

An aerial photograph of a marina. The water is dark blue, and numerous white sailboats and motorboats are docked at wooden piers. A large building with a bright blue roof is situated on the shore, adjacent to a paved road. The background is filled with lush green trees and a grassy area.

ANCHORAGE MARINA

Twenty-Five Years



...And on the third day, God said, “Let the water be gathered in one place, and let dry ground appear.” And it was so. God called the dry ground “land,” and the gathered waters he called “seas.” And God saw that it was good. Genesis 1: 9-10

Boating on our “sea,” Lake Michigan, is an awesome experience. *WE* are very blessed. The sand dunes, beaches, and fresh water combine to rival the beauty found few other places on earth. It is so easy for us to take for granted that which only a small percentage of the population has an opportunity to experience. It is a gift, and for us, Anchorage Marina is the gateway that we share in commonality to access this God given beauty. *Enjoy and be grateful!*

PDC

ANCHORAGE MARINA

**A Snapshot of the First
Quarter Century**

1981 - 2006



**Philip D. Ceton
May 2006**

Prepared especially for Nancy Ceton.

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SNIPPITS

Developers
Patrons



This is fun! Anchorage Marina, for twenty-five years, has been my avenue to escape from the stress of earning a livelihood. When Tom Beckering announced, in 1980, that he was going to build a new marina, I viewed it, admittedly, with much skepticism. When it appeared to be a reality, my only interest was to buy a slip for investment. After all, I had been sailing from the south side of Lake Macatawa since 1955, and I didn't plan to change. But without discussion, a close friend signed us both up to buy slips. So, here I am!

I commend Tom for his entrepreneurial expertise and foresight, for Anchorage Marina would never exist without his vision. From inception I have valued, immensely, my life at Anchorage. Many of my best friends are those I met on C dock. I've enjoyed my involvement as a commodore, board director, Anchorage Cup chair, "Flipper," and most of all, as a slip owner. I hope this recollection of the first 25 years will be of some enlightenment to others.

PDC



Dedication



“Butch”
July 1944 – May 1998

If a dedication is appropriate in this effort to preserve the history of Anchorage Marina, it is to David (Butch) Harmsen. Butch was a corporate partner, developer, slip owner, and past president of the association. Butch’s commitment to Anchorage’s success was not as much monetary as it was from the heart. He spent tireless days and nights supervising every square inch of construction. In his own quiet manner, Butch supported wholeheartedly the Anchorage community. Butch was there for us until he entered the ultimate ‘no wake’ zone on May 10, 1998, at the age of 53.

“Butch, may your memory always live on at Anchorage.”



Anchorage Marina

A SNAPSHOT OF THE FIRST 25 YEARS

Ronald Reagan was just beginning his first term as President, and William Milliken was Governor of Michigan, when Anchorage was incubated. Postage stamps were 18 cents. MTV went on the air. Joe Louis died and movies of 1981 included Raiders of the Lost Ark and On Golden Pond. AIDS was first identified and Sandra Day O’Conner was the first woman nominated to the US Supreme Court. We were on the unforeseen horizon of a recession. Lake-water levels were rather normal.



SCOTT’S MARINA *(Circa 1978)*

Dick and Ann Scott, along with their son, Billy, owned and operated an aging marina on Lake Macatawa’s Big Bay, which is located on the north shore of the lake. The ruddy painted structures included a metal storage building, a separate sales office with a convenience store and heads. This relatively small complex had very little paved area. It was snuggled between cottages to the west and, mostly, wetland to the east. Parking was scarce at best, mostly between cattails. Why he chose this facility to moor his boat might be questioned, but one part Tom Beckering plus one part Scott’s is the formula that would ultimately result in what we know today as Anchorage Marina. ⚓



VISION

The high-water levels of 1973 probably led to the early stages in the demise of Scott’s Marina. The heads were flooded and docks broken, under water and in disarray. Little effort was made by the owners to overcome nature’s intrusion on their environment. Tom Becker-

ing and his wife Debbie kept their 30’ Sea Ray moored there in the late 70’s. Word on the street is, the facilities became so run down that Debbie lamented to Tom: “Why don’t you just *buy* this place and fix it up?”

Tom was a young man not long out of Ferris State University. He had (and still has) great vision. The son of a principal at Pioneer Construction Company, he also had financial resources. He’s a man of action, and by golly, he decided to take his wife’s suggestion seriously.

So, Tom set out to secure investors to capitalize on his vision for a beautiful marina. He persuaded 10 others to form a corporation, each of whom anteed up \$50,000. This he accomplished in 1979 and 1980. At the same time, he had plans drawn up to build a brand new marina facility from the ground up. He would later buy Scott’s Marina as well as nearby cottages. Much of the land east of Scott’s was ‘swampy.’ ⚓



Tom Beckering



PIONEER MARINA

As mentioned, Tom had great vision, and he wasn't about to fix an existing marina, or build just another facility for boaters. His concept was to build a condominium marina. "What!?" might have been the reaction at the time. There were no other such condominium accommodations for boaters in the state of Michigan. It was a bold move many may have questioned in the late 70s. But being bold is not something new to Tom. The chosen name for this new condominium marina was *Pioneer Marina*. Certainly, Tom was a pioneer himself as this would be Michigan's first marine condominium project. Later, others would follow suit until today it is unquestionably common.

If thoughts of building a new marina weren't risky enough, Tom was just beginning. His vision included a storage/service facility complete with a retail mall. And that's not all. If you can believe, a 39-unit residential condominium complex as well. Admittedly, this author knew the area, knew Tom, and thought he was blowing smoke! I knew he had already built a new Creston High School and totally reconditioned the old RC Allen building into Riverside Center, but... ⚓



Early D Dock Parking!



CONSTRUCTION

Tom may have been the mastermind, but enter David (Butch) Harmsen. Butch transformed Tom's blueprints into reality. Butch was a partner of Tom's in the Pioneer Construction Company, as were both their fathers before them. Butch really made it happen. Although married (Sharon), and a father of 3 sons, Butch lived on-site in his land-based houseboat (*Take Five*) 24/7. The houseboat doubled as his office and living quarters. His assignment: Build an entire marina complex from scratch over the winter! Butch was totally committed to the challenge.

Construction began in November of 1980 with a target for opening the marina on Memorial Day, 1981. The first order of business was demolishing the existing Scott's compound. Scott's was located in the general vicinity of what is now E dock. Some cottages also were removed. Much of the property was basically wetland, or an extension of what is the landscape currently observable across the street. The land was cleared, the lake dredged, a seawall built, the lounge building started, and pilings placed. The docks were a newly patented, pre-cast concrete process. They were manufactured off-site and shipped in. The pilings had a hollow PVC tube through their centers. Compressed air was forced through the piling in order to "set" it. Once "set", the hollow tube was filled in.

Construction schedules were extremely tight in order to be ready for a spring opening. The construction process took place over winter; however, construction of the docks was abruptly halted when legal issues arose over patents and licensing. This became a huge hurdle. But, leave it to Tom and his legal team to expedite the problems and get back on schedule. The initial phase of dock construction was comprised of A through E docks plus the in/out slip. The service/storage building would

be built later. Likewise, F, AA, and the extension to the A dock “T” would be additions to the marina built at various, later times. Also, D dock had no slips outside the “T” in phase-one construction. There was concern that slips in that location would interfere with traffic to the nearby gas dock on the end of E dock.

