

*Buckeye Lake
Yacht Club*



LOG

FROM THE BRIDGE ☆ ☆ ☆





Galley Gossip

Gov. JOHN DONEFF



NEW SUMMER HOURS :

Wednesday thru Friday 4 PM. to 10 PM.

Saturday 9 AM. to 10 PM.

Sunday 9 AM. to 8 PM.

Thank You,

John

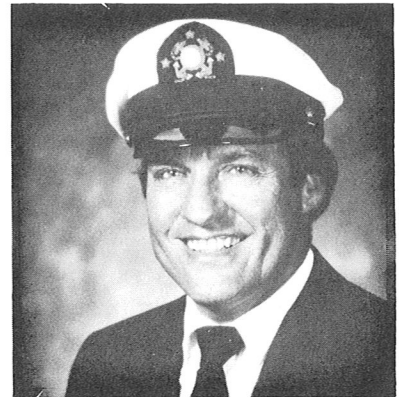
July, 1981

On July 3rd, 4th, and 5th we will be celebrating our Club's 75th Anniversary. This event has special memories for me since I have been associated with BLYC since I was a small boy. My family and I will always be grateful to BLYC and what it has meant to us, and I will always cherish being Commodore during this commemorative year.

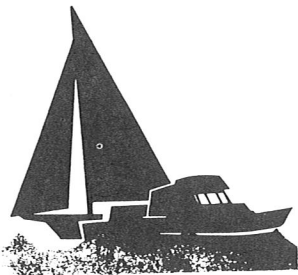
Many changes have been made in our Club's facilities, docks, and house and grounds since I skippered my first Lightning in 1953. These changes, I can say without reservation, created one of the best boating facilities anywhere in the country. I have personally witnessed, helped, and sometimes criticized, but without a doubt, our former leaders had tremendous foresight. They made the correct decisions during their respective times in office in order to preserve the continuity and good fellowship of BLYC.

Your present Board of Governors is working hard to emulate the successes of past Boards, while still maintaining its own individuality. We are proud of Buckeye Lake Yacht Club, and know the Club will continue to prosper.

HAPPY BIRTHDAY!



Jim Dressel
Commodore



V.C. ED BALLENGER

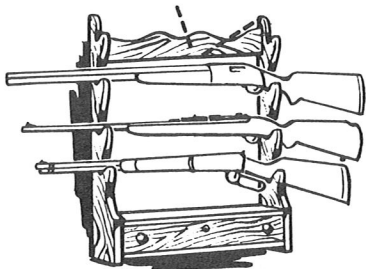
I BELIEVE THE FOOD, SERVICE, BARTENDING, AND GENERAL UP-KEEPING OF THE CLUB THIS SEASON HAS BEEN THE FINEST WE'VE HAD---THANKS TO JOHN AND MARIE DONEFF AND THEIR STAFF FOR A SUPER JOB.

CONGRADULATIONS B.L.Y.C. FOR THE PAST 75 YEARS AND A TOAST
TO THE FUTURE!

GUN CLUB

It was well attended and a good time was had by all.

Pres. Robert W. Zeiher
Sec. Treas. Doug Lobser



Many thanks to John Doneff for an excellent meal, and to Don White and Larry Hoover for the super job they did last year. See you in the fall.

Bob

membership

Gov. Robert Zeiher

Proposed New Members:

Pat Patterson:

Proposed by Jim Dressel
Seconded by Robert Zeiher

Tom Heisey:

Proposed by Marc Miller
Seconded by Paul Morris

Charles Magley:

Proposed by William Magley
Seconded by Larry Greiner

Accepted New Members:

John W. Van Renesse

William F. Baxter

Mark Drebin

George J. Zukous

George Harding

Robert Bishop

Peter Kakis, wife, Anna
sponsored by James Dressel
seconded by Kenneth B. Johnson
Power Boat

Al Lyons, wife, Sandy
sponsored by William R. Koman
seconded by Robert W. Zeiher
Sailboat

Hubert C. Dutro, Jr., wife, Joan
sponsored by Robert Sutton
seconded by Wm. M. Sayre
Power Boat

Jon Varner, wife, Donna
sponsored by Jerry Jones
seconded by Robert Varner
Sailboat

Dr. Karl Kumler, wife, Martha
sponsored by Gordon K. Forster
seconded by Nelson Embry

LADIES AUXILIARY

The June meeting was held at the yacht club and John served a "Summer Refresher" luncheon. The hostesses were Nancy Dressel and Pat Ottenweller. It was wonderful to see such a great turnout - 34 members and 6 guests. By the time you all read this article the annual Card Party will have taken place and I am sure everyone present will have a wonderful day - June Jacobs has done a wonderful job of organization for this party.

The ladies are very proud of their project this year. They have purchased four fans for the fireplace room. June Cox and Don & Shirley White researched the project and found the fans that should be best suited to our needs at the club. These fans will certainly improve the circulation and make it more comfortable for all. The men have been very helpful on this project. The cost was a little more than anticipated, so we want to thank the men for their support. Thanks to all who helped on this project.

Remember - There are new items being added to the showcase. The latest items added are the cocktail napkins with our BLYC logo and many shirts have been ordered but are certain to go quickly.

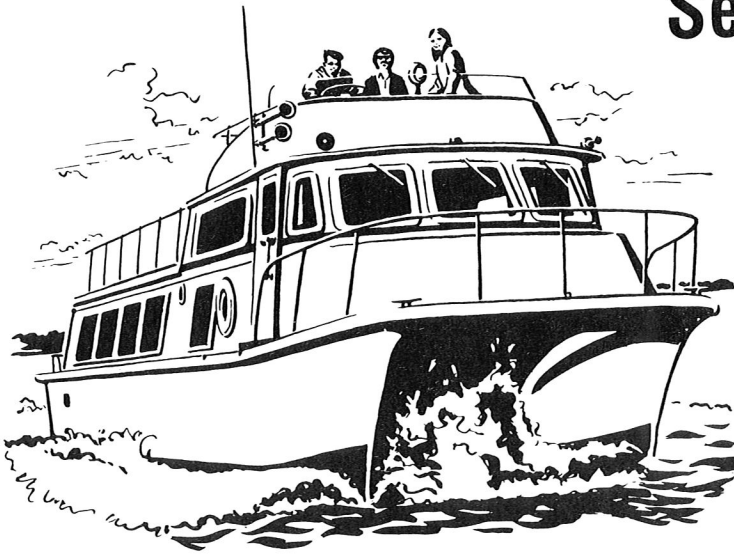
Pat Ottenweller
Secretary



BOAT PARADE

(Sponsored By Buckeye Lake Civic Association)

Sat., July 4th — 4 p.m.



