

Buckeye Lake Yacht Club



LOG

FROM THE BRIDGE ☆☆☆

JANUARY, 1983

Kyle W. Armstrong was probably the reigning Neptune at Buckeye Lake during the mid-20th Century. He wrote The History Of Buckeye Lake and The Story Of Buckeye Lake Yacht Club. He personally took his small boat to all portions of the lake, tested for depth with a lead line and prepared a chart of the lake, a copy of which hangs in Gob's Mess at the club. He was a BLYC Commodore in 1947 and received the Heber Award in 1954. Whitey Limes, in previous Logs, has given us his story of Kyle's last days sailing on Buckeye Lake. Kyle personally published his historical narrative of the first half century of the Yacht Club for the occasion of its 50th Anniversary in 1956. Unfortunately, that book is out of print at this time and copies are no longer available. I have been fortunate enough to borrow Dave Miller's copy, autographed by the author on July 5, 1971, and would like to see at least portions of it republished in the Log so that others may enjoy this early history. Therefore, the first chapter of this book is published in this Log. The first chapter refers to newspaper articles, copies of which have been hanging in Gob's Mess for the past two years. I hope the members find it as interesting as I have. Hopefully, some day, someone will make the enormous effort necessary to provide the history of the last twenty-five years as a supplement to this book.

Governor Doneff has already mailed out this year's Directory and you should now have it. We have attempted to provide additional informational resources in it. There is a list of people in the organized sailing fleets to the best of our ability to compile this list. Some of these fleets are not nearly as organized as others and perhaps other fleets should be added. Additionally, there may be some additions or deletions of names which should be made. Please call these to our attention. Also included is a copy of this year's calendar and, at my insistence, additional information about the kitchen for your ready reference.

The junior program has, over the years, been quite strong at BLYC. In view of its recent upsurge we are attempting to have some junior social functions. The first of these will be Sunday, January 16 and more details are shown on another page in this Log. The likelihood of similar future



events will depend upon the success of this one.

The next Icebreaker will be January 21. We have provided some new deck chair seating for conversation groups in the Gob's Mess. If you haven't tried them yet, be sure to come out for that Icebreaker and give them a test.

The remodelled ladies room has now reopened for business. Come out and take a look.

COMMODORE'S THANK YOUS. Mary Walters deserves a big thank you for installing the Christmas decorations. It looked beautiful. With the ladies room now completed I am finally able to thank Hank Falken of Falken Enterprises for donating his time and effort in managing this project. We appreciate his personal concern and the quality work of his employees. Thanks also to Jeff Wagner for some of the small signs you have and will see around the yacht club. Thank you to the Ladies Auxiliary for the children's party. My daughter and I were two of the children who enjoyed it very much.

DON'T FORGET that your bill from the club is due February 1 this year.

THE MEETING OF BUCKEYE LAKE ORGANIZATIONS with Park Superintendent Ken Veselon and his rangers Ed Frank and Chuck Wadley was held at the club on December 15. Some interesting facts were revealed and plans adopted.

First, it became immediately obvious that these people are sincere, hard working, professional people who will be working hard to improve the quality and reputation of Buckeye Lake. They are also seriously understaffed and under budgeted. The park is currently operating at a budget 17% less than what it was when Governor Gilligan closed the parks for inadequate funding.

They need and deserve our help in basically three different ways. All thefts, vandalism and boating violations, such as night speeding, and other law enforcement problems should be reported to the state park. This will not only give them an opportunity to help but very importantly will enable them to maintain records of these complaints so that the need for more law enforcement and an increased budget can be demonstrated to the administrators in Columbus. If law enforcement problems go unreported then they appear nonexistent to people in Columbus. They can be communicated to the park officers by telephone or radio.

They need volunteers, particularly on the weekends, who could handle some of their duties to free them for other duties that only they can perform, such as law enforcement. For example, they need a person to answer the telephone, answer the public's questions and to communicate with them by way of radio around the lake. They need people to tow disabled boats. They have a volunteer program in which they train volunteers for their job. Talk to me or better yet, see Ranger Ed Frank at the Buckeye Lake State Park Office about this program.