The concept of concrete docks in a winter environment was also rather revolutionary. Typically, docks are supported by wood pilings which can absorb the compression of ice. Concrete does not give, easily vulnerable to breaking. Grand Isle Marina in Grand Haven was the first in our area to experiment with this type of dock construction. To protect against ice damage, a bubbler system is required. This brings up warmer water from the bottom, plus it agitates the surface.

Tom contracted with a company to design and build a bubbler system to protect Anchorage. A problem arose, however, when shipment could not be made in time for the first winter. So, to protect the huge investment of brand new concrete pilings, temporary, free standing, Scott ice bubblebers were installed around the marina. These, incidentally, were invented by Dick Scott. What the bubbler system cannot protect against is the powerful ice floes of spring. And eventually, the floes did snap off some pilings. To combat this problem, wood pilings were added on the seaside of the marina in 1984 to buffer the awesome spring ice floes. They have worked quite successfully. ⚓



Photos by Jack Cooper





Photos courtesy of:
 Jim Bos
 Pete St. John
 Jack Cooper



THE EARLY YEARS

The marina unofficially opened in April of 1981, pretty much on schedule. April was when the first boats were allowed to arrive. Early during the construction phase the name was changed to Anchorage Marina. Marketing brochures heralded the theme “Slip into Luxury” and a full page spread appeared in *The Grand Rapids Press*. The first manager was Chris Brown. Sales of slips were fairly brisk, but many lending institutions at that time were reluctant to finance a “hole in the water.” Michigan National Bank (now LaSalle Bank) recognized an opportunity and became the primary lender for slip loans.

At first the west lawn area had no shade. Soon after, small maple and pine trees were planted that today provide wonderful shade. The trees were lighted, but the lighting system quickly failed. It was never fixed! Since there was not yet a service department, many of the first boats to arrive were launched at existing marinas. Others were launched by a Pioneer Construction crane between D and E docks.

Parking was designed to be exclusively in the condo lot across the street. The bike path did not exist, so, for a short time, we could park across the road by the wetland on an angle. There were only 17 parking spaces on the lake side. Ten were assigned to the corporate partners (even though some didn’t have boats). Two were handicap spaces. That left only 5 for you and me. No parking was allowed behind the building then, even on weekends. The area along the hedge was cordoned off for temporary unloading to a golf cart. You would then be escorted to your boat via the golf cart while a valet service parked your car in the condo lot. Can you say ‘tips’? This lasted only a short time as the golf carts were too clumsy for the docks. They had to go to the “T” at docks end to turn around. (Guess Tom didn’t get *everything* right!)

Those who were not aware of the early days often complain about the lack of apparent adequate parking. The condominium document reads “Parking spaces for cars of co-owners...are located on the north side of Ottawa Beach Road.” Since the marina opened in 1981, parking has been expanded on the south side of the road from 7 available to over 80 available spaces, including handicap and assigned. The designated parking area across the road is designed to accommodate approximately 130 cars. It could be expanded another 50’ to the west if deemed necessary.

Assessments that first year were subsidized by the corporation and amounted to \$38.00 per month (initially there were 106 condo slips). The corporation exclusively owned the building, office, party store and gas dock. The slip owners were granted perpetual easement to the building. Many early slip owners did not have a clear understanding of what the association owned and how the corporation was involved. This would change over the years as will be explained later.

A big selling point for this new marina concept was the advantage of electing to leave your boat in the water year around. With an ‘ice-free’ marina, there seemed (bottom maintenance is generally considered necessary) no need to pull your boat in the off season. Approximately 30 boats did winter over the first few years. Once the ice formed on the lake, the water in the marina basin provided a relatively docile environment. It was quickly learned for protection before and after the ice formed, D and E docks were best protected. Not only did many boaters store in-water over the winter, a hardy few actually lived aboard. The board of directors debated at length what to charge non-slip owners for winter storage fees as this was another source of income. Today few, if any, boats are stored in-water in the off season even though the option exists. The marina accepts no responsibility for damage as a result of failure of the bubbler system. ⚓

Probably unique for a marina, but since the beginning, Anchorage had hosted a non-denominational church service on Sunday mornings in the lounge. It was facilitated by Debbie Beckering and Bonnie Noorman. The services were attended by both Anchorage and Bay Haven (now Eldean's Yacht Basin) boaters. In fact, the services were so well attended, they created a need for more seating. Therefore, anyone who was willing to buy a stackable chair got their boat moniker on it. Most of these chairs are still around, and referred to as 'church chairs' by old-timers. Church services continued until at least the mid 90s, and were last facilitated by William Osterink, Jr. They were discontinued only after a new facilitator could not be found to replace Bill. Monies collected at these services went to help local charities, the Heartside District in Grand Rapids, and to purchase a sound system in the lounge. ⚓



Photo by Chas Thompson



SLIP SALES & MARKETING

“Slip into Luxury” was the theme for selling slips. A fancy, die-cut brochure promoted this new concept in slip ownership. It boasted landscaping with special effects lighting (see The Early Years) and “for your dining pleasure, the popular Hatch restaurant is just one half mile away.” A kitchen was not in the master plan. As mentioned earlier, condominium slips were new to Michigan, so area banks shied away from financing them. One bank did the lion's share of financing, offering 3 different plans. Slips sold fairly well, prompting the developer to raise prices 2 or 3 times during the initial offering. Sales started soon after the concept was approved, and well before construction began. Actually, a potential buyer reserved the right to purchase by placing a deposit in escrow until occupancy of the marina was permitted. This occurred about June of 1981. Only A, B & C docks were approved for sale. D & E docks were rental units until the 1982 season, when they became eligible for sale. F dock and AA dock were not yet part of the marina.

Since no new marinas were built along the west Michigan coast for many years, demand for slips was pent-up. Slips appreciated in value for the first few years. A slip that initially sold for \$15,000 elevated in value to a peak of \$21,000 or higher. Harbortown Marina on Muskegon Lake, also a condominium marina, was the next facility built. This was followed by Lakeshore Yacht Harbor, Ellenwood, Great Lakes, Terrace Point and others. In addition, existing marinas like Bay Haven and Eldeans expanded their slip capacities. With an overabundance of slips now available, value of Anchorage slips were severely impacted. One thing that has not changed is the commitment of the board of directors over the years to maintain a quality facility. ⚓



KICK OFF

The first kick off party was held on Memorial Day weekend of 1981. The event was held on the lakeside parking lot. It was sponsored compliments of the corporate partners, and was the first official social event to be held at Anchorage. It was also the official opening of Anchorage Marina. Arnie Falen (Arnies Bakery), a C dock slip owner, accompanied by his sons, prepared a wonderful steak dinner. Arnie would continue preparing the kick off meal for the next couple of years. Each was held on the parking lot. Later, the event would be held on the west lawn. At least once it was held in the storage shed because of inclement weather. With the formation of the yacht club in 1984, kick off parties became a function of the club, as are most social events. ⚓



THE MATURING YEARS

Probably a surprise to the developers was the number of sailors who purchased slips. The developers perceived the marina as primarily a powerboat facility. “C” dock was all sailboats with the exception of 2 slips plus one slip owned by S2 Yachts. “A” dock was almost exclusively power boats. B, D, and E docks were more evenly balanced.