**Start
Sellers Point
to
Yacht Club
to
Cranberry Marsh
to
Harbor Hills**

Trophies to be Awarded

BANDS

QUEENS

CLOWNS

Theme:

MARDI GRAS

For Additional Information Phone 928-4059 Or 246-6925

Flares may be purchased from the First Community Church, Buckeye Lake (929-3310) or from Millersport Athletic Boosters Association (246-6477). Please LIGHT UP July 4th at 9:30 p.m.



The Buckeye Lake Civic Association, Inc.

BOX 1106 • BUCKEYE LAKE, OHIO 43008

June, 1981

The Buckeye Lake Civic Association, Inc. with the cooperation of the Buckeye Lake Yacht Club, has finalized plans for the annual Boat Parade at Buckeye Lake on July 4, 1981.

THEME: MARDI GRAS

DATE: SATURDAY, JULY 4th — 4:00 P.M.

TROPHIES: TO BE AWARDED IN VARIOUS CLASSES

Location and Time: Boats will assemble at the North Bank bay area, west of Sellers Point at 3:30 p.m. (This is the extreme west end of the Lake). Everyone should fall in behind the marked Lead Boat.

In case of rain, the parade will be held on Sunday, July 5, 1981 on the same schedule.

The lead boat will leave promptly at 4:00 p.m. with boats following in single file. The parade will proceed east down the North Bank, past the Yacht Club to Cranberry Marsh for judging and on to Harbor Hills. Participants MUST continue in the parade until it disbands.

Boats will maintain the pace of the lead boat at all times, and the Lake Patrol and Coast Guard will be on duty for safety and assistance.

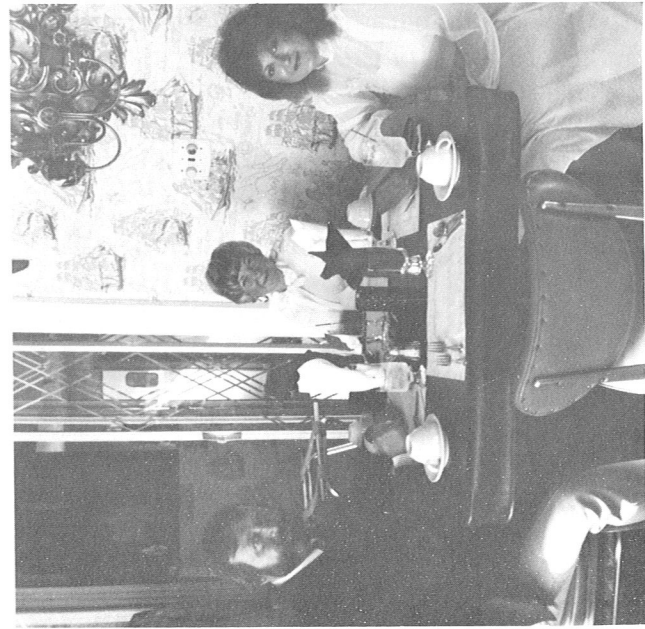
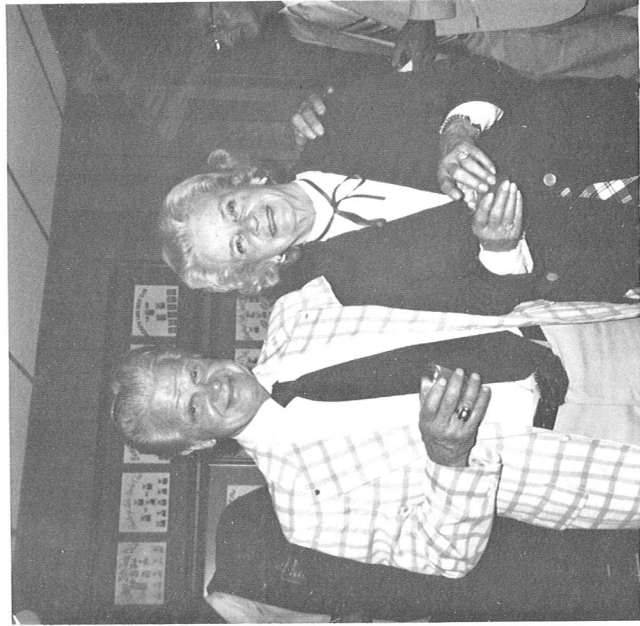
Presentation of awards will be made at the Yacht Club immediately following the Parade. Numbers of the winners will be posted on a blackboard in front of the Yacht Club facing the lake. If you cannot be present, you will be notified.

Identifying numbers can be obtained at the following locations — Alexander's Landing, South Shore; Millersport Marina, Millersport; Sayre Bros. Marina, North Bank; Walt's Landing, Edgewater Beach, or at the dock of Smitty's Inn at the assembly area the day of the parade. These numbers should be placed on the port (left) side of the boat to enable the judges to identify the boat.

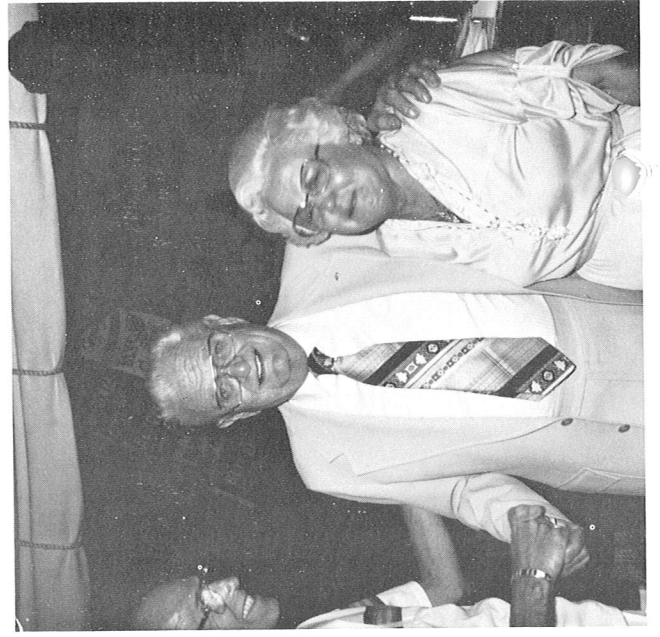
REMEMBER — The parade is open to everyone (Businesses, organizations, and individuals), so let's have a good turn out.

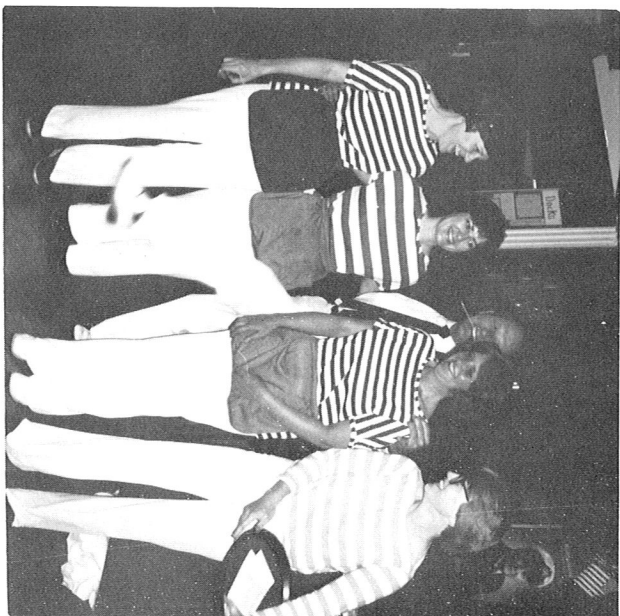
We are requesting that flares be set off July 4 at 9:30 p.m. Flares may be purchased from First Community Church, Buckeye Lake, Phone 929-3310 or from Millersport Athletic Boosters Association 246-6477.