The third thing you can do to help Buckeye Lake is to talk with your state legislators and emphasize to them the importance of state funding for Buckeye Lake. Other areas of the state exert such efforts and are successful.

Because of the wall weakness the lake this summer was approximately six inches lower than it is expected to be next year. The lake continues filling from silt coming from its watershed area. In this area of the state an average of eight tons of soil per acre is lost each year. Those familiar with Kyle Armstrong's chart of the lake will be unhappy to know that in recent soundings of the lake by the state dredging people, the deepest part of the lake was found to be 10 feet except for one short channel found to be 15 feet. This channel was also found to be so full of fish that a depth sounding was difficult to obtain. Four or five feet was more common. There were proposed dredging operations at six places around the lake. These are dependent upon approval by several state and federal agencies. If approved, they will take many years to accomplish. They do not now include dredging of the tow path or anything along the north bank because there is no place to put dredged materials. They do not include removal of stumps or rocks.

The people at the meeting decided to form a council of organizations around the lake. It is expected to include marina and other on lake business operations as well as clubs. I stated that the Buckeye Lake Yacht Club would like to play a leading role and I offered the Yacht Club facility as a meeting place. The Yacht Club, since the beginning of its 77 year history, has had a tradition of leadership in lake development and improvement.

Commodore Frank H. Foster

LADIES AUXILIARY

The Ladies Auxiliary celebrated the Christmas season with a filet mignon dinner-party Tuesday, December 14th. Gifts were exchanged, and a good time was had by all. The wreath donated by Marie Doneff was won by Gladys Travis.

The next meeting will be in March.

Pat Forster, Secretary

Dock Priority List

12/9/82

#	X	Date	Name	Covered Dock	Open #	Special Slip #	Comments
				X	X	X	
1.	X	8/21/78	Jack Beeson		X		Passed 10/25/82
2.		2/15/79	Gale Roshon	X			23' Lancer
3.	X	8/20/79	John Doneff	X			23' Lancer
4.		4/03/80	Virgil Bateman	X			
5.	X	6/30/80	Tom Boswell	X			
6.	X	8/14/80	John Watson		X		Presently #108 off Area 8
7.	X	10/11/80	Loren Briggs		X		
8.	X	10/25/80	David Cox	X	#31		Change from #33
9.	X	11/12/80	Chas. Allen		X		
10.	X	3/20/81	George Rising		#72		Change from #63
11.		5/14/81	George Harding				25' Baylinner 8' beam
12.	X	9/20/81	Tom Eisert		X		25' Venture
13.		10/12/81	Bab Varher				36' Houseboat
14.	X	10/15/81	Rick Foster		X	Area #3	25' Venture #106 off Area
15.		10/15/81	Randall Lynch				23' 8' Beam Lancer
16.		11/01/81	Bob Walters	X			23' Lancer
17.	X	11/01/81	Larry Dooley				21' Century #56
18.	X	11/12/81	Joe Swick				23' Sailboat #61
19.	X	11/12/81	William Lee				25' Sailboat #105 off Area
20.		2/05/82	Charles Johnson				25' Sailboat
21.	X	3/28/82	J. J. Fallon		X	#3	22' Sailboat
22.		4/03/82	Jack Jenson				23' Ventura
23.		4/08/82	Pat Patterson				25' Power Boat
24.		4/28/82	Robert Jones	X			
25.		4/24/82	Bob Bohem	X			
26.		5/05/82	Herbert Dutro				27' Baylinner 8' Beam
27.		6/10/82	J. Besanceney				25' McGregor Sailboat
28.		6/10/82	Ed. B. Jones	X	Open		22' FootCris