Taken for granted now is the push-button entry code required for access to the building. To some, it may seem a nuisance. However, prior to that, there was a significant problem with people from the state park and elsewhere using our facility. Since it was not easy for everybody in a family to carry a key, checkers were hired to verify entry. They actually sat on a stool in front of the entry way. For a time, members wore a little blue token on their wrist. Imagine the hassle *that* got to be with kids, guests, etc.! Overall, the changeable entry code has served us well with minimal hassle.

As stated, the developers owned the building, office, party store, and fuel dock. Chris Brown, under the direction of Tom Beckering, ran the operations. The first annual meeting was held in September 1981. Of the five (later expanded to seven) original members elected to the board, Jack Cooper, and Jim Chambers, are still slip owners. Jack was elected as our first association president, and Jim as secretary. Also voted on at that meeting was approval to fund a fence around the condo parking lot. (This became the first special assessment, amounting to \$80.00 per slip). The second annual meeting was held in December 1982. Considered a bad month for good attendance, future meetings were held in March. Eventually, early May was determined to be the best time to maximize attendance. The fiscal year ends with the calendar year. (This a change from the first fiscal year ending September 30th).

Prior to construction of the marina, there was no city water or sewer service available. Probably unnoticed to most, the power lines were routed underground throughout the marina. Look up or down the street and you’ll see overhead lines except in front of Anchorage and the DNR launch site. Aesthetically it’s nice, but sailboats could not be stored or transported mast up otherwise. A temporary service department operated out of a house trailer located beside the in/out slip. The Anchorage Plaza complex was built during the summer of 1981. The land was once the site of a mosquito-infested miniature golf course. It initially had its own well and septic system as city service was not yet available on the north side of Ottawa Beach Road. Evidently, the road was built over a rail line that long ago connected the area to Grand Rapids. The road itself was physically lower than our parking lot. This caused the road to flood after heavy rain storms, resulting in public traffic traversing our lot. After a few years, the road commission raised Ottawa Beach Road about 3 feet alongside the marina. What a dusty mess for most of that summer. ⚓



MANAGERS

The first manager, Chris Brown, a real estate broker, had experience in convenience store management which was helpful as he was responsible for the party store as well. Chris handled slip sales and overall operations during inception of Anchorage. He was generally well liked, but relieved of managerial duties in the fall of 1981 for “inconsistency of management philosophies.” Tom Beckering, Bernie Hoekstra, and other corporate partners, pitched in at different times to handle management until June of 1982. At that time Tom Leamon was hired. His background was in country club management. Tom’s tenure was short as well.

The first two years foretold a shaky environment for managers. In the third season, a young man from Saugatuck, a recent graduate of Ball State University, was given the nod. With experience working the docks at Coral Gables in Saugatuck, a degree, and not a whole lot more, Cary Masters quietly took the reins of Anchorage Marina. In discussing managers, mention should be made, too, of the long time office manager, Marcia Dykstra. Marcia started at the outset of Anchorage, and served for nearly 10 years. Marcia was followed by Karen Kortman, and today, that role is aptly served by Shahanna Koeller.

One thing, however, should be understood about management of the marina. Tom Beckering was clearly in control as the corporation representative and developer until Labor Day, 1987. He never missed a board meeting in all those years. It should also be remembered that the corporation owned the building, and together our two entities deliberated on service building decisions. Over time, Tom bought out the other 10 corporate partners. On Labor Day weekend, 1987, he sold all his assets in Anchorage Corporation, Anchorage Marina and Anchorage Residential Condominium associations to William (Spike) Walker, Jr., with the exception of his own slip which he kept. ⚓



CARY MASTERS

Cary’s tenure began by managing what, in 1983, was a 172 slip marina. No AA docks, etc. No responsibility for the gas dock, party store, lounge, yacht club, or Anchorage Cup. He had no realtor’s license, sold no slips. He answered only to Tom Beckering and a 5 member association board.

He studied and obtained a broker’s license. He would inherit, at various times, responsibility for the lounge, gas dock and the party store (the party store has since been subleased). Some of Cary’s strong points are his great ability to get along with people, absorb criticism, and manage his staff and facilities. He started as the marina manager, and later formed his own management company when the association bought out the Walker family. The association, in turn, now contracts with Management Masters, Cary’s company. The marina does not hire employees, Cary’s company does. A big plus, Cary is able to personally fix and maintain many things around the marina that another manager might have to hire out, thus saving the association money. No one person has physically spent more time at Anchorage than Cary since its inception.

He’s done all this while caring for elderly parents, raising two highly active children, and managing family properties. He now answers to a 7-member board of directors, 189 slip owners, their spouses and kids and an occasional pet. In his “free” time, he loves to dive and restore his 1949 Chris Craft, the *Cheryl Ann*. Not to mention he organizes trips to concerts, ball games (da Bears, da Cubs) and fall raft trips up the Kalamazoo River. Cary is very devoted to his wife Cheryl and kids Nick and Alyssa. ⚓



Cary Masters



CALICO'S

What is commonly referred to as 'the lounge' is, in reality, a restaurant serving our marina community. As a business operation, the food service business has struggled financially since inception. The operation initially was owned by the corporation, but eventually came solely under the control of Tom. The first year, there was no kitchen. In the corner where the bar TV now resides was a grill. The swinging access door to what is now the kitchen did not exist. What is the kitchen was a reading room for adults and it was beautifully decorated. A game room was between this room and the kid's room. (The state did not allow the game room to be in the licensed liquor area so it was relocated downstairs). The kitchen was added for the 1982 season and later expanded by the Walkers to include the old game room.

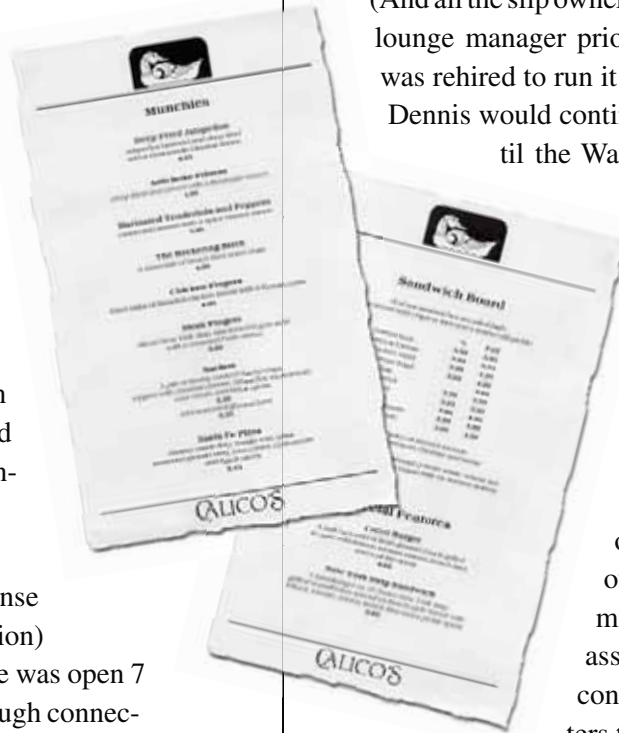
In those early years, the liquor license allowed us (actually the corporation) to be open to the public (the lounge was open 7 days a week year around). So, through connections in Vero Beach, Florida, in 1985, Tom contracted with a restaurant company there to take over the restaurant operation at Anchorage. The restaurant was named Calico's. Since it was public, Tom built the lounge 'extension' over the pool area to accommodate a member's only private lounge space. This was identified by a 'Private' sign and was secured with a rope gate.