Sincerely,
Fran Baughman — 928-4059
Marilyn Hibbler — 246-6925
Boat Parade Co-Chairmen
Buckeye Lake Civic Association

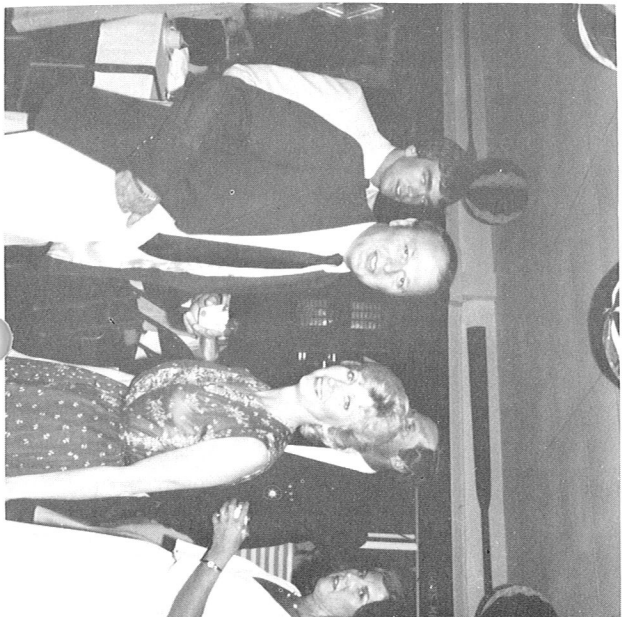


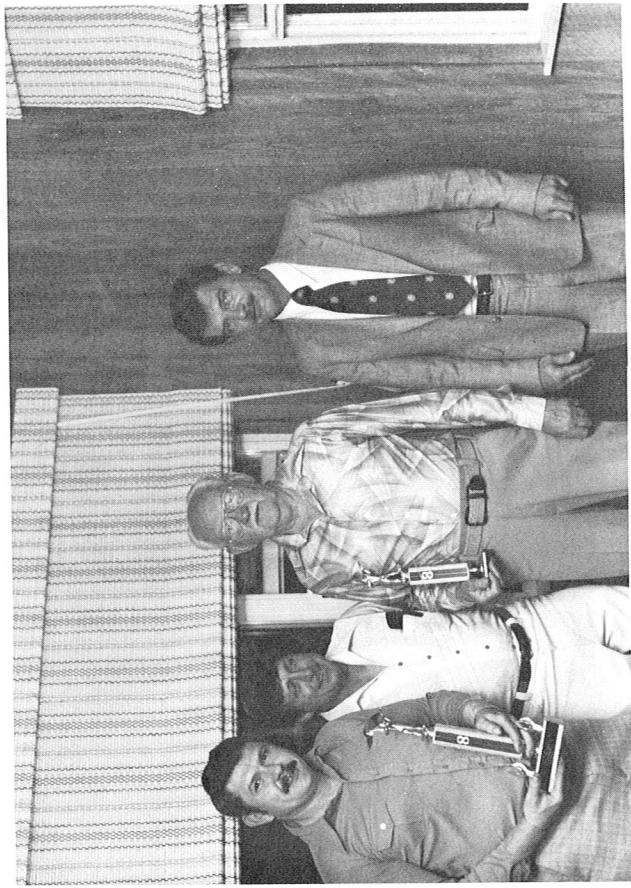
COMMODORE'S BALL 1981





COMMODORE'S FALL 1981



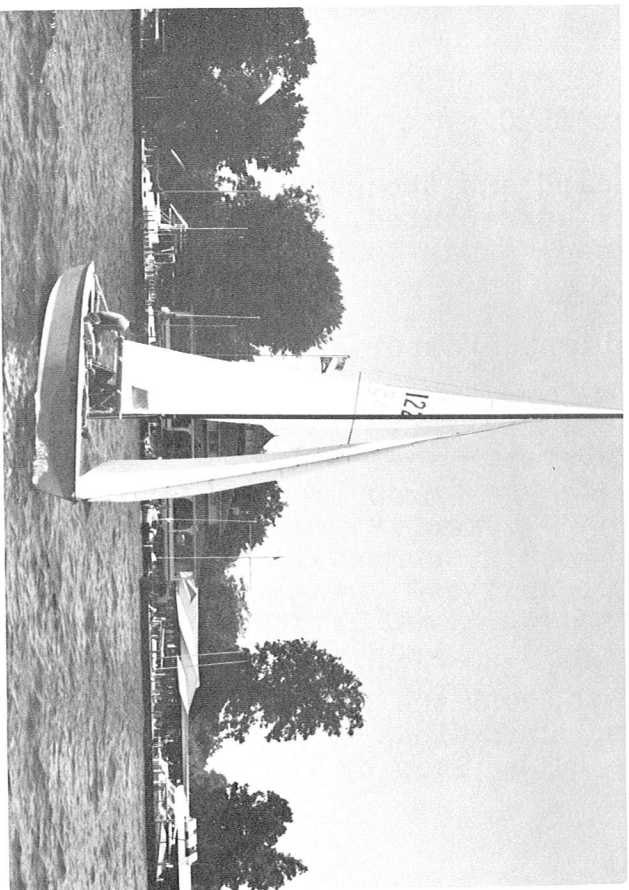


GUN CLUB TROPHY WINNERS
BOB ZEIHNER, CHRIS LAMBRECHT





B.L.Y.C. JUNE 14, 1981



DIAMOND ANNIVERSARY PLANNING COMMITTEE



To my many Friends and Associates at BLYC

I would like to thank of you for your card and thoughts during my recent stay in the hospital. They were greatly appreciated. I am sorry about the June "Log" but it could not be helped. Again thanks.

H.Whitey Limes, Historian

PORCH AND GROUNDS:

GOV. DON WHITE

FROM THE PORCH; You can watch it all from the porch, the party the 3rd, the races and fireworks, the 4th, and the races on Sunday. Our 75th party will be great. Congradulations BLYC on this milestone. Things are happening at the club. Stop by and smell the flowers.