Has A
Dock

			Covered Dock	Above #8	Special Slip*	
29.	8/1/82	Marty Headlee	X	#81		
30	9/9/82	Jim Dressel		Area #7 or Drysail	19'	Lightning
31.	9/25/82	Karl Kumler	X	Drysail	20'	Highlander
32.	10/4/82	Robert Zeiher			23'	Sailboat
33.	10/7/82	Jon Starm			25'	Venture
34.	10/9/82	Dick Bemis	X	Available	25'	Catalina
35.	10/14/82	Don Pound	X	Available	19'	Lightning
36.	11/5/82	Marty Headlee		#72-#78	19'	Lightning
37	11/12/82	Jim McBride		Available	19'	Lightning

SPECIAL ANNOUNCEMENT JUNIOR MEMBERS

PARTY

SUNDAY

5 - 9

JANUARY 16, 1983

-- JUNIOR NIGHT AT THE CLUB --

Junior members and guests - Ages 13 years and up

MUSIC - EMCEE - (CHARLIE BALLINGER)

JOHN'S FAMOUS CHILLI SUPPER -\$3.50 per person

This is first of many planned events for children
of B.L.Y.C. MEMBERS !!

Let us support the CLUB by attending

Contact John Doneff for reservations - SOON !!

929-9941 BLYC

BRING A FRIEND AND GET TO MEET NEW

JUNIOR MEMBERS

Soft Drinks Extra Charge

Galley Gossip



Gov. John Doneff

HELP!
HELP!

The Kitchen is Open in Winter - We Need Your Support in the Winter Months in Order to Keep a Good Food & Bar Service at the Club, So Come Out This Winter- OR IF YOU ARE THINKING OF HAVING A PARTY, CALL JOHN & TALK ABOUT HAVING IT AT THE B.L.Y.C.

Super January Champagne Brunch

Sunday - Jan. 9 th. 1983

Reservations Please 11:am. til 1:pm.

\$5.50 Per Person tax & tip incl.

Club Hours :

Closed Mon.& Tues.

Fri. 5:pm.til 10:pm.

Wed.5: pm.til 9: pm.

Sat. 9:am. til 10: pm.

Closed Thursday

Sun.9:am til 6:pm.

Hope to see you soon

John



NOW AVAILABLE TO BLYC MEMBERS

50% DISCOUNT MEMBERSHIP IN

BOAT OWNERS ASSOCIATION of THE UNITED STATES

- *100,000 members
- *Various boating services
- *\$\$-saving benefits
- *Consumer problem alerts
- *Aggressive representation on boating laws and taxes
- *All-Risk Marine Insurance
- *Chart/Publications discounts
- *Wide range of boating equipment at excellent prices
- *Quarterly bulletins on boating and government attempts to regulate it
- *Seasonal sales on boating items

MANY BLYC MEMBERS ALREADY BELONG TO BOAT/US. WHY NOT JOIN AND RECEIVE THE BENEFITS LISTED ABOVE?

MEMBERSHIP FEE: \$8.50 ANNUALLY (NEW OR RENEWAL)

FOR THOSE ALREADY BELONGING TO BOAT/US AND WISHING TO RENEW THEIR MEMBERSHIP, SIMPLY IDENTIFY YOURSELF AS A MEMBER OF THE BUCKEYE LAKE YACHT CLUB CO-OP GROUP, #80671. FOR THOSE WISHING TO INITIATE MEMBERSHIP IN BOAT/US, INFORMATION AND APPLICATIONS ARE AVAILABLE AT THE CLUB.

RACE AND REGATTA

Governor Gordon Forster

The Portsmouth Yardstick has been the means which Buckeye Lake Yacht Club handicaps long distance races. This yardstick is derived from actual records of classes of yachts with documented ratings. The primary yardstick is the Thistle with other classes such as Lightnings acting as secondary yardsticks. Over the years, data were collected so that Portsmouth Numbers could be calculated. Portsmouth Numbers are defined as the length of time boats would take to sail a common but unspecified distance. The course should contain a minimum of three basic sailing angles: beating, reaching, and running. The USYRU Portsmouth Yardstick (D-PN) makes four assumptions: (1) the winning boat was sailed to its true potential by a perfect crew with flawless strategy; (2) all boats conform to class specifications; (3) all boats in the race experience the same wind and water conditions; and (4) that multiple sail inventories on boats are used perfectly to optimize wind conditions and legs of the course.