Other modifications included a new interior design. The sofa and upholstered chairs around the fireplace were removed. The wall mirrors were added. The bar was

moved to the right and the 'L' added. (previously, the bar was attached to the poolside wall and server access was out the right side). Initially, the lounge accommodated only 56 people. Now, the maximum is over a hundred.

Calico's was gourmet, arguably the most expensive restaurant in Holland. There was even an exclusive dessert chef. Calico's never really fit in though, and just before Labor Day weekend, Tom cancelled their contract. (And all the slip owners said, "hip, hip, hooray.") The lounge manager prior to Calicos, Dennis Mosier, was rehired to run it for the balance of the season. Dennis would continue to manage the lounge until the Walkers bought the corporation.

At that time, Mr. Walker's daughter, Christi, managed the lounge. In 1991 and 1992, Beechwood Inn managed the lounge, and in 1993, Ottawa Beach Inn managed it. In 1994, the association contracted with a slip renter, David Stone, to operate it. That did not work out well and the contract was mutually terminated. Today, the association owns the lounge and contracts with Management Masters to operate it. ⚓



YACHT CLUB

Some sailor members were interested in forming a yacht club, particularly since many came here from other clubs and wanted an affiliation to be sanctioned for LMSRF (Lake Michigan Sail Racing Federation) Area IV races. Jim Chambers initiated a yacht club presence in 1981 in order to host a J30 regional sailboat regatta. Although some were cool toward the idea, including

board members, the regatta was held. An attempt later to create an interactive junior sailing program with Matcatawa Bay Yacht Club pretty much failed.

Little more transpired until June of 1984. At that time, association board president Ken Noorman called a special meeting of the membership. Result of that meeting: A yacht club was officially accepted. A commodore, Phil Ceton, fleet sailing captain, Mike Volkhardt, and fleet powerboat captain, Jim Lanting, were elected. By-laws were adopted and the club solidified into existence. The by-laws have since been restructured to include rear and vice commodores, allowing for a plan of succession.

The first couple years at Anchorage were very tentative as there was not a viable means of communication. The association president on occasion might send out a letter. But, a newsletter was yet to be established, so members were often suspicious of what was hearsay and rumor. Eventually, one member, "Flipper," stepped up and offered to write a newsletter. This helped tremendously in keeping everybody informed, alleviating much apprehension. The newsletter was done under the yacht club banner so as not to appear *dictated* by the association or corporation.

In 1984, plans were being made for a second Anchorage Cup, but there were no funds to handle upfront costs. Jim Lanting (yes, a power boater)* championed the idea of creating a Century Club. He proposed that the first 40 members to contribute \$100.00 would be recognized on a plaque. This would create a standing treasury of \$4,000 seed money to be replaced per each event. It was well accepted, and those funds are used to this day to front funds for the Anchorage Cup and other social activities. The yacht club, today, is a very accepted entity within our association community, and provides well for the social activities of the marina.⚓

*This author is a staunch supporter of sailors and power boaters mutually enjoying boating in general, and our facilities in particular.



ANCHORAGE CUP

When bar talk turns into reality! It was Friday night of Labor Day weekend, 1983, when Bob Oosdyke, Bill Otto, and Phil Ceton decided to amble over to Bay Haven for a "cold one." Talk soon turned to how neat it would be for the new kid on the block, Anchorage, to host a significant sailboat race. They talked about different scenarios for structure of a race that a condo marina might host. Returning to Anchorage, they met with Jim Chambers who was extremely enthused about the concept. Hence, the four of them formed a committee and started brainstorming.

Being a condominium facility presented many challenges. Chambers, a board member, raised the issue to a very reluctant board of directors, but finally, it was decided the best date would be October 1st, three and a half weeks from concept to the race itself! Many slips would be empty, great for accommodating competitors, but so late in the season many potential entrants would already be in storage for winter. Every day, new obstacles would pop up, but, determined, the committee would persevere.

It was decided to champion "Mom & Pop" racing. Prior to the early 1980's, sailboat racing was limited to well equipped, hot shot race boats which had to be measured and rated. However, the advent of PHRF (Performance Handicap Racing Formula) allowed for all boats to be assigned a reasonably fair rating. Anchorage would pioneer Jib & Main racing. (Maybe the name *should* have remained *Pioneer Marina*?) This allowed any sailboat to go out and see how competitive they might be. Nowadays, Jib & Main racing is taken for granted.

Plans for the race were to start at Holland and race to Grand Haven. Mom and the kids, if not in the race, could drive up and join the party afterward. Someone was hired to do a pig roast. Everything was coming to

gether. It was decided to charge \$4.00 a ticket for dinner, but we quickly learned we would be in the red. So we scrambled for ideas. Bill Otto figured a raffle would help cover the deficit. Bill's company, Horizon Credit, agreed to sponsor the race plus furnish the trophies. Bill also solicited most of the merchandise and services to be raffled off.

Posters were hand lettered and the word spread as best we could. Then, at the eleventh hour, Tom approached the committee and proposed if we would start the race in Grand Haven and finish in Holland, he would pay for a band and tent. So, we hustled to make the necessary last minute changes. These changes proved to be a tremendous success for Anchorage. It was the biggest night ever, to that date, for the lounge. The party store also did a great business.

The first post race party and pig roast was held on the east lawn. Darkness came early, and with it, cold. But the party was great and the raffle allowed us to break even.

The race drew 66 entries (60 actually started). Not bad for three and a half weeks planning, plus considering it wasn't held until October 1. The overall winner was Bill Jacobsen aboard *Liberty*. The *Liberty* was later sold to Steve Petengill who gained fame racing it solo in a trans-Atlantic race. Anchorage Cup was born and we were soon past being the new kid on the block.

LMSRF Area IV traditionally held a race on the first Saturday after Labor Day, so subsequent Anchorage Cups were held on the second Saturday after Labor Day. Anchorage Cup became a well managed race, catching the attention of Area IV race management. Area IV eventually conceded the first Saturday after Labor Day, and now acknowledges the Anchorage Cup as a bonafide race.

Weather was important to success in the early years. If weather had been poor, we may have never got the race off the ground. Scoring was all done manually. (Before common use of computers). This was not only laborious, it lead to mistakes. The nicest guy on the dock turns into an unbelievable monster after a couple drinks and learns he's been scored wrong. But we survived and the errors were seamless to most participants.

Weather for the second year was ideal for all but the scorers aboard the committee finish boat. It was a mass finish, resulting in chaos as spotters couldn't see all the sail numbers of side by side finishers. (Mike Volkhardt and Phil Ceton later went to a race management seminar in Chicago, coming away with some great ideas, like

competitor's finishing slips to eliminate

the finish line hassles). Unbeknown

to us during the party afterward,

there were complaints about

the noise from the band.

Fortunately, the police were

searching across the lake and

didn't find us until the band

just finished their last set. In fol-

lowing years the parties were held

in the storage shed.



The four co-founders chaired the first two years. Mike Volkhardt was chairman for year three. The chair then continued to rotate each year until Bill Clark's tenure followed by the Knoblauchs. We are grateful to Jerry Beckering's support of the race. He was first to allow us to party in the shed. That tradition has been continued by Jeff Cavanagh for which we are also grateful.