OFFICERS and GOVERNORS of
BUCKEYE LAKE YACHT CLUB
1957 -- 1981

1957

Lowell Frost Comm.
Geo. Fisher V.Comm.
Dr. C.R. Lieberman R.Comm.
Dwight Haggard Sec/Treas.
Jack Schwartz Gov.
Robert Henery Gov.
Geo. Offenberger Gov.
W.W. Johnson Gov.
Earl Williams Gov.

1961

Earl Williams Comm.
Ralph Burns V.Comm.
Claude McGinnis R.Comm.
Ken Ross Sec/Treas.
Paul Giehl Gov.
R. Luchtenberg Gov.
Zane Sherman Gov.
Paul Holstein Gov.
Chester Thompson Gov.

1958

Geo. Fisher Comm.
Dr. C.R. Lieberman V.Comm.
Dwight Haggard R.Comm.
Ralph Burns Sec/Treas.
Max Slaughter Gov.
Robert Henery Gov.
Geo. Offenberger Gov.
Earl Williams Gov.
Jay Limbaugh Gov.

1962

Ralph Burns Comm.
Claude McGinnis V.Comm.
Ken Ross R.Comm.
Chester Thompson Sec/Treas.
R. Luchtenberg Gov.
Geo. Offenberger Gov.
Zane Sherman Gov.
Paul Holstein Gov.
Chester DeMary Gov.

1959

Dr. C.R. Lieberman Comm.
Dwight Haggard V.Comm.
Earl Williams R.Comm.
William Corne Sec/Treas.
Ralph Burns Gov.
Claude McGinnis Gov.
John Ranft Gov.
Robert Henery Gov.
Max Slaughter Gov.

1963

Claude McGinnis Comm.
Ken Ross V.Comm.
Paul Holstein R.Comm.
Paul Doritan Sec/Treas.
Earl Fisher Gov.
Geo. Offenberger Gov.
Zane Sherman Gov.
Bob Richards Gov.
Chester Thompson Gov.

1960

Dwight Haggard Comm.
Earl Williams V.Comm.
Ralph Burns R.Comm.
Ken Ross Sec/Treas.
Claude McGinnis Gov.
Zane Sherman Gov.
R. Luchtenberg Gov.
Dr. Keith Crompton Gov.
William Corne Gov.

1964

Ken Ross Comm.
Paul Holstein V.Comm.
Geo. Offenberger R.Comm.
Paul Doritan Sec/Treas.
James McClane Gov.
Dave Cox Gov.
Chester Thompson Gov.
Marty Headlee Gov.
Dale Dupler Gov.

1965

Paul Holstein	Comm.
Geo. Offenberger	V.Comm.
Dave Cox	R.Comm.
Edward Metzger	Sec/Treas.
R. Luchtenberg	Gov.
Marty Headlee	Gov.
Gil Martinez	Gov.
Ken Merrill	Gov.
James McClane	Gov.

1966

Geo. Offenberger	Comm.
Dave Cox	V.Comm.
R. Luchtenberg	R.Comm.
Edward Metzger	Sec/Treas.
Don Downey	Gov.
Gene Hayes	Gov.
Ray Walker	Gov.
Tom Boswell	Gov.
James McClane	Gov.

1967

Dave Cox	Comm.
Dale Dupler	V.Comm.
Edward Metzger	R.Comm., Sec/Treas.
Don Downey	Gov.
Gene Hayes	Gov.
W.W. Johnson	Gov.
James McClane	Gov.
Ken Merrill	Gov.
Ray Walker	Gov.

1968

Dale Dupler	Comm.
Edward Metzger	V.Comm., Sec/Treas.
W.W. Johnson	R.Comm.
Ken Merrill	Gov.
James Dressel	Gov.
Ray Walker	Gov.
Don Clark	Gov.
Howard Limes	Gov.
Murray Headlee	Gov.

1969

Edward Metzger	Comm.
Ray Walker	V.Comm.
Murray Headlee	R.Comm.
Jack Beeson	Sec/Treas.
James Dressel	Gov.
Dr. Nelson Embrey	Gov.
Howard Limes	Gov.
Paul Henderson	Gov.
Edward Ballenger	Gov.
Dean Vollmer	Gov.

1970

Ray Walker	Comm.
Murray Headlee	V.Comm.
Howard Limes	R.Comm.
Jack Beeson	Sec/Treas.
Edward Ballenger	Gov.
James Dressel	Gov.
Ivan Rollit	Gov.
William Cowden	Gov.
Paul Henderson	Gov.

1971

Murray Headlee	Comm.
Howard Limes	V.Comm.
Ivan Rollit	R.Comm.
Jack Beeson	Sec/Treas.
Michael Hein	Gov.
Ira Korst	Gov.
James Boudrie	Gov.
Robert Halterman	Gov.

1972

Howard Limes	Comm.
Ivan Rollit	V.Comm.
Michael Hein	R.Comm.
Murray Headlee	Sec/Treas.
Jack Beeson	Gov.
Cliff Dum	Gov.
Geo. Fisher	Gov.
Glenville Thomas	Gov.
Robert Dye	Gov.
Robert Halterman	Gov.

1973

Ivan Rollit	Comm.
Michael Hein	V.Comm.
Robert Dye	R.Comm.
Murray Headlee	Sec/Treas.
Edward Ballenger	Gov.
Geo. Fisher	Gov.
Robert Halterman	Gov.
John Meyer	Gov.
Robert Preston	Gov.
Robert Wachtel	Gov.

1977

Ralph Gardner	Comm.
Wilbur Wuellner	V.Comm.
Lou Cartwright	R.Comm.
Edward Metzger	Sec/Treas.
Virgil Bateman	Gov.
William Koman	Gov.
Carl Petersilge	Gov.
Gale Roshon	Gov.
Fred Schnee	Gov.
Paul Travis	Gov.

1974

Michael Hein	Comm.
Robert Dye	V.Comm.
Robert Preston	R.Comm.
Edward Metzger	Sec/Treas.
Frank Bentz	Gov.
Ralph Gardner	Gov.
Thomas Greiner	Gov.
Robert Halterman	Gov.
Carl Petersilge	Gov.
Robert Wachtel	Gov.

1978

Wilbur Wuellner	Comm.
Ivan Rollit	V.Comm.
Carl Petersilge	R.Comm.
John Snyder	Sec/Treas.
Geo. Rogers	Gov.
Gale Roshon	Gov.
Paul Travis	Gov.
Lou Cartwright	Gov.
William Koman	Gov.
Virgil Bateman	Gov.

1975

Robert Dye	Comm.
Robert Preston	V.Comm.
Robert Halterman	R.Comm.
Howard Glenn	Sec/Treas.
Wilbur Wuellner	Gov.
Robert Wachtel	Gov.
Carl Petersilge	Gov.
Thomas Greiner	Gov.
Ralph Gardner	Gov.
Frank Bentz	Gov.

1979

Carl Petersilge	Comm.
Gale Roshon	V.Comm.
James Dressel	R.Comm.
John Snyder	Sec/Treas.
Edward Ballenger	Gov.
Virgil Bateman	Gov.
Frank Foster	Gov.
Thomas Greiner	Gov.
Geo. Rising	Gov.
Geo. Rogers	Gov.