Using the D-PN's of the classes of Club boats, the distance a Thistle would go rated at 83 in 83 minutes, it would take the following class boats that much longer:

Raven	83.3	minutes
Highlander	84.8	"
Lightning	89.8	"
Laser	92.3	"
Lido	100.9	"
Venture 21	102.0	"
Venture 25	106.9	"

There is also a wind/wave effect on the handicapping system. A Beaufort Number (BN) is used. The wind speed is measured from the race committee boat at deck level at the start and finish of the race, at least. The wind measurements are converted into BN values from which the handicap is derived. The thought behind using wind/wave calculations is to handicap or equalize the physical effects of wind and waves on different hull types. A displacement hull will do better at high wind conditions than a planing hull and thus should be handicapped for its ability to do better.

The most important parts of BLYC long distance races are the elapsed time (start to finishes) for each boat and the wind speed measurement. The results are calculated from these data.

In February's Log we will introduce the early spring Sunday course on race - cruise sailing. This course is designed to acquaint you with the race rules as well as cruise rules - for example never cruise without your ice box filled with rootBEER (look at the Venture's rating, we need something) and never drink too many rootbeers before racing.

A WHIMICAL VENTURE

IT WAS EARLY MORNING, late in April of 1906. The gray-bearded sages of Millersport, as usual on weekdays, were up at dawn—early birds getting worms. Also as usual, they were assembled on the stoop at the generalstore-postoffice, on the bank of the Ohio and Erie Canal, when the proprietor came to open up.

Here these disciples of Izaak Walton regularly gathered to get the latest weather reports, and to lay in fresh supplies of J-T or Star plug—basic ingredient for making baits enticingly juicy and sweet—before poling and sculling their punts through the canal to favorite fishing haunts among stumps and weeds of the reservoir.

On this particular morning their sporting ardor was dampened and cooled, temporarily, by a light yet penetrating cold drizzle. But, it being April, the sun could blaze forth almost any minute. So, meanwhile, they tarried to enjoy the storekeeper's hospitality.

Within reach of the cracker-barrel, they deposited themselves around the potbellied cannonball stove which soon drew from their jackets an atmosphere permeating vapor of fishy odor. There, sitting on and leaning against counters, they spat at the sawdust-box, reminisced, respun well worn yarns, and gummed crackers.

The storekeeper, in his capacity as postmaster, finally giving up hope, left his openly filching guests to meet the T. & O. C. train and pick up mail and newspapers.

One of these sages, a nonagenarian, recollected canal and reservoir during construction. All had seen the rise and decline of barge traffic past this very spot, and most, in one way or another, had participated in it. But, while lock tenders, toll collectors and maintenance crews still were on the canal's payroll, it had been nearly ten years since a vessel had passed through or

moored at Millersport.

Now, however, revival of canal-boating hopefully seemed assured. Such wishful thinking was founded on faith in George H. Watkins, life long canal man, former canal superintendent, and new president of the state's Board of Public Works which had gained superior influence in administration of the waterway jointly with the old canal commission. Surely, with his background, experience, ability and leadership, barges soon again would be plying canal and reservoir. Millersport would enjoy economic recovery. The reservoir would be freed from further molestation. Fishing would be improved and preserved.

Since thirty years earlier, when the first railroad came to the reservoir bringing in ever increasing numbers of anglers, fishing in it had grown steadily worse. And with arrival of the electric interurban, just three years before, such deterioration had increased rapidly until the waters were well-nigh fished out. Now, perhaps, this trend would be reversed.

But there still remained one, big, pesky fly in these die-hards' conjured up molasses. Twelve years before, in '94, the state legislature had "reserved Licking Reservoir" as a public park to be known as "Buckeye Lake." Such action, however, had not made it a "Lake." It still remained substantially unaltered and potentially as much a fisherman's haven as ever before. About all that the lawmakers had accomplished was to legalize and encourage the reservoir's encroachment and depredation by ever increasing numbers of unsympathetic people and boats.

