YACHTING

Sailing on Lake Winnebago

In connection with this historical project, we assembled a summary of yachting on Lake Winnebago. Since then, J. C. Kimberly has published a complete and very readable volume tracing the history of sailing, reaching back 100 years. We, therefore, cancelled out our modest write-up and refer our readers to Mr. Kimberly’s breezy effort. We content ourselves with picturing the development of boat forms and sail plans from the days of the “sand baggers” down to the present.

Riverside Park shore during regatta week. This colorful scene will be repeated in 1958, when the I.L.Y.A. returns to Neenah for its annual regatta.
The "Minerva" of Fond du Lac, a "sand bagger," sailed many a race on the Neenah course against similar boats such as the "Myra Bell" owned by Will Davis. Note the topsail.

Type of boat sailed and raced on inland lakes of Wisconsin in the late '80s and early '90s. They were called "sand baggers." All crew members except the sheet tenders transferred sand bags from side to side when the boat was put about.
This type of sloop-rigged boat followed the "sand baggers." It was raced on Lake Winnebago during the late '90s and first decade of the 20th century. The boats passed out as the "skimming dish" type of racer appeared.

First of the many one-design fleets to be owned and raced over the Neenah triangle. There were seven of these cat yawls which made their appearance about 1896.
Coming into the "teens" and '20s, we enter the era of the double boards and twin rudders—sleek, slim and speedy.

Winnebagoland Marathon

On a cold, blustery day in January, 1949, the idea of the Winnebagoland Marathon was born in the sports department of the Krueger Hardware Company. Jiggs (George) Jagerson and Gib (Gilbert) Neff, after much idle talk, thought it would be a grand idea to have an outboard motor race about 100 miles long. As it finally shaped up, the starting point would be the Neenah river proceeding into Lake Winnebago to Oshkosh, Winneconne, Fremont and return. As it turned out, the actual mileage was 92 miles. This activity developed to be the largest stock outboard motor race in the world and had as many as 288 entries in the years that followed. This event was held yearly through 1954.
Tri-City Boating Club

"This organization is dedicated to the promotion of motorboating as an enjoyable and safe pastime or recreation for the entire family.

"It aims to accomplish this by—

a. Educating all members in the principles of good and safe boat handling and navigation.
b. Promoting by example, education and propaganda, good and safe boat handling, and navigation by non-members, young and old.
c. Promoting good fellowship among the members of this club and neighboring clubs by programming activities for all members of the family."

That is the purpose for which the club was organized as stated in the preamble of the club constitution.

The birth of the Tri-City Boating Club took place at a meeting in the Shattuck Park boat house in August of 1954. The purpose of the meeting was to start drafting plans to form a boat club. Present at this first meeting were Lawrence Driscoll, Frank Sharpless, Russell Arnold, Maynard Eisch, Wesley Christensen, Katherine and Herbert Wienandt, Ada and Ralph Stahl.

On September 8, 1954, the same group met at the Whiting Boat House with Commodore Lester Guddin and twenty members of the Oshkosh Outboard Club. They were there in response to a request from the Neenah group for assistance in how to organize and promote a boat club. As a result of the talk by Commodore Guddin, it was decided to give the proposed club a name and to get membership application cards printed. The name chosen for the club was the Tri-City Boating Club.

The next meeting of the newly formed club was held at the Whiting Boat House on September 22, 1954. Serving as temporary officers were Lawrence Driscoll, Commodore; Frank Sharpless, Vice Commodore; Ada Stahl, Secretary; Russell Arnold, Treasurer. At this meeting a committee was formed for the purpose of designing a club emblem. Serving on this committee were Lawrence Driscoll, Frank Sharpless and Eric Isakson.

Election of permanent officers took place on October 6, 1954, at the Whiting Boat House. Officers elected were: Lawrence Driscoll, Commodore; Frank Sharpless, Vice Commodore; Fred W. Grupe, Treas-
The Tri-City Boating Club, organized in 1954, needed dockage facilities, and Neenah's waterfront was preempted. The pressure of need gave birth to this enterprising idea: two double lines of “finger” piers, entering from Shattuck Park. During 1957 this part was redesigned to serve the purposes of the boating enthusiasts, and at the same time to retain a beauty spot at its heart.

urer; Verndyne Stelow, Secretary. Appointments made at the meeting were: Irving Stilp, Harbormaster; Joyce Anderson, Historian. Committee Chairmen: Melvin Rausch, Entertainment; Alfred Ginnow, Cruise Planning; Margaret Geisler, Publicity; Wesley Saecker, Membership; Edward Stelow, House.

At the November 3, 1954, meeting the constitution and by-laws prepared by the constitution committee, headed by Herman Dupont, were read and approved by the membership. Also approved was the club burgee. Its field color is deep blue. Triangular in shape, it has three white stars with points touching enclosed by a red circle. The three stars symbolize the Tri-Cities of Neenah, Menasha and Appleton.

Club membership has grown from the original group to seventy family memberships totaling over two hundred twenty-five men, women and children. Activities have included: family cruises and picnics, potluck suppers, dances and costume parties.

The club stands ready to provide as it has in the past volunteers to assist the law enforcement agencies in search and rescue work on Lake
Winnebago. It has worked in close cooperation with Mr. S. F. Shattuck and the Park Board of the City of Neenah in planning facilities in Shattuck Park for boating.

1957 officers are: Fred W. Grupe, Commodore; Frank Sharpless, Vice Commodore; Melvin Rausch, Treasurer; Verndyne Stelow, Secretary. Members of the Executive Committee: Lawrence Driscoll, Herman Dupont, and Maynard Eisch. Committee Chairmen: Robert Romeyn, Program; Clement Murphy, Cruise Planning; Ed Stelow, House; Theo Grupe, Publicity; Joyce Anderson, Historian; Helen Tuttrup, Calling.

Compiled by Fred W. Grupe

WINNEBAGO PLAYERS

(Continued from page 439)

plays were produced, among them “Androcles and The Lion,” “Man of Destiny,” “Sunday Costs Five Pesos,” “Spreading The News,” “The Boor,” “Happy Journey” and “Ten Nights in a Barroom.” There were 80 acting roles, and over 100 people worked on the crews. The 1958 season looks even more promising for this enthusiastic group.

Compiled by Henry Young