1976

Robert Preston	Comm.
Robert Wachtel	V.Comm.
Ralph Gardner	R.Comm.
Edward Metzger	Sec/Treas.
Fred Schnee	Gov.
Geo. Beck	Gov.
Lou Cartwright	Gov.
Carl Petersilge	Gov.
Wilbur Wuellner	Gov.
Robert Halterman	Gov.

1980

Gale Roshon	Comm.
James Dressel	V.Comm.
Edward Ballenger	R.Comm.
John Snyder	Sec/Treas.
Frank Foster	Gov.
Virgil Bateman	Gov.
John Doneff	Gov.
Terry Ottenweller	Gov.
Geo. Rising	Gov.
Geo. Rogers	Gov.

Buckeye Lake

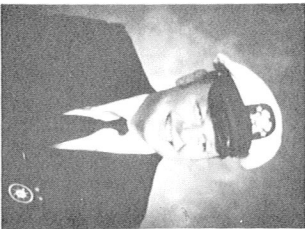


JIM DRESSEL
COMMODORE

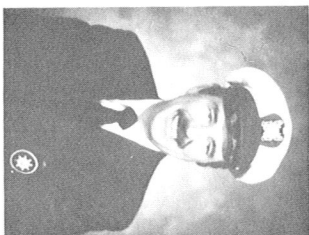
1981



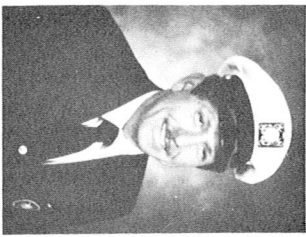
FRANK FOSTER
REAR COMMODORE



ED BALLENGER
VICE COMMODORE



TOM FLYNN
SECRETARY-TREASURER



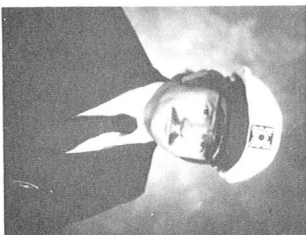
DON WHITE
GOVERNOR



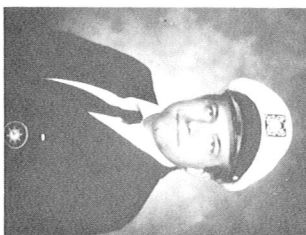
JOHN DONERF
GOVERNOR



JOHN HOERNLE
GOVERNOR



BOB ZEHER
GOVERNOR



GORDON FORSTER
GOVERNOR



BOB WALTERS
GOVERNOR

Yacht Club

DID YOU KNOW THAT ? ? ?

The following articles are in response to a request sent to the Past Commodores asking them to comment on their administration;

My recollections, going back some 57 years, when I first joined the Club as a Junior Member in 1924, and then as an Active Member in 1926 are some what vague.

I became Commodore in 1939, and some of the achievements of that administration are as follows.

The BLYC Building Co., which controlled the Club was dissolved, and now the Club is owned by BLYC Inc.. The adoption of the first Board of Trustees was established. Held the first special meeting ever to oust a member for alien activities.

Having little money in those days, work around the Club had to be done by ourselves, like cutting grass, planting, painting, scrubbing, dock work, etc.. A new roof was put on the Club and porch by the Commodore and the Contractor working on Wednesdays and Saturdays, resulting in a smashed finger for my efforts, but no more rain damage.

Sent five bowling teams to ILYA, brought back many trophies.

Had many (14) parties, shore dinners, frolics and dances.

Introduced the 15' Lyman Cat sail boat along with the Jib-head and Gaff-head K boats.

Held many boating events such as, motor boat races, treasure hunts, sail boat races and moon light sailing.

These were pre-war days, so things were a little difficult, some members were already in the service of their country, with many more to follow, so members and dues were short.

After all these years, I feel fortunate to be around, others were not so fortunate.

Chris. J. Lambrecht, Commodore 1939

I became a member of BLYC in February 1950 and was elected Commodore in 1960.

During my administration we deposited sufficient funds in the Club's savings account to equal \$9,000 toward the purchase of Watkins Island, which was done in 1961, during Commodore Earl Williams' administration.

The Ohio Inter Club Yachting Ass'n. regatta was held at BLYC in 1960.

I feel that the most important thing accomplished by the 1960 Board of Governors was the installation of the heating system, which I feel helped to increase the winter activities at our Club.

Of the 285 names of members listed in the 1960 directory, 51 of them appear in the 1980 directory. Two of the members in the 1980 directory were members of my Bd, of Governors, one, who later became a Commodore.

I am very grateful to have had the priveledge of serving our Club. I found the experience very gratifying.

Dwight R. Haggard, Commodore 1960

I joined BLYC in 1963 and was elected Commodore in 1969.

My year as Commodore started off in a very exciting way. Two days before the annual election, BLYC was cited for violating the State Liquor laws. Our D1 Beer license allowed only beer to be sold on the premises with no other types of liquor on the premises. We (the Club members) had been breaking the law for some 36 years. But we were finally caught having open bottles of liquor on the premises.

The D1 License was cancelled. After much discussion Pro and Con and an 89% approval of the membership, the present D4 Club Permit was applied for and obtained.

Having a D4 Pemit, caused some changes in the activities at the Club. No more raffles, no more "Clam Bakes", no more gambling of any kind, no more "brown bagging" of booze onto the Permit premises. However in the fine tradition of the Club in the past, we have gone forward and grown with the times.

Another highlight of the year was the installation of the present entrance way at the end of the bridge where it joins the "Towpath". This was accomplished through the efforts of P.C. Paul Holstein, who, with the co-operation of many others have brought the Club to where it is to-day.

Edward C. Metzger, Commodore 1969

I joined BLYC in Nov. 1964. I was elected Commodore in 1972.

During my year as Commodore, several things happened that have left a lasting impression on me.

In my farewell comments to the members present at the Annual meeting in Sept. 1972, one thing I said was that I hoped I would not be remembered as the "Funeral going Commodore". During my administration we lost 8 good members of BLYC to the "Grim Reaper".

Among the more pleasant things accomplished during 1972 was the final completion of the rebuilding of the present East Dock and Race Shack. The building of the present Flower Planter on the East lawn was accomplished with the co-operation of the Ladies Aux. The mast head of the "Log" was changed from a single color mast head to a three color mast head. The negatives of which cost the Club nothing.

The Junior sailing team won the Sears Quarter final in 1972. In the same year, Jim Dressel won the Ohio District Lightning Regatta for the second consecutive year. Making a total of 4 District Championships in all for him.

All in all my year of service as Commodore was very gratifying.

H.W.Limes, Commodore 1972

I was a member of BLYC from 1950 to 1961. I rejoined BLYC in 1969. I became Commodore in 1978.