Even talk of efforts to make a lake of this body of water was disturbing to the "sot" of the graybeards' ways. They admitted no net advantage in minor so-called improvements that had been made.

These had been such as could be accomplished without purposefully lowering the waters. Such willful drainage would have prejudiced canalboats' passage over Licking Summit, and therefore was unthinkable. But, of course, there had been extra-dry season when the surface naturally and unavoidably had fallen unusually low.

At such times, in the past dozen years, considerable areas had been cleared of dead and live vegetation down to variously low water levels. Thus, channels and some fair sized basins, interspersed among large, island-like, still unnavigable areas, had been made somewhat safer for boating, especially when stages of water were high.

Such opened waters, however, soon had led to desecration of this long-time fishermen's paradise, first by Dell Fisher's steamboats in '96. Then came these newfangled, noisy, little "stinkpots", moving faster than a buggy horse can trot. Now, there were crazy youngsters in boats with sails—fouling stumps and capsizing but, so far, not disturbing fishing.

What would happen to these craft when water got low, as usual in mid-summer?

The storekeeper, long since, had returned from the railroad station with his bag and bundles. Back of his post-office cage he had been sorting mail, maybe reading the postal cards, placing it in the alphabetical pigeonholes, darting frequent glances toward the cracker-barrel. His graybearded guests had been too engrossed in their world's problems to pay him any attention. But at their mention of stinkpots and sailboats he came out from behind and joined them.

With an open newspaper in his hands he asked if they had seen the news. Obviously none had. Then holding the paper so they could see it, right side up, he pointed his corncob pipe at a bold headline above a half-column of small print. No part of it made any impression on their watery eyes. So he started to read, and their jaws dropped open—the better to absorb the amazing story.

that, "To show Columbus sailors their hearts are in the right place, members of T.Y.C. will arrange to ship reservoirs of water to the capitol during the late summer months, that the croquet ground of the Columbus club be flooded to a depth sufficient" . . . for its . . . "yachtsmen to continue their sports".

Thus was evidence shown as to what experienced big-water sailors thought about yachting on Licking Reservoir. But, evidently they wished to be considered as fraternally helpful to this young organization of nautical neophytes.

IN SPITE OF SUCH APPREHENSIONS was this "inland yacht club" conceived and born. The blessed event took place at Leachmen's, in Columbus, on the evening of April 24, 1906. In attendance were about forty out of a hundred or so invited. Among these were a few of previous experience in yachting on other waters.

In preparation, such leaders had contacted Dr. J. P. McInnis, past commodore of Maumee River Yacht Club, who had sent them copies of his club's constitution and by-laws, an Inter-Lake Yachting Association "Manual", and other information and suggestions pertinent to such clubs and their organization.

After feasting, refreshment and much discussion about current and future possibilities of yachting on Buckeye Lake, fifteen of those present participated in effecting preliminary organization of a yacht club to be named subsequently. Lawrence Sackett of Columbus was elected commodore; Edward S. Browne, Newark, vice commodore; Albert Corrodi, Columbus, rear commodore; Charles D. Lynch, Columbus, secretary; and James T. Haynes, Newark, treasurer. These officers together with Guy A. Sackett and Harry M. Gates, of Columbus, and Dell Fisher of Buckeye Lake were constituted a board of "directors" for control of the organization.

Upon such board's authority, Comm. Sackett immediately named two important temporary committee. One, charged with drafting a constitution and by-laws, was composed of Secy. Lynch, R. Comm. Corrodi and George F. Mooney, all of Columbus. The other, to submit a club name and design for its flag, was composed of V. Comm. Browne together with William Welles and William Foos, all of Newark. Reports of these committees were ordered to be submitted for club action in its next meeting,

"YACHTSMEN MEET AND FORM A CLUB", was the heading of this article in that morning's Ohio State Journal. The night before, a lot of power and sail boat owners had organized a yet unnamed "yacht club" which would ply Buckeye Lake.

