davenport at LBYC trophy presentation
1971 ILYA Jr. X Champion with brother, Frank

Will Norris and Gary Nikolas
1966 WYA X Champions
### Quad Lakes
- **1975**: Mary Brigden, Irene Brigden
- **1976**: Scott Hudson, Joe Skotarzak, Liz Skotarzak, Peter Katcha, Julie Gull
- **1982**: Joe Skotarzak, Liz Skotarzak, Peter Katcha, Julie Gull

### ILYA
#### Senior Fleet
- **1966**: Will Norris
- **1975**: Mary Allen Brigden, Irene Brigden
- **1976**: Scott Hudson, Joe Skotarzak
- **1982**: Joe Skotarzak, Jim Berman

### WYA
#### 1954
- Les Aspin, Gretchen Juhnke
#### 1966
- Will Norris, Gary Nikolas, Rick Kent
#### 1974
- Gary Nikolas, Joe Byrnes, Irene Brigden
#### 1975
- Mary Allen Brigden, Irene Brigden
#### 1976
- Scott Hudson, Joe Skotarzak

### LaBelle '
#### 1982
- Joe Byrnes, Scott Lehner
#### 1989
- Joe Bitter, Brian Jarecki

### Blue Chip
#### 1978
- Jeff Davenport, Frank Davenport
#### 1981
- Robert Harvey, Lisa Lehner
#### 1986
- Peter Katcha, Julie Gull

### Junior Fleet
#### 1971
- Jeff Davenport, Frank Davenport
#### 1978
- Robert Harvey, Tad Rzepekki
#### 1987
- Matt Grubis, Mark Grubis

Happy X boaters display regatta hardware - 1982

Overall Best LaBelle Sailor

### Optimist Fleet
<table>
<thead>
<tr>
<th>Year</th>
<th>Skipper 1</th>
<th>Year</th>
<th>Skipper 2</th>
</tr>
</thead>
</table>

This trophy was generously donated in 1992 by the LBYC Sidestays in the continuing tradition of supporting youth sailing.
COMMODORE BILL BERMAN SERVICE AWARD TROPHY

The Commodore William Berman Trophy is to be awarded annually to an individual(s) who has a longstanding record of beneficial and meritorious service to the club. The recipient is selected by the Board of Directors.

1988  Mr. and Mrs. Dan Gawne  1991 Bill Kent
1989  Glen Kreinbrink  1992 Candace Porter
1990  Mr. and Mrs. Robert Mueller

UNITED STATES YACHT RACING UNION (US SAILING) SPORTSMANSHIP TROPHY

All fleet members are considered for this coveted award. This trophy is sponsored by the US Sailing Association. It is presented annually to the person who has exemplified fine sportsmanship. The award is presented by the LBYC Board of Directors. The recipient’s name is forwarded to US Sailing and is recognized nationally by that organization.

1987  Nancy Neal Norris  1990-91  Notawarded
1989  Milt Haeger

Jay Hiller, 1992 US Sailing Sportsmanship Award Recipient

Special Awards

Of significant importance are the many national awards that have carried the Lake Beulah name. It is a rare occasion that sailing reaches such heights. The accomplishments of these individual sailors is to be
commended.

THE EDMUND PILLSBURY MEMORIAL CUP
This trophy presented annually by the Inland Lakes Yachting Association is presented to the single most outstanding sailor in the annual ILYA Regatta. This most prestigious award has been presented only once to an LBYC sailor, Scott Hudson, in 1976.

COMMODORES’ CUPS
LBYC has been proud to serve on the national organizing committees of some of its fleets. David Porter, in 1981-82 was the founding president of the National C Scow Sailing Association. In his honor, LBYC presented a beautiful trophy to that organization upon his retirement from that post. This trophy is the second race trophy presented at the NCSSA National Championship Regatta.

In 1992, a similar distinction was presented to the International MC Class Sailboat Racing Association honoring Hardy Will who served two years as its Commodore, 1991-92. This trophy is presented to the first place masters champion at the Masters National Championship which also had the distinction of first being hosted on Lake Beulah.

LAKE BEULAH PERPETUAL TROPHIES
It is rare when a sailor sails to a coveted first place national championship, and to achieve this is in the event’s first year marks an opportunity for special recognition. The Lake Beulah Yacht Club has twice honored sailors by donating trophies in this manner.

Hardy Will was the first such sailor to have this distinction by winning the first ILYA MC Championship in 1986. This event is remembered by the Hardy Will Lake Beulah Perpetual Trophy first presented in 1987 to Robert Harvey.

In 1988 David Bohl and David Porter won the first annual silver fleet championship in the C fleet. The David Bohl Lake Beulah Perpetual trophy continues LBYC’s fine tradition and is awarded to the first place champion in the C Scow Silver Fleet at the Annual Championship Regatta.