During my administration, at the Spring meeting the Membership, those who were present, approved the addition and dining room. Also the removal of the old boat houses, to be replaced by new covered docks.

Thus armed with plans drawn by our own architect Raymond Sherman, and the approval of the membership, Vice Commodore Ivan Rollit spearheaded the most ambitious project in the history of BLYC.

Building the new addition was started in August and the state barge and crew members started to demolish and remove the old boat houses in September.

Also during my administration, Associate Membership was approved. The ceiling on the second floor of the Club was insulated. Frank Foster was appointed to the Bd. of Governors. H.Whitey Limes was appointed Club historian.

Last but not least the Ladies Auxiliary under Gladys Travis, installed Indoor-Outdoor carpet on the front porch.

Wilbur J. Wuellner, Commodore 1978

I joined BLYC in 1969 to provide an opportunity for my five children to learn to sail. Marion, the family and I rapidly came to appreciate BLYC as the "place to be" for fun, food and fellowship.

I was elected Commodore in 1979.

As a member of the Board of Governors from 1974 to 1978 I realized how diversified the facilities of the Club were. Also what was needed to meet the ever expanding needs of the Club. Kitchen and dining areas were inadequate, boat storage for both power and sail were inadequate.

During Commodore Wuellner's administration (1978) plans were approved to expand the kitchen and dining areas and to build new covered docks. During my administration the kitchen work was completed, the new dining area was put into service although not finished and the planned docks were completed.

The juniors, by their youthful enthusiasm and devotion to the development of sailing skills, provided the core for feeling of being part of BLYC and they thereby contributed to its progress.

Dr. Carl Petersilge, Commodore 1979

I joined BLYC in 1967. I was elected Commodore in 1980.

1979-1980 was a year of consolidation. The Bd. finished the major projects started under the previous administrations of Commodores Wilbur Wuellner and Carl Petersilge. Five covered slips were built, the new dining room was completed. These major projects had depleted our treasury. The Bd. was called upon to manage the Club's assets in a responsible and prudent manner, which it did.

Normal dock and Club maintenance work was done plus the installation of a new porch ceiling and siding around the base of the Club.

Six of the dock notes were paid off and a surplus was left for the next administration. All of this was accomplished by the hard work of the 1980 Bd. plus the good planning of the previous Boards.

The Club was proud to host the 1980 Ohio District Lightning Regatta. participation in all activities seemed to be on the upswing, and it was believed that a spirit was developing which would carry on to insure the future growth and stability of the Club.

Gale Roshon, Commodore 1980

EARLY BUCKEYE LAKE MEMORIES ! ! !

The following comments are from the reminiscing of Mr. Frank Miller who, is a Past Commodore of Put-in-Bay Yacht Club and also of I.L.Y.A. and a long time member of BLYC.

1906 Larry Sackett, 1st Commodore of BLYC. We met for the first time while iceboating in 1914. Later he introduced me to Ruth in 1921 on his catboat "Sally Jane", the ex "Figgi II", which he and Bowman Reindmund sailed 2nd to the master, Geo. King in the then unbeatable "Old Sam" for the Taft Cup in 1913. He also year after year had made his "Windward" BLYC champion. We also rans conceded him the best of his era. Back before my time he was doing the same thing to Gar Nutter's "Kaysee" with his Scow sloop "Lemon". Only the more modern soft bilge Luedtke boats put a stop to him. It was the boats not us.

1907/08 Charles Lynch, 2nd Commodore of BLYC. Do not remember him at Buckeye Lake, but we became close friends at the Detroit Gold Cup races where I represented BLYC, and at the christening parties at Algonac. Chris Smith was an active member of BLYC and we were always invited. His daughter Helen, took good care of the kid.

"Unadilla", 33' x 46" driven by Jim Fenn of Circle Island was the fastest launch, 24 mph. until "vim II" beat her in a 30 mile race in 1909 and again until a canvas covered launch "Trixie" owned by Lafe Harter came along in 1911. The 26' hull was so light that two men could lift her.

1908 "Dixie II" won her first of 3 gold cups and defended the Harmsworth and again in 1910.

1909/10 George Speer of Newark was the 3rd Commodore and the only one I cannot remember.

1910 The Miller family spent their first summer at Buckeye Lake at the Shell Beach Hotel. Our family friend John Ball, a charter member of BLYC, (1906) suggested it.

1911 George F. Mooney (note not D) 4th Commodore and his son Frank owned 3 "Skeeter Sayre" built iceboats (stern steerers). Chuck Williams, Charley Fast and I appropriated them in 1914. They became known as "Zero Zepherous" and "ElRayo". Chuck called mine "E Punko". We three became the first serious all winter iceboaters. Sid Allen joined us the following year and brought Max Slaughter along in 1917. We slept at the Club and ate at the Medea, a "box" that is now Gus Schell's fine home. With time out for two coronaries in 1971, I missed 5 winters from 1914 thru 1973.

1912/13 Harry Freeman, 5th Commodore as I recall was the first member interested in Junior Sailing. In 1916 he invested in some Dinghies but there was no one to sail them. So Max Slaughter and I became the first Junior members in 1917 after using my father's membership since 1914.

1913 Miller family spent their second summer at Buckeye Lake in Hardy Cottage, just west of Cranberry Marsh.

1914/15 Harry Holbrook, 6th Commodore designed and built the new club house in 1914 and things were looking up.

1916 Walter Whitacre became the 7th Commodore of BLYC after a bitter campaign with Bill Frisbie.

1917 L.C. Burnham again upset Frisbie to become the 8th Commodore. In 1917 Chuck Williams, Max Slaughter, Walter Lillie and I took over Room 4 at BLYC. As we all got married and moved away, Chuck hung on. In 1967 he called me to say he wouldn't be able to get back again and would I like to take over again. I said sure but for him to keep his key. Talked to Max and he was interested in doing the room over, which he did beautifully and made a wonderful place for our old age iceboating. Now I understand the Commodore has it and I am well pleased. The bitter winter of 1917/18 gave us thirteen straight weeks of iceboating and after a thaw, 2 more weeks that ended with Sid Allen sailing an iceboat on soft floating ice with Max and I sailing alongside in his canoe. Nobody thought to take a picture.

1918/19 Bill Frisbie made it and became the 9th Commodore. He had a fine administration and the Club prospered.