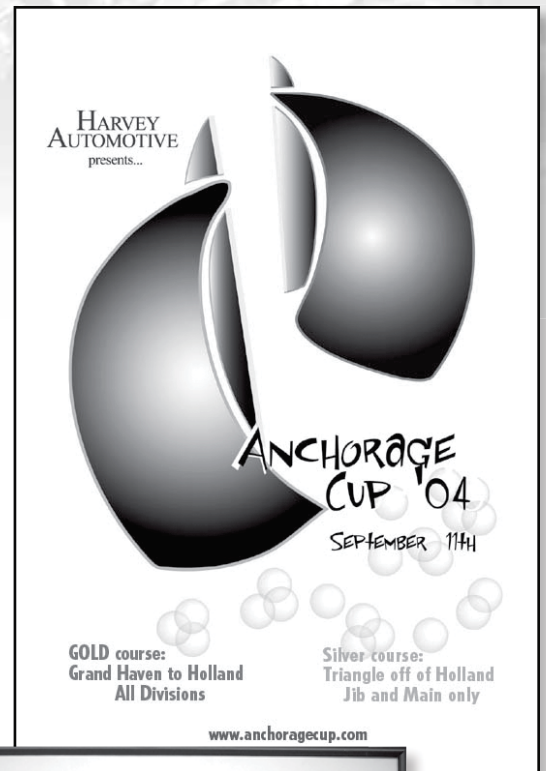
The 10th anniversary of the race was co-chaired by founders Jim Chambers and Phil Ceton. A highlight of the activities was the presence of Buddy Melges. Buddy is the internationally known skipper of America's Cup challenger US 23. An Olympic champion and founder

of Melges Boat Works, Buddy is well known and loved in sailing circles. Approximately 800 people attended the party which was held in the big shed. It is expected all four co-founders will be in attendance for the 25th anniversary in 2007. (Maybe we can get Buddy to return, also?) ⚓



ANCHORAGE CUP POSTER

Donna Greenlee, an artist friend of one of the race founders, proposed the idea of a professional poster to promote the race. She volunteered to create the art without charge, and split the proceeds of an original to be auctioned off. The first poster was created for the second year of the race (1984). High bid was \$350.00, a tidy sum at the time. Carole Bos out bid Tom Beckering. Can you imagine out bidding Tom Beckering? Later originals would top \$2,000.00, proving to be a great fund raiser for the yacht club. Since 1993, the posters have been created by Dale Frye. ⚓



The Grand Plan vs. Reality



In the grand scheme, the Anchorage community was to be a 3 entity partnership. There would be Anchorage Marina Condominium Association (AMCA), Anchorage Residential Condominium Association (ARCA), and Anchorage Corporation. Anchorage Plaza Service Building was always planned to be a totally separate commercial business. According to plan, the marina and the residential would share amenities and be assessed accordingly. The marina budget would have included the 39 residential units. The corporation owned the party store, lounge, and the gas dock independently.

The marina was built on schedule and was a successful adventure. The service plaza was also built as planned over the summer of 1981. Inside storage was ready for the first winter season. It was a separate business still owned by the developers. Doug Dozema served as its first service manager. Soon after, however, the service plaza was leased to Eric Robinson and George Jousma. Eric and George experienced difficulty and left abruptly during the summer of 1983. Jerry Beckering bought the business and operated it successfully until 1993. Jerry built the second storage shed in 1984. With Jerry's health failing, he decided to retire, selling it to a partnership of Chuck Cooper and Jeff Cavanagh. Jeff built the condominium storage building, and eventually bought out Cooper's interest.

Back to the three entities. Once the service plaza was complete, the developers focused on construction of the residential condos. The land previously supported a ma-

ture pine tree stand. Construction progressed fairly well at first. Several units generated non-binding escrow agreements. Although completion of the residential buildings was a little tardy, what really hurt is that the economy went south. Sales were sluggish. In an effort to stimulate sales, prices were relaxed. Eventually the project was sold to another development company headed up by Charles 'Chip' Sligh IV. When things turned really bad, a Grand Rapids TV station inadvertently featured the marina rather than the residential condos as going bankrupt on the 11:00 news. An obvious error, the station would not air a correction later because it was "old news." Certainly not good PR for the marina!

Residential became divorced from the marina with the sale to Sligh. That left the corporation and the slip co-owners as partners in assets not specific to slips and real estate. Since the building was exclusively owned by the corporation, the corporation realized income (losses) from the party store, lounge and fuel dock. Throw in laundry and coin operated games. The common utilities to the building were split 75/25 slip owners/corporation. Many slip owners did not have a clear understanding that they did not own all the building property, nor did they have exclusive say in its operation. Because of this arrangement, a few slip owners actually boycotted the party store and / or the lounge. They didn't want to see their revenue go into Tom's pocket.

Nonetheless, everything is spelled out in the condominium documents and by-laws. So here's the scenario:

The association elects a 5-member board of directors who in turn elect their own officers. (In 1984, the by-laws were changed to elect 7 directors. Reason was, it would be easier to assemble a quorum, and it would represent a broader base of the marina). Tom Beckering was the sole representative for the corporation. He had no vote, but certainly was influential.

Because the association had perpetual use of the building, which was owned by the corporation, the condominium documents provided for a service building committee. This was composed of 2 corporate members and 2 association board members. No provision was made for breaking tie votes; fortunately, there were never any serious disagreements. The service building had its own budget, but was calculated into the annual budget for purposes of determining monthly assessments.

What follows is an attempt to explain the evolution of Anchorage Marina Condominium Association. To review, the marina officially opened in 1981. Noted also, is the relationship between the corporation and the association. D and E docks became eligible for sale in 1982. E dock originally had small slips on both sides, but demand was for larger slips while the small ones sold poorly. In 1982 the west side of E dock was reconstructed from 14 slips to 7. Every other slip was removed to accommodate larger boats. Also in 1982, F dock was built. This, too, expanded parking capacity. The curb cut for the haul out slip was relocated because it was too difficult for the hoist to make a sharp turn. In the process, a couple more parking spaces were created.

Prior to 1987, all development was accomplished through Anchorage Marina Corporation, which ultimately was solely owned by Tom Beckering. The final phase was developed by B & A Development Company. B & A was owned by Tom Beckering and Bart Arrigo. Bart was also a slip owner at the time. Before AA could

be developed, additional property had to be secured, including some existing slips.

To the east of the party store parking lot were two cottages and a small marina known as Miller's Marina. B & A experienced difficulty in purchasing Miller's, but, "where there's a will..." The first cottage was sold to Doug Doezema (the first service manager) for \$1.00 and he had it moved to Perry Street, just a couple blocks north. When Park Township built the new fire station and recreational fields, Doug's home was scheduled to be demolished, so, in turn, the township offered an even nicer home to Doug nearby on 160th Street. The second cottage was demolished as was Millers, plus some trees removed.

Development of AA included elimination of slips A2, A4, and A6. A private deck now occupies that area. A seawall was built, slips AA1 through AA10 built, and an extension to the east of the existing A dock "T" of 4 slips added. Three slips were also added to the outside of the D dock "T". At the approximate location of Miller's Marina, a parking lot was built for exclusive use of AA slip owners. Consequently, it is not in the association's budget for maintenance.