The very audacity of a highfalutin' yacht club on this old, snag-bestrewn, fishing preserve!

Similar items appeared the same day in the Columbus Dispatch, Columbus Citizen and the Newark American Advocate. All seemed about as much astounded by the reported occurrence as were the sages of Millersport.

Then, two days later, the Toledo Press came out with its story about the event. it recognized longstanding rivalry between Toledo and Columbus in all things—except yachting. Now it foreshaw competition even in that sport. Concluding it stated

just twelve days later, at 11:00 a.m. on Sunday, May 6, at Col. Welles' cottage on Orchard Island. No time was to be squandered in procrastination. The yachting season soon would be opening.

THOSE ELEVEN DAYS, between the club's partial and full organization, were busy ones for its officers, directors, committees and four other bona fide members. During this brief period, in addition to committees' assignments, membership was to be swelled all possible. There were news releases to be prepared. Arrangements had to be made for transportation of the expected crowd and for feeding and refreshing it on the Island. The press cooperated generously. It repeatedly carried prominent stories of the impending event, including the club's invitation for attendance by all persons interested, whether or not members. The Journal, in its issue on meeting day, published a picture of Comm. Sackett's sloop, Buckeye. But, perhaps through habit, most news items persisted in referring to the lake as Licking Reservoir.

BY MEETING TIME, on Sunday, May 6, '06, the club's membership had grown from 15 to 40. And, aboard members' boats, about 60 members and prospects found their ways from the Park to Orchard Island. As advertised, the day was not one of all business. Returning home on the cars in late evening, everyone still was having a good time—each in his own peculiar way.

But before play started there was business to be transacted. Contrary to previous announcements, the meeting was held at Charles W. Miller's instead of Col. Welles' cottage. The latter was the locale of the promised lunch served afterward.

The Constitution, then and there adopted, contained most of the recommendations of the committees appointed in the previous meeting. The name chosen was,

"BUCKEYE LAKE YACHT CLUB"

The farsight of this fundamental law of the Club has been evidenced by its longevity. Basically, most of its important provisions have remained unchanged throughout the years, and have been the foundation for subsequent additions and amendments. Standard objectives of the Club were, "the promotion and

elevation of yachting, the enhancement of aquatic sports, the cultivation of sociability among its members and to help in every was possible toward improvement of Buckeye Lake for boating purposes." While especially appropriate at that time, all four of such points still appear inseparably related and essential to the Club's continued welfare and progress.

Club emblem and flags, prescribed in this first constitution, were appropriately unique, but decidedly different from the present ones, adopted only a few years later and perhaps more in line with recognized traditions in yachting circles.

The emblem was an eight spoke wheel with B on upper vertical spoke, L on the left horizontal, Y on the right, and C on the lower vertical spoke.

The Club flag, as at present, was a triangular pennant. But, from hoist to a parallel line 5/12 its overall length to tip was a field of blue with Club emblem in white centrally disposed thereon, and with red field only from such line to tip.

Officers' flags conformed to traditional and present standards as to rectangular form and as to colors. But the emblem and appropriate numbers of stars were substituted for the usual fouled anchor encircled by thirteen stars.

A similar flag of white with blue emblem only was prescribed for the fleet captain who, although administrative, was not elective but appointive and therefore without status of a real flag officer.

Only active members were recognized constitutionally; and only those owning boats were eligible to flag offices.

By-laws, recommended by the committee, provided only for procedures of the Board of Governors, for amounts and times of payments of initiation fees and dues, and for amendment of such provisions by and at discretion of such board. Consistent with the last of these, adoption of by-laws was referred to the Governors.

Meeting in the ensuing week, the Governors adopted by-laws substantially as submitted.

They provided for annual dues of \$4.00 for each member, and for an initiation fee of \$2.00 to be paid by each candidate for membership applying after July 1, 1906. It was implied that those applying before that date and admitted to membership

would thereafter be considered as "charter members" of the Club.