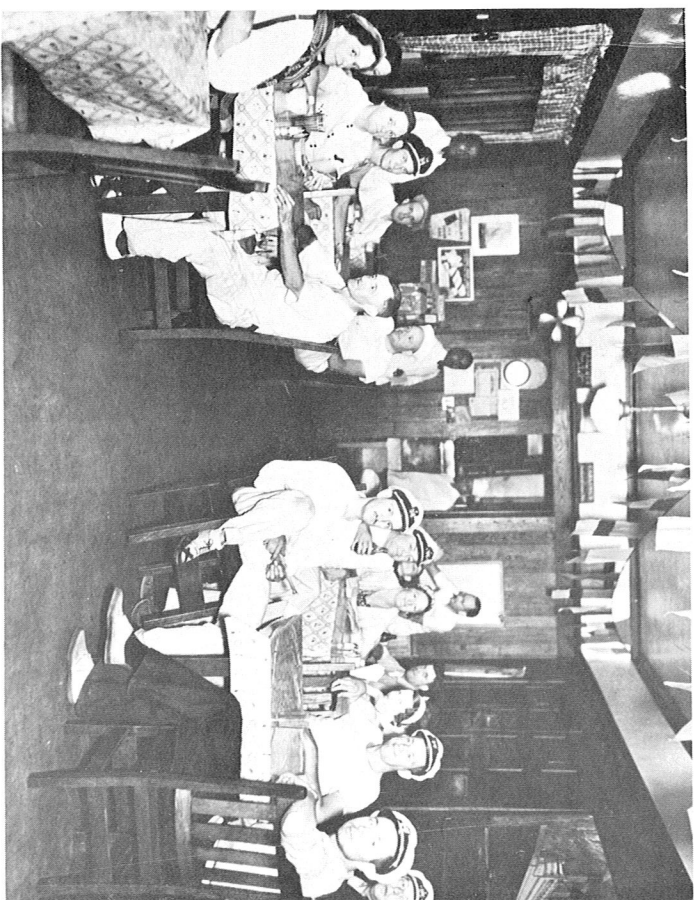
1920/21 Larry Sackett agreed to a second term. He and Frisbie were going to groom me at 19 to become the youngest Commodore in an ILYA Club. It took a year of argument but I finally convinced them that I was no way prepared and agreed to run both the sail and power boat races for the next two years if they would let me off the hook. I did and they did.

1921/22/23 Had 3 fine Commodores in Geo. Pierce, Guy Sackett and Brownie Cornell.

1924 Ruth and I married and moved to Ashland Ky. where we had a cruiser on the Ohio River. We founded the Ashland Yacht Club using BLYC as a pattern. An officer friend took us to Put-in-Bay for a visit. We ended up buying the house next door, thus ending our Buckeye Lake summers, but we came back every winter until 1971 and again in 1972 and 1973.

Now we are too old and the fare from the Bahamas has tripled so I'm afraid we have had our last iceboating. Also we would miss Max.

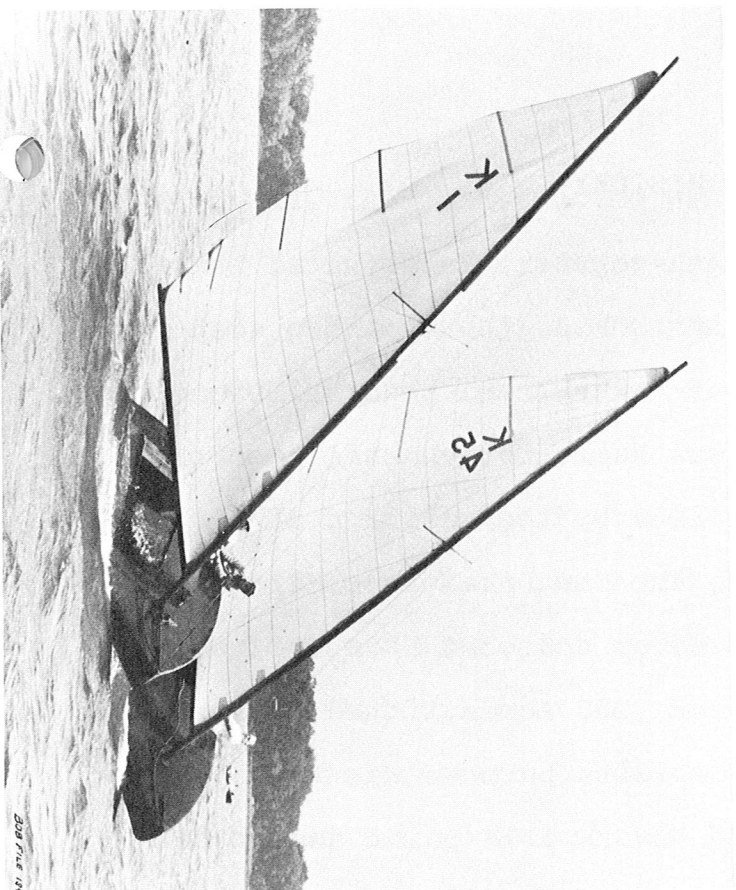
Other old friends we remember are Lisle Evans, Gar Nutter, Kel Osborne, Cappy Clum, Ed Wolfe and Traff Talmadge. Guess we are the last of our generation.



Above left,
ELYC RACE COMMITTEE 1937

Above right,
GOB'S MESS 1937

Left,
1942 K-BOATS
K-1 Original Owner, Jim Sexton
K-45 Owned by George Crites



LOCATION AND HISTORY

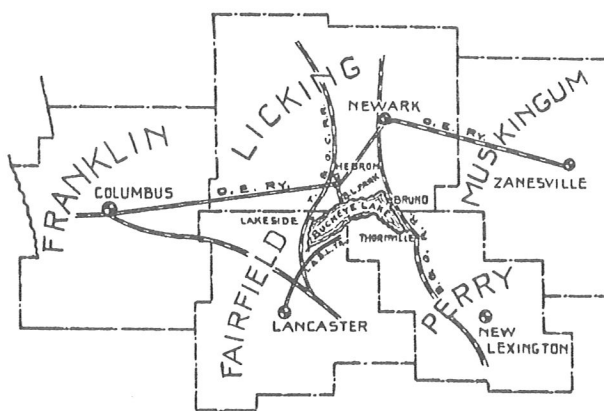
Buckeye Lake, formerly Licking Reservoir, is situated in Licking, Fairfield and Perry Counties, Ohio, thirty miles east of Columbus, nine miles southwest of Newark, and about fifteen miles northeast of Lancaster. It was built between the years 1828 and 1832, but was enlarged in 1836 by the addition of 500 acres at the West End, now known as the New Lake. Including this part, its area was about 4700 acres and cost \$200,000, but its present area is probably not over 3200 acres if the claims of adjacent land owners are admitted. Its purpose was to supply the Ohio Canal with water, from Newark to a point south of Lockville, a distance of 31 miles. It also supplied the deficiency between Little Walnut Creek and Lockbourne. Its watershed embraces about 90 square miles. It is the second largest artificial body of water in the world and one of the most popular fishing resorts in the state and is visited by thousands of pleasure seekers during the summer months.

During the winters of 1908 and 1909, by the drawing out of most of the water, necessary on account of extensive improvements, the game fish dwindled considerably in number, but early in the spring of 1910 over 100,000 good-sized specimens of Black and Lake Erie Bass were put into the lake, which will provide excellent sport for many summers to come.