Tom Beckering *lived* Anchorage Marina. He dreamed it. He built it. Anchorage was a big part of his life for many years. In late summer of 1987, Tom made a sudden and shocking sale of all his assets in Anchorage to William 'Spike' Walker, Jr. The sale was prompted partially by personal disappointment. Some members, many of whom Tom considered friends, started a petition, which, in reality, was probably insignificant. But Tom took it personally. This was aided by the fact that Mr. Walker was already prodding Tom to sell. Tom never gave up on Anchorage, but his relationship with the marina would never be the same. He did retain one slip until early 2006. Entering the 26th year, Tom is completely divorced of any Anchorage ownership.

The Walker years were colorful, even a bit controversial at times. Spike was quick to impose his influence. Maybe a little over anxious, he bordered on overstepping the line separating the corporation from the association. One might think that he did not have a clear understanding of the association's rights and the overlap of service building ownership. Plus, Spike was a disciplinarian in many respects. He was strict on parking, for example, actually hiring an attendant to police parking. Many cars were towed! In fairness, Spike's affinity for Anchorage Marina was truly genuine.

The Walkers called their company Anchorage Bay Marina Corporation. Anchorage Bay subsequently owned the party store, fuel dock and service building. Spike built the 'second story' addition on the fuel dock as an office for Cary. His son, Will, managed Anchorage Bay out of the main office. The Walkers also made major modifications to the kitchen. The Walker presence definitely lent to a fairly sensitive environment at Anchorage for a period of time.

And, as time went on, the Walkers interest in Anchorage began to wane. There was growing interest in selling their assets at the marina to the association. There was, of course, little to no other market. The association pondered whether it should buy an interest in something they already had perpetual use of. In the meantime, some maintenance and redecorating issues went unaddressed as questions arose as to who should pay. Typically, the corporation paid 25%, and the association 75%. To put some pressure on the association to purchase all assets, the Walkers substantially raised the rent they charged the association for kitchen equipment and the office. Those were challenging times for the association and its board of directors.

To buy, or not to buy out the Walkers? It was a sticky issue. Everyone liked the idea of being in total control of our Anchorage complex. But, why would we want to own a party store? Why do we want to pay out more money for something we felt we already had? Lots of questions. Even if the purchase concept was acceptable, what would be a fair price? Twice, the issue was voted on. Twice, a substantial majority favored purchase, but not the 66 2/3's per cent required to pass.

During the first half of 1994, the membership was surveyed to see if everyone still wanted the board to continue negotiations. The survey result was favorable by nearly 2 to 1 to pursue negotiations. The board then deliberated with the Walkers, eventually agreeing on a realistic value. On July 30, 1994, a special meeting of the association was held to discuss the issue and vote. Purchase was approved, even though it would add approximately \$20.00 a month to our monthly assessments. In 2002 the land contract held by Walker was paid off. Offsetting that obligation is a line of credit we have with a local bank at a much lower interest rate. We had already paid off the fuel dock, which was purchased separately. Now, "We is We!"

Since the association purchased all the assets, there was no longer a need for a service building management committee. For the first few years of ownership, Management Masters operated the party store. In 2000, the store was subleased. The purchase also allowed the opportunity to readdress capital improvements and maintenance issues that had been delayed do to the conflict. The current board of directors is definitely committed to maintaining Anchorage Marina as a first class facility. Now in its 25th year, Anchorage Marina is doing just fine...thank you! ⚡



CENTURY CLUB

Anchorage Marina Yacht Club was founded through the financial generosity of the following members:

Earl and Sereta Beckering	Raymond Diederich	Ron and Diane Lindblom
Jerry and Dawn Beckering	Dave and Joan Du Bois	Larry and Thea McKiernan
Tom and Debbie Beckering	R. Michael Elliot	Edwin J. McLean
James and Carole Bos	Daniel George Family	Joyce Neighbor
Phil Ceton	Bill and Sue Grant	Ken and Bonnie Noorman
Jim and Sue Chambers	Walter Heise Family	Don and Linda Pletcher
Edward and Barbara Chudik	Keith and Joan Helferich	Charles Sligh IV Family
Bill and Debbie Clark	Fred Kamminga	Pete and Midge St. John
Ray and Mutsie Clausen	Brian and Catherine Keenan	Denny and Diane Vandecar
Greg and Pam Claxton	Bob and Sally King	Bob and Joan Vannocker
Casey and Joyce Cnossen	Ray Kisor	Mike Volkhardt
William and Jean Connell	Dale Kramer Family	Jim and Diana White
David and Phyllis Crawford	Richard Lacks	
Scott Diepenhorst Family	Jim and Clarine Lanting	

EVOLUTION OF THE CENTURY CLUB

When Anchorage Marina Condominium Association was established, there was no provision for a yacht club, nor funds to establish a club. Some slip owners felt a social aspect to our marina was important. It would provide reciprocity with other clubs, give racing sailors the affiliation required to participate in sanctioned races, and create an opportunity for social events at the condominium facilities. A committee united to plan sponsorship of a sailboat race (Anchorage Cup) that could be a fundraiser for a yacht club. However, there was no seed money for the upfront costs. Hence, the Century Club was born. The first 40 members who were willing to contribute \$100.00 toward the Century Club created an operating fund. In return, each participant was to be recognized on a plaque, as well as a page in a directory also to be created by the yacht club. These funds are to be used as seed money each year, and replenished to the \$4000.00 level from event proceeds, and to be ever present as a support fund for future yacht club activities. The yacht club charges no dues for membership, and has no role in the association budget. The Anchorage Marina Yacht Club has matured to become a significant independent entity of Anchorage Marina Condominium Association, and continues to be appreciative of the foresight and financial support of those who pioneered it.



ASSOCIATION PRESIDENTS



Jack Cooper
1982-1983



Ken Noorman
1984-1989



Casey Crossen
1990-1991



David (Butch) Harmsen
1992-1997



Jack Knoblauch
1998-2003



Bob Gray
2004-Present



ASSOCIATION PRESIDENTS

1982-1983..... Jack Cooper
1984-1989..... Ken Noorman
1990-1991..... Casey Cnossen*
1992-1997..... Butch Harmsen*
1998-2003..... Jack Knoblauch
2004-..... Bob Gray

YACHT CLUB COMMODORES

1982 Jim Chambers	1995 Carol Sanders
1983 Ken Noorman	1996 Shirley Cooper
1984 Phil Ceton	1997 Robert Serne*
1985 Phil Ceton	1998 John Maring
1986 Phil Ceton	1999 Jim Bottema
1987 Phil Ceton	2000 Dale Grooters
1988 Norm Lockard	2001 Bob Gray
1989 Bob Sanders	2002 Bill Clark
1990 Jerry Beckering*	2003 Bob Ney
1991 Jack Knoblauch	2004 John VanHaitsma
1992 Tom Marquardt	2005 Adolph Wolf
1993 Dave Crawford	2006 Stan Buell
1994 Bill Osterink	

ANCHORAGE CUP CHAIRPERSONS

1983 Ceton / Chambers	1995 Bill Clark
1984 Ceton / Chambers	1996 Bill Clark
1985 Mike Volkhardt	1997 Bill Clark
1986 Pete St. John	1998 Bill Clark
1987 Dave Russell	1999 Bill Clark
1988 Chuck Cooper	2000 Bill Clark
1989 Bob Schipper	2001 Bill Clark
1990 Bill Osterink	2002 Jack / Linda Knoblauch
1991 Bruce Ellwanger	2003 Jack / Linda Knoblauch
1992 Ceton / Chambers	2004 Jack / Linda Knoblauch
1993 Dale Frye	2005 Jack / Linda Knoblauch
1994 Jim Bottema	2006 Knoblauch / Ceton