In that organizational meeting of May 6, officers and directors, elected in the previous meeting, were confirmed as officers and governors of BLYC to serve until its first annual meeting and election in the following September.

THE OHIO STATE JOURNAL, on the following Sunday, May 13, presented cartoonist Harry Westerman's impressions of sporting events of the previous week. One of these depicted an incongruous craft with "B. L. Y. C." on her bow. Powered only with a strange looking, vertical, half-cylindrical sort of spinnaker, inscribed "Constitution and By-Laws", she was going great guns. At her helm, with flask at feet, stood her down-bearded kewpie-locked skipper with pipe in hand and remarking, "Shiver my timbers if this be-ant a dodgasted stiff Breeze!" So the public saw BLYC rapidly making way under nothing more than well rounded constitution and by-laws.

The Club's initial meeting had revived publicity about the Reservoir. This, in turn effectively had speeded the Club's early growth and permanent organization. It may or may not have been a mere coincidence, but, from the day the Club adopted its name, the term "Licking Reservoir" seldom again was seen in the press with reference to events at the lake.

The very fact that the yacht club had taken its name seemed to lend new dignity to "Buckeye Lake".

The Club immediately attracted more-favorable attention to the Lake. It drew to her shores increasing numbers of visitors curious to see a yacht club in action. This stimulated businesses founded on the Lake. And such circumstances established increasing compatibility between Club and Lake, mutually conducive to more rapid development and earlier maturity of both.

FULLY ORGANIZED on a permanent basis, within eighteen days from its inception, Buckeye Lake Yacht Club was embarked on a voyage which, through a half-century, never has ended.

Upon its departure, however, there were many whose con-

fidence in such continuity was not too sanguine. Old timers of canal an reservoir, and of the mature Great Lakes yachting fraternity, had grave doubts. They considered the Club's environment inconducive to success of its venture. They foresaw shipwreck on its inhospitable waters before having beaten through breakers to smooth sailing. Its course, beset with uncharted, unforeseeable, submerged perils, would be one which even most experienced yachtsmen would find difficult if not impossible of negotiation.

But Buckeye Lake Yacht Club was young, impetuous, "rearin' to go". Free of inhibitions, born of mature experience, it could foresee no insurmountable hazards. So, with the usual zest of youth, it set about to accomplish the difficult or, perhaps, the impossible.

It would have its cake and eat it—make its Lake while sailing it.

HOUSE, PORCH and GROUNDS in December

Take notice please. The Women's Room is finished and looks elegant. Is there anything else needed or wanted about this room? The men now have privacy on the second floor. Thanks for sharing and being patient.

Work on the Men's Room has begun, as well as on the lighting system for the parking lot ramp and towpath walk. A new furnace is being installed to supply the central area of the clubhouse.

Charlie Allen called my attention to a logistical problem in the mounting and wiring of floodlights (flags and patio) on the porch roof. I am planning changes that will be a part of the Spring Work/Fun Day.

If you notice something that needs to be altered, corrected or improved, or if you have a burning idea, talk, telephone or write to me.

Gov. Dick Wolf

GUN CLUB - ROBERT ZEIHER, PRESIDENT

Even though the weather hasn't been very cooperative, and we have been blessed with more than our share of rain. A brave few of us have continued shooting weekly and have enjoyed the friendship and warmth of the Yacht Club on Sundays. We have taken our Christmas break and wish to invite you to join us 1:00 Sundays', starting January 2, 1983.