ILYA DOUBLE FLEET WINNERS
While many fine sailors have contributed to Beulah’s outstanding sailing reputation, two sailors have the distinction of winning ILYA Championships in different fleets. Scott Hudson won both the X and M-16 Championships in 1974,1979-80. Robert Harvey spent many years between his two accomplishments. In 1978, he won the Junior Inlands; in 1987, he topped the MC Fleet to win the MC ILYA Annual Championship.

COLLEGIATE ALL-AMERICANS
Lake Beulah is proud to include two sailors who have won the title of Collegiate All-American. Mary Allen Brigden was the first Beulah recipient of this title in the ’70s. Mary Allen sailed for the Naval Academy. She went on to compete in the Olympic trials.

Peter Katcha has been named twice to this honor: in his freshman year he was the only freshman named to the team and he followed that in his sophomore year at Tulane University. Before entering college, Peter participated heavily in US Sailing sponsored events and many national championships. He is a two-time member of the US Nautica/Rolex Youth Racing Team, a Laser II US and National Champion, two-time USYRU Double-Handed Youth Champ in Laser IPs, a Laser Radial World Champion, a Ziploc Ultimate Champion along with many other top five finishes in national and international competitions.

In addition, Peter has returned to his home lake to give his enthusiasm and knowledge to many budding junior sailors. Peter returns annually to present racing clinics to Lake Beulah, was the featured youth speaker at the 1993 Winter Inlands, and named Lake Beulah Sailing School as the recipient of a $2000 Ziploc gift.

Memorial Trophies

Jack Harvey Trophy - donated by Mike Flynn, Mark Grubis and Matt Grubis in memory of Jack Harvey who actively encouraged these young sailors and gained their respect and love. Presented to the winner of the 11th race in the Cub championship series.

William Norris Trophy, donated by Nan L. Norris, in the memory of her brother. Bill, who held sailing dear to his heart, was a real sportsman who loved all of life. This trophy is presented to the first place skipper of the C Warmup.

Mary Brust Memorial Trophy, given to the X boat Wednesday second place skipper. This award was presented to the club by a group of close friends of Mary Brust at the time of her passing. It commemorates her many activities and commitment to the club.

Don Porter Trophy, donated by the Don Porter Family, is the Masters MC Wednesday second place. Don was a sailing enthusiast during his younger years and was the proud recipient of many of the early gaff rig and C boat trophies on “Bessie” with Norm, Patti and Hal Porter from 1942-50. When health problems prevented him
from fully participating in later years, he followed and supported the MC fleet with vigor.

Robert Berman Trophy, presented by William Berman in memory of his father for X Championship fourth place skipper.

Howard Will, Sr. Trophy presented by Hardy Will for MC Championship Series fourth in memory of his father.

Bill Orr Memorial Trophy was donated by Lou Orr in memory of her husband who was one of the original founders of the MC Fleet and one of its most avid supporters and participants. This award is presented to the Masters First Place Championship Series.

Marcia Bach Memorial Trophy, presented by the Woodrow J. Bach family in 1962 in memory of their daughter, 15-year old Marcia, a victim of bone cancer. LBYC had awarded Marcia the "Most Courageous Cub Sailor" trophy in 1961. This trophy replaced the Kathy Koss trophy for Labor Day Series in the Cub fleet. Marcia is remembered as a very special, lovely girl with tremendous courage.

Julie Kaska Meitus Memorial Trophy, presented by Rob and Rosie Kaska in memory of their delightful, vivacious daughter Julie who sailed as a Cub boater on Lake Beulah, for the most improved girl all fleets.

The John Oster Trophy was donated by his son Robert Oster, Jr. in his memory and is presented to the Class C Fourth of July Series winning skipper.

Accomplishment Awards

The Lake Beulah Yacht Club Sidestays have generously given many awards to recognize the youth sailors of both the X and Optimist fleets. Whenever a void in trophies has been made known, the Sidestays have immediately responded in their own generous manner. In addition, they annually purchase the complete Wednesday Series "keeper" awards. The following list demonstrates their continued support of youth sailing: Warmup X first place crew, Wednesday crew trophies for first, second and third, and Optimist championship series first.

Florence Northrup Trophy, donated for The C Labor Day Series. The Northrup family was listed in the 1899 yearbook as Chicago residents.

The Nelson Crew Trophy, donated by the Pat Nelson Family, is presented to the Warmup X second place crew.

The Kaska Trophy, donated by Bill and Bob Kaska, is presented to the Warmup X first place skipper. It memorializes their father, Charles B. Kaska.