By an act of the General Assembly, May 21, 1894, this reservoir was reserved for a public park, to be known as Buckeye Lake. The North Bank from the park westward, and also the

West End, is reconstructed or built up bank and is known as state land, and for usage, leases from the state must be secured. There are 51 leases from Observatory Hill to the Waste Weir Gates, 105 leases from the New Waste Weir Gates to Lakeside and 59 along the West End.

The Lake can be reached by The Ohio Electric Ry., which runs to the park on the North Bank; by the T. & O.C.R.R. at Lakeside or Millersport on the West End; by the B. & O.R.R. at Bruno or Thornville at the East End, and probably within a year by the proposed Lancaster and Buckeye Lake Traction line, which will run to Summerland Beach on the West End, and border the South shore for some distance.



Map Showing Location of Buckeye Lake.

PRINCIPAL PLEASURE CLUBS

Bordering the banks of the lake on all sides are to be found many club houses, representing Columbus, Newark, Zanesville, Circleville, Lancaster and many other cities. Of these the largest and most noted is the Buckeye Lake Yacht Club, composed of about 200 members, being live business men, principally from Columbus and Newark. Their handsome and commodious club and boat house is located on Watkins Island, along the North Bank, a short distance west of the Park.

The motto of this club is "The Promotion of Yachting- The Improvement of Buckeye Lake for Boating Purposes," and to this should also be added, for purposes of fishing, sport, summer living, good health, good cheer, good friends, a wholesome place for the little ones, and a broader spirit of good fellowship.

Members of this club own about 50 power boats and 30 sail boats, of which fifteen are cat boats, which will be placed on the lake early in the spring of 1911. These designs were furnished by C.D. Mower, of New York City, one of the most expert designers in the world of this line of craft, and were built by Messrs. Peck, May & Co., of Toledo, Ohio, who are looked upon as one of the best building concerns on the Great Lakes. Specifications call for these boats to be of the best possible workmanship and material throughout. This was the largest order for individual yachts of high class design and construction that has ever been placed in the history of yachting in this country and possibly in the world. For the benefit of the uninitiated it may be explained that a cat boat is a boat having a certain kind of rig called a cat-rig. This consists of a single upright mast stepped well forward near the bow, on which is carried the canvas consisting of a single "fore-and-aft," supported on a "gaff" at the head and handled or "trimmed" by a rope called the "main sheet" attached to the "boom" at the foot of the sail. By means of the main sheet the boom is hauled in-board or let out to "trim the sail," and thus hold the canvas in proper position to most effectively propel the boat. For windward work, the cat rig is superior to all others.

Next in importance is the Camera Fishing Club, located on the north shore, a few hundred feet west of the Yacht Club Island. It has but 15 members, all of Columbus, who are extremely active and enthusiastic in the welfare of the lake. Just west of the Waste Weir Gates are located the club houses of both the Ohio Fishing Club and the Pirate Club. Also, along the north bank, are situated the Big Eight Club, the Silver Star Club, and the Ogwehia Club. At the extreme west end, some distance west of Lakeside, is to be found the Magnolia Club. At the extreme southwest end of the lake, at the entrance to the canal, is to be seen the beautiful club houses of the Sunfish Club.

Along the south shore, also near the west end, are the Bonehead Club, the Columbus Club, the Isaak Walton Club, the Lancaster Club and the Bismarck Club. Further east on the south shore and across from Buckeye Lake Park are the Jollity Club, the Fishing and Hunting Club, and the Buckeye Boat Club. The Gibson Club and Beach Island Clubs occupy sites on islands by the same name.



POINTS OF INTEREST

Probably first of all should be mentioned Buckeye Lake Park on the north shore, which is in itself a small city, having all the amusements found at any ordinary summer resort. Boats may be secured here for any part of the lake. Just East of the park can be seen Crane Lake, Crane Island, Lovers' Lane, the Arch Bridge, The Point, and the band stand, so located upon the crest of Observatory Hill that the beautiful extreme east end of the lake and the surrounding country may be viewed to advantage. From here can be seen the numerous cranberry marshes, where many bushels of this berry are gathered during its season. Across the lake from here are many famous old farm houses and landmarks, among them Custer's Private Hotel and Sanitarium, with its famous waters which are becoming well known throughout the country for their wonderful rheumatism curative properties. Along these shores, as well as all others may be seen many oil and gas wells under construction or in operation, and this is now becoming one of Ohio's most important gas and oil producing regions.

The Buckeye Lake Yacht Club is situated on Watkins Island, along the north bank, and is only a short walk west of the park. West of this, on the north bank, are located the new Concrete Waste Weir Gates, built during 1909 and 1910, at a cost of over \$11,000. This is the only outlet to the lake, since the canals

have been abandoned. Proceeding westward along the north bank are hundreds of small and oddly designed cottages which extend to the extreme west end. Just after "crossing through" the old towpath, which is now almost washed down below the surface, and into the New Lake, one sees the old locks which marked the outlet into the Ohio Canal, which, in its day, was supplied with water to Newark. Old canal boats are still to be seen at this point. Only a few hundred feet to the north of the locks is situated the Minthorn House or Hotel, which has been so remodeled and rebuilt that scarcely a portion of this once famous old tavern can now be seen. The original building was erected in about the year 1825 and was for many years used as a tavern or inn by those operating or traveling by canal boat. To the north of this only a short walk are the remains of a once famous aqueduct, where it was necessary to build the canal over the south fork or Licking Creek. A short distance to the west of the locks is Lakeside, a station on the T. & O.C. From the southwest end of the lake one enters the Ohio Canal, which is navigable for small boats to the first locks, a distance of about three miles. This is a very delightful trip, for the bank most way is shaded on both sides with large overhanging trees and small shrubbery. Millersport, a beautiful little town of 400 population, is located on this canal about a half mile from the lake. This village is also on the T. & O.C.R.R., between Central City and Thurston. Also, at the southwestern

extremity of the lake, is to be found Summerland Beach Hotel and the Chautauqua grounds, where annually the Ohio Baptist Assembly is held for several weeks with a program equal to that of any of the largest Chautauqua assemblies. Nearby is also located the camp meeting grounds and other places of interest. Traveling eastward along the south shore are many very beautiful summer homes and club houses of Columbus and Lancaster people. Directly across from the Yacht Club, on the south shore, is situated beautiful Shell Beach Hotel, with many adjoining cottages and club houses. This will likely be in the near future the terminal of the Lancaster and Buckeye Lake Traction line.



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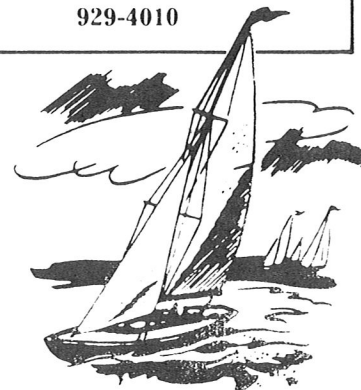
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