**Deceased*



CHRONOLOGY OF SIGNIFICANT EVENTS

- April 81** | *Marina phase one A – E docks*
- October 81** | *Service plaza complete*
- Spring 82** | *Residential condos complete*
- Spring 82** | *Service plaza leased to Robinson / Jousma*
- Spring 82** | *F dock / parking lot complete*
- Spring 82** | *E dock reconfigured*
- Fall 83** | *Service plaza sold to Jerry Beckering*
- September 83** | *Cary Masters becomes manager*
- October 83** | *First Anchorage Cup race*
- January 84** | *Board of directors expanded from 5 to 7 members*
- Fall 84** | *Jerry Beckering builds second storage shed*
- June 84** | *Yacht Club officially organized*
- April 85** | *Calicos / lounge expansion*
- Labor Day 87** | *Corporation (Beckering) agreement of sale to Walker*
- Spring 88** | *AA, A & D dock expansion. A2, A4 & A6 eliminated*
- Summer 88** | *Second story added to fuel dock*
- April 90** | *Contract with Management Masters Company*
- April 91** | *Fuel dock / slip E 165 purchased by association from Walker*
- Summer 91** | *Storage shed for YC tables / chairs built*
- Fall 93** | *Jerry Beckering sells service department to Cooper / Cavanagh*
- July 94** | *Successful vote to purchase Walker's corporate interest*
- 2002** | *Pay off of Walker mortgage*
- 2003** | *Service plaza builds condominium storage shed*

Snippets from the First 25 Years



Tom was not the only Beckering during the early years. There was his wife Debbie, plus kids Ty, Barbie and Allison. Christopher was on the way. Tom's parents, Earl and Sereta, were slip owners as was his brother Jerry. Jerry's wife was Dawn and their kids, Chad and Steven. Tom and Jerry's sister, Marti, was tragically killed in an automobile accident on Lakeshore Drive while returning to the marina. Marti, only a teenager at the time, was very energetic, intelligent, attractive; a wonderful person with a promising future. In Marti's memory, her brothers purchased and donated a piano to Anchorage. It is the lounge piano we enjoy to this day.

Our second year brought a second tragedy. Larry Neighbors, aboard his trawler, was entertaining a friend whose child fell overboard. The child would be rescued with a fishnet; but Larry had too quickly jumped overboard attempting to rescue the child. It was June, the water very cold. Many Anchorage boaters joined the search for Larry near the pier heads where the incident occurred. He was not immediately found, re-surfacing nearly a year later.

The winter of 1982-1983 was an unusually mild one. Many owners stored in-water as this was a unique feature of the bubbled marina. One owner, Jim Chambers, wintered his sailboat in his slip, and managed to sail every month. On New Years Eve Day, a *Grand Rapids Press* reporter came aboard for a rare winter sail on Lake Michigan. The front page feature photo on the New Years Day (1983) edition of the *Grand Rapids Press*

shows Jim and friends sailing on the big lake! Because leap year extended February one day, he was able to go out that month as well. Even though the water was only open to about the middle of Bay Haven, Jim nuzzled *Fluid Connections* right up to the icy edge where a brave (?) crew member ventured overboard onto the ice.



Sadly, not all winters were so kind. On a cold, snowy Christmas morning, the main bubbler pipe burst like Old Faithful, quite dramatic! So, Christmas Day, our diver, Chuck Larsen and Cary did their duty and made the necessary repair. Not a fun experience. (Can you imagine missing spending Christmas with your family in order to save the assets of the marina on an icy cold holiday?) On yet another winter's day, a large sailboat sank while wintering over on F dock. Seems a cockpit scupper froze, breaking the drain tube below water level. That, too, was not a pretty sight.



Wintered sailboat "resting" on the bottom at F dock

A near tragedy occurred in the swimming pool in the summer of 1984. A toddler, the daughter of a slip owner, almost drowned. It was a nice, sunny day and the pool was busy. Even with parents nearby, somehow she was found at the bottom already turning blue. Emergency vehicles were quickly on the scene. It was a harrowing experience, but the little girl ended up OK. Now as an adult she still returns to the marina on occasion to sail with her father.

Some fun things happened, also. In fact, mostly we've had fun. For a couple of years, Jim Lanting, Casey Cnossen and Tom Beckering (all A dockers) teamed up to seriously compete in the offshore powerboat races. We had fun as spectators sounding our horns each time they passed. Casey would go on to race professionally on the national circuit for a couple more years.

For a time, the marina had a gentleman's agreement with the residential association; they could use our pool, and we could use their tennis courts. Each year the tennis aficionados would have a tournament, trophies and all!

It seems to be taken for granted now, but traffic speed on Ottawa Beach Road was a big issue. But back then nearly everyone had to park across the road. Now, it's primarily guests, thanks to the parking stickers which allow most slip owners to park on the marina side the majority of the time. Our board petitioned the road commission for

two or three years to get the speed limit lowered for safety reasons. However, the government favors moving traffic into and out of the state park as quickly as possible. Even the Beckering family dog getting killed crossing the road didn't help.

Anchorage, unofficial home of the Burromasters! Who the, what the heck are the Burromasters? Actually, the Burromasters existed before Anchorage, but a majority of its participants bought slips at Anchorage and, for some time, their annual voyage commenced from here. To borrow an excerpt from Burromaster history, it states "*Burromasters are the result of an evolution. They were not planned, or born of an agenda. They just happened as friends of sailing began bonding, and expanding their base. They are strictly without structure or officers. The catalyst is an annual sail to Sheboygan, Wisconsin. This adventure correlates with the June Sprints at Road America in Elkhart Lake, Wisconsin. An outgrowth of this crossing is an annual banquet to kick off each sailing season.*" Although its participants have now expanded to several other marina facilities, many still leave from Anchorage, and they still hold banquets here. This summer will foresee the 29th annual Burromaster crossing.



There have been some high profile owners over the years. Rich and Helen DeVos were not only original slip owners, but are still one of about three dozen 'charter' owners at Anchorage. (Granted, don't expect to see the DeVos's in the pool next weekend). Although, Dan and Pam DeVos did attend a Burromaster Banquet at Anchorage. Ben Muller (Muller Realty) was an original owner who also helped broker the purchase of the east property on which AA dock was constructed. In the early 80's, Randy Disselkon, a highly visible jeweler in Grand Rapids, was an owner. Some of his television commercials were filmed on the Anchorage docks.

In 1986, Anchorage participated in a fund raiser for the 1987 America's Cup campaign. Rich DeVos was president of the syndicate for the *America II* challenge. At Anchorage, we took the public out on our vessels for a \$35.00 contribution to the *America II* challenge. It was promoted over radio stations in Grand Rapids. We had a great time sharing boating with people who might not otherwise have the opportunity. After an afternoon on the water, we all rafted off in Pine Creek Bay and enjoyed the box lunches prepared for us. Rich DeVos putzed up to the raft-off aboard *Sea Quest* and chatted with us. Later attempts to do similar fund raisers were nixed because of potential liability problems.

The lake high water level peaked during the summer of 1987. At its highest, it was momentarily even with the top of the docks. It was amazing to see how perfectly level every dock in the marina was constructed. Many slip owners had steps added in order to board their vessels. Today, we add ladders to get down to our boats.