The Parsons Trophy, donated by the Clint Parsons Family, for Wednesday Series second place. The Parsons family, avid LBYC tennis supporters, showed their support also for the sailing program with their donation of this award.

The Drummond Trophies, which consist of four matching trophies, were generously presented to the club by youth enthusiast Jeff Drummond. The trophies include the Drummond Skipper and Crew Trophies for second and third place skippers and crews. Jeff Drummond has also donated the X July 4th crew trophy.

Edith Cunningham donated two trophies to the youth fleets: the Cunningham Crew trophy for the 4th place X Championship crew and the Edith Cunningham Trophy presented to the Best Girl X skipper in the Wednesday Series.

Bernhard-Weinberg Trophy, donated by Sandra and Gerson Bernhard is presented to the Class X Championship 3rd place skipper. This trophy replaces the retired Wykra Trophy which had been presented to the Club to support Cub sailing by Phil and Edythe Weinberg and Syd and Marion Krasno. The Weinbergs and Krasnos were active in LBYC and enjoyed watching their five children, collectively, grow into avid sailors. The Bernhard-Weinberg Trophy was given as a means to continue the Krasno-Weinberg tradition.

The Hiller Crew Trophy was donated by Ken Hiller because of his love of sailing and the enjoyment in the camaraderie of sailors.

Dr. Paul Atterberry was Commodore of LBYC and Beulah’s first Commodore of the WYA. This trophy bearing his name is presented to the X Championship 2nd place skipper.

The Stein Crew, presented to the X Championship second place crew, was donated by the Don Stein Family in support of youth sailing.

Davenport Ol Salt Trophy was originally donated
by Frank Davenport to the best C boat sailor over 50 years of age. After many years, the trophy was re-dedicated to be awarded to the Class C Championship 5th place skipper.

The Grau Trophy was presented by Phil Grau and is presented to the C Championship 4th place skipper.

Orr Kid trophy was donated by the William Orr family after the graduation of their children from the Cub Fleet. The name originated as Lou Orr was discussing her children with a neighbor. Her reference to her children as the Orr-kids brought the response that her children should probably never be referred to as flowers (orchids). The name stuck and graced the waters on Bill’s later C and MC boats.

The M.O. Haeger Trophy was donated by M.O. Haeger, who after some years of watching sons Warren and Milt, determined that there should always be a Haeger Trophy for C boats. It is presented to the 2nd place C Championship skipper.

Lippert Trophy donated by the James Lippert, Sr. trophy for support to the newly-formed MC Fleet.

Bill Berman Trophy was donated by Bill Berman as a generous donation to support sailing.

Norris Nikolas Trophy was donated by Jack LaBonte to mark the accomplishments of Will Norris with crew Gary Nikolas in their final Cub boat year. The Norris-Nikolas team won the Inland Championship and WYA.

LBYC Cup was donated by the club for presentation to the Class X Labor Day Series.

Herb Stumpf Trophy, for the Wednesday X third place skipper, was donated by the Herb Stumpf family to encourage youth sailing.

Beulah Acres Trophy, donated by the Tom Derse family is presented to the Wednesday Masters third. This award is named after the Derse homestead.

Commodore Awards

C Fleet
Dorn (George) Trophy for Warmup second place skipper
Comm. Van Coddington Trophy for Wednesday third skipper
Comm. Jack LaBonte Trophy for Wednesday second skipper
Comm. Paul Brust Trophy for Wednesday first skipper
Jack Harvey Trophy for Championship second crew.

MC Fleet
Comm. Doug Dorn Trophy for July 4th

Comm. Dave Skotarzak Trophy for Warmup first
Comm. Ellery Clayton Trophy for masters championship third
Comm. Ken Hiller Trophy for masters championship second
Comm. Roy Gerloff Trophy for masters championship second

X Fleet
Kent Trophy for Warmup third place skipper
Gordon Trophy for Warmup second place skipper

Michael Bach, a professional yachtsman from 1985 to 1991, participated in international Maxi yacht racing in Florida, California, Caribbean, Mediterranean and Japanese waters. In 1989 he sailed with Dennis Connor as skipper in the initial competition of Emeraude in the Mediterranean.
ACKNOWLEDGEMENTS

To all of you who have helped in any way to bring this publication into being, please accept my heartfelt thanks!

To those who trusted me with old and priceless photographs so vital to recounting history, chiefly Kathy Will, Bonnie Brown and Bill Hudson, Jr.;

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To all of you ..... THANKS!

And to all who read and perhaps find an error, omission, or statement with which you may disagree, know that we all did our best to present an honest and interesting record of the past century at Lake Beulah, and ............

don’t tell anybody.

Marcella M. Bach, Editor

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