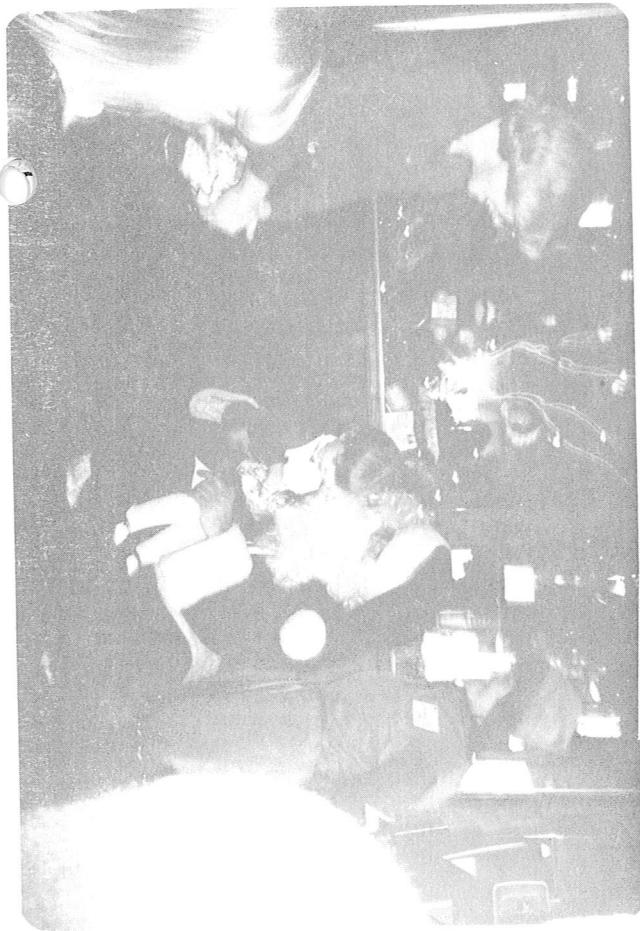
MEMBERSHIP - JOHN DONEFF

New Members accepted:

James N. Stevens

Michael Burke

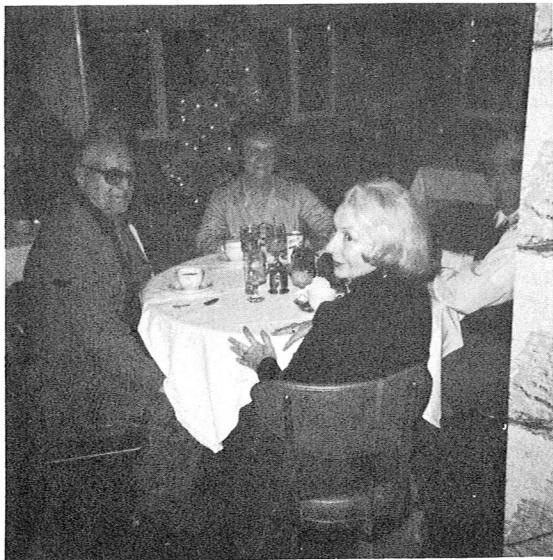
1st Reading: Joseph T. Keenan - Wife- Kristin
Columbus, Ohio



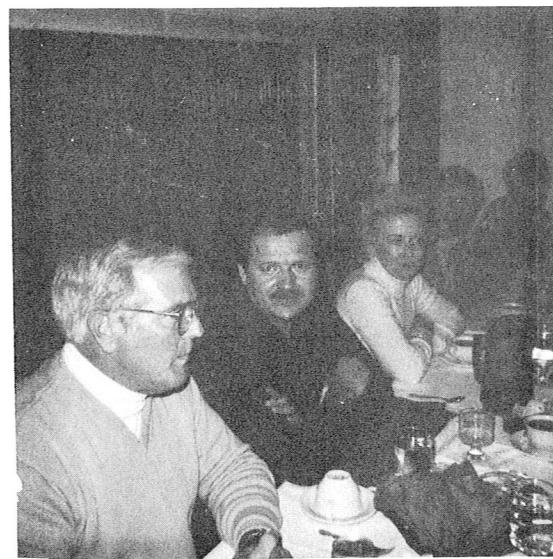
Debbie - Maggie - Santa &
Helper

Robert Zeiner





Bud & Zenna Sayre



Hubert Dutro
George Harding
Marie Doneff

ICE-BREAKER



Commodore - Frank Foster



John Lahey
Maxine McBride



FLEXALUM 1" DECOR BLINDS

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Robert Zeiher

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