For a few years, a pair of swans lived in the wetland across the road. They romped in the marina as though it were their adopted playground. They'd strut their long necks over boat gunnels looking for handouts. They were fun to observe, and awesome in size and power. Swans mate for life. When one mysteriously disappeared, the other eventually left.

In July of 1989, Larry and Thea McKiernan, aboard their 41 foot ketch *Santana*, embarked on an 11,000 mile, 26 month sailing voyage to Venezuela and back. Tom Rodenhouse and Dave Miller successfully, and literally, sailed around the world aboard *Morning Winds*. They departed from, and returned to slip E-156.

Tragedy would strike our community again in later years. A young live-aboard renter on C dock spent most of his time restoring the wooden vessel in which he lived. He apparently was asphyxiated from CO² poisoning from his heater. He wasn't discovered for about 3 days. His live-aboard dog, a German Shepherd, was found still alive.

On a more positive remembrance, the Anchorage Cup rented tables and chairs each year for the post race party. It was determined that it would be more economical long term to purchase our own. Again, Century Club to the rescue! Jerry Beckering (Anchorage Marine Service) agreed to store them in a truck he rarely used. That worked fine for a few years. But Jerry decided to sell the truck and the club had to find a new storage place. Plans were made to build a storage shed adjacent to the AA dock utility shed. A large, though diseased, tree had to be removed. Concern was there might be complaints about removing the tree, but nobody ever noticed it missing. The shed addition was built with funds split 50/50 yacht club and association.

When the Anchorage Plaza was built, some of its first tenants were Anchorage Marina slip owners. Diane Vandecar operated a specialty clothing store, Pete and Midge St. John an ice cream shop, and Mike and Sue McMahan ran both a sail loft (Boston Sails) plus a marine supply outlet. Bert Korhonen, another slip owner, bought the property immediately west of the marina. He built a structure to compliment the Marina's architecture. McMahons then moved their sail loft to the upper level, and the marine supply business to the main level. That building was later sold and today is home to a jet-ski rental business.

Telling tales out of school, Jerry Beckering, some time after he sold the service business, decided to “borrow” the service departments hi-lo for a personal use. After all, no one was around and he certainly was familiar with the equipment. He would “sneak” it back when he was done, and no damage done. Right? One problem, he drove over a poorly supported concrete area and *sunk* the hi-lo. He reluctantly paid for the damage. (I’m not sure, but I think even Jerry might chuckle about it now).

Jerry’s experience was probably redemption for the time he left his golf cart parked in front of the lounge building. A total stranger to the marina, clowning around, jumped in and inadvertently backed it into the lake. That wasn’t very funny either! At least to Jerry.



BIG CATCH! Fishing Jerry’s Golf Cart From the Drink

During the Walker era, Spike had given permission to a movie company to use the marina as a setting for a film production. Cameras and reflectors were everywhere. Everything was kind of cool, until the weekend came. The production company started restricting members from going to their boats, etc., so as not to interfere with filming. Since permission to film was never approved by the board, president Ken Noorman had the unpleasant task of ceasing their operations.

Long forgotten and short lived it was, but when the party store first opened, they made fresh donuts on site.

Even though the Walkers have not been active at the marina for several years, they still owned several slips and other nearby property. In late 2005, they sold all those assets. In early 2006, Tom Beckering sold his last slip. Now in our 25th year, there no longer is a presence of the developers or previous corporation owners. *Note – Sharon (Harmsen) Gilman still owns slip B70.*

There are many more Anchorage stories to be told, but these are just some that stand out in the author’s memory. However, one more person needs to be recognized before this chapter is closed. Steve Sluiter. Steve, more affectionately known as Slippery, was a slip owner for only the last few years of the first quarter century of Anchorage. Slippery loved boating, his family, his Creator, and Anchorage. He had a big impact on the Anchorage community, and championed the annual Slippery’s Pig Roast each August. Early in 2005 he was informed he had terminal cancer. But he was intrepid. He fought the battle, never considering giving up as an option. But the Lord had plans for Slippery and took him Home at summer’s end. A Zeeland church overflowed at the service to celebrate his life. For his final voyage, over two dozen boats were loaded with family, friends and Anchorageites accompanying the *Slippery Lynne* as his ashes were left to the big lake he so dearly loved. It was impressive! Slippery serves as our silent commodore for the 25th anniversary of Anchorage Marina. ⚓



Steve Sluiter

“Thanks for your service, Steve.”

ANCHORAGE MARINA DEVELOPERS



Anchorage Marina was developed by Anchorage Marina Corporation which was incorporated on September 24, 1980. The following individuals were the corporate partners who developed Anchorage Marina:

Earl H. Beckering, President of Pioneer Construction Company. Pioneer Construction was the general contractor for the marina project.

Thomas E. Beckering, Vice President and a director of Pioneer Construction Company. Tom was president and treasurer of Anchorage Marina Corporation.

John Bouma, President of Bouma Corporation, an interior decorating company. Bouma Corporation did the finishing work on the marina building.

Andrew Dykema, President of Dykema Excavators. Dykema Excavators was the excavation subcontractor for the marina.

David J. Harmsen, Secretary of Pioneer Construction Company and secretary of Anchorage Marina Corporation.

Kenneth J. Harmsen, a director of Pioneer Construction Company and a consultant to the company.

Benard P. Hoekstra, President of Hoekstra Shoe Company.

Paul W. Newhof, President of Newhof & Winer, Inc., an architectural firm and architect for the project.

A. Robert Poggi, President of Poggi-Harrison Agency and insurer of the marina.

Edward F. Windemuller, President of Windemuller Electric, Inc., electrical subcontractor for the marina project.

Loyd E. Winer, Chairman of Newhof & Winer, Inc. and vice president of Anchorage Marina Corporation.



Photos by Chas Thompson





IN APPRECIATION

The production of this history is made possible through the financial generosity of the following, and to whom we gratefully acknowledge:

GOLD LEVEL PATRONS

Fluid Connections, Inc.

Jim & Sue Chambers

Anchorage Marine Service

Jeff & Lori Cavanagh

David Dirkse

Jack & Ida Cooper

First Slip Owners

Rodenhouse Body Shop

Diane DeVries Rodenhouse

John & Dietre Tillotson

Dorr Community Pharmacy

Dennis Wieling & Susan

Wojahn

LeRoy & Sandy Lajeunesse

Harmsen Construction

Sharon Gilman

Ken & Gwen Hoving

Management Masters Co.

Cary & Cheryl Masters

Robert & Delores Jones

Bill Clark Family

Stephen & Norma Brink

Jack & Joy Coté

SILVER LEVEL PATRONS

Stan & Jan Buell

Bob & Karen Ney

Chris & Leone Swanberg

Josh & Sheri VanMalsen

Lynne Sluiter

John & Juliet Maring

Jim & Jean Chamberlain

Alan & Sherrill Bishop

Mark & Cindy Eggleston

Phil & Nancy Ceton

Robert & Missy Gray

Robert & Fran Phinney

The outside cover spread represents the marina as it appears today. The inside cover spread was taken the first year and reveals the following: inside front cover – no fence around condo parking lot, no bike path (shoulder only), house trailer “service building” next to F dock heads, no F dock slips and no slips end of D dock, small shade trees on east lawn and “exposed” playground. Inside back cover – no residential condos, no AA dock slips, building with a square roof was Miller’s Marina.



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www.anchoragemarine.com