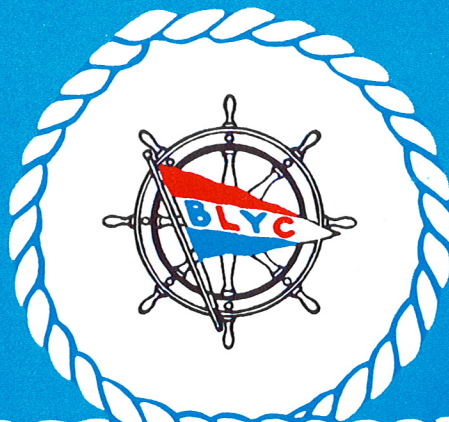


Buckeye Lake Yacht Club



LOG

FROM THE BRIDGE ☆ ☆ ☆

BLYC EAST PORT

MARCH, 1983

I am thrilled to have the honor and the pleasure of announcing to the members that an option to purchase the Baughman property, which lies just west of the former amusement park, has been obtained by the Yacht Club. This is the culmination of an effort begun by Commodore Ballenger.

This potential new Eastern Port of BLYC is about 1.6 acres, extends from the State owned lake front to Route 79, includes nearly 200 feet of lake frontage and 200 feet of road frontage and presents several opportunities to BLYC which I outline below.



The terms of the agreement call for a purchase price of \$155,000.00 payable \$50,000.00 at closing and the balance in equal monthly payments of \$1250.00 over 7 years. We contemplate that the fire and casualty fund will be invested in this real estate to provide the initial payment. The monthly payments will be paid from capital improvement income. If you would like further details please do not hesitate to talk to me.

The negotiations began last year with a committee appointed by Commodore Ballenger and consisting of myself and Commodores Fisher, Ballenger and Dressel. I expanded the committee to include Gov. Forster and R.C. Ottenweller. The Governors discussed the terms of this purchase at the February Governors' meeting so you may discuss it or ask questions of any of the committee members, Governors or Trustees.

Although the option contract has been signed, it will not be accepted by BLYC until an affirmative vote of the Board of Governors and the Board of Trustees. This matter will be taken up and voted upon at the March 10 meeting.

We did not want to discuss this matter very widely until a contract was signed. However, now that it is signed, we want to give all members an opportunity to voice their feelings and opinions about this purchase to the Governors and Trustees prior to the actual vote on the matter. Therefore, don't hesitate to express your opinions, both positive and negative, to these people as quickly as possible. If we proceed with the purchase, I will also need your ideas about appropriate development.

Purchase of this property will not require an increase in membership dues nor will it reduce operating income to the Yacht Club. The property has been producing a net income of about \$10,000.00 per year. If income from the property remains the same and if membership remains level, the purchase of the property will require payment out of the capital improvement fund of \$5,000.00 per year. Currently our capital improvement income is approximately \$22,000.00 per year. If all income ceases from the property (which is believed unlikely) the capital improvement fund will need to contribute approximately \$17,000.00 per year instead of \$5,000.00.

The property extends from Route 79 to the tow path with a fee simple title except for the State's rights on the tow path and shoreline as is common along the entire bank. It is not intended as a current alternative parking lot to our present amicable and considerably more convenient arrangement which we intend to preserve. Members would be expected to continue using the present parking so that it will not be jeopardized. Only if our present arrangement were unavailable to us would we consider the East Port as providing access to the Club.

The property is believed to have investment value for the Club. It should at least retain its current value and may appreciate significantly particularly if the former park property is ever developed. Further, it provides a sizeable asset which, if the need arose, could be used as security for borrowing in the event of a fire or casualty requiring substantial capital improvements to the Club. Thus, we can retain and increase the security provided by the Fire and Casualty Fund by ownership of this considerably greater asset.

The East Port property will allow us to construct a lift which would be suitable for transporting the various day sailors of guests between their trailer and the lake for regattas and would permit members who so desire to dry sail, parking their boats in a fenced area on that property instead of at a slip.

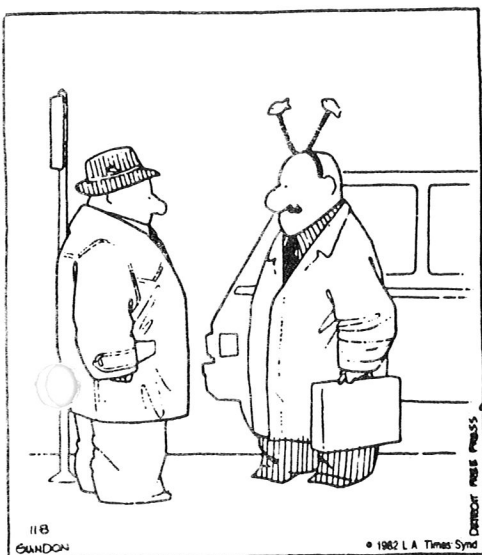
The lake frontage of the property provides the opportunity for construction of approximately 80 new slips if these are approved by the State. Our contract is contingent upon State approval of our dock plan.

In evaluating the purchase of this property, we considered the effect which the improvements over the past several years had had upon Club membership and Club financial health. The Club is strong which is at least partially attributable to these past improvements. Further, improvements should have a similar effect.

There is no doubt that this transaction carries risk with it. But there must have been substantial risk when our early members solicited subscriptions for the construction of the club house in the early part of this century. No organization ever continues on and remains the same. All organizations change and the only question is whether an organization improves or declines. If we wait for something which is risk free, we will never do anything.

I am thrilled at the prospect of all the ways which this EAST PORT can make BLYC even more fun.

Frank



GUN CLUB ROBERT W. ZEITNER, PRES.

We have our trap working and are back to shooting on Sun.

The Club hopes to shoot through March and have our dinner sometime in April.

Commodore Foster knows how to distinguish himself.

HOUSE, PORCH and GROUNDS

March

SPRING WORK/FUN DAY, APRIL 24th.

I promise NO painting.

We need you.

Today, as you read this, check your calendars and mark BLYC WORK/FUN DAY, April 24.

The lake is beautiful. Have you seen it lately?

Gov. Dick Wolf

NEW MEMBERS BLYC LADIES AUX 1982-83

Sandra Alspach
Georgene Holstein
Martha Kumler
Martina Kinkel
Annette Lawler
Mary Lou Morris
Phyllis Patterson
Dorothy Schlafly
Pat Shade
Rosie Walters
Marie Spohn
Ginny Spence

Margaret Johnson

ENTERTAINMENT

GOV. MIKE JACOBS

The Sweetheart's Ball was held February 12th. Once again, those who attended were welcomed at the front door with a warm and friendly smile, and treated to a beautifully decorated club.

The hosts and hostesses for the evening were four of our favorite "Club Sweethearts"--Doris and Bob Dye and Joan and Mike Hein. Many thanks for all you did to help make such a lovely party.

John served another delicious dinner. Thanks for your continued good service!

What a super band! Newcomers for BLYC was the "Scott Steelman Band", their music was delightful and the musicians multi-talented. The dance floor was crowded, and when the time came for the band to quit, they were requested to play for one more hour. Everyone seemed to have a wonderful time. We would like to have this band back again.

Future coming events include: Junior Spaghetti Dinner, April 9th, and the Ladies Auxilliary Las Vegas Night, April 23rd. See you at the Club!

HOME PORT

YES, ADMITTEDLY, this new ILYA member-club in inland Ohio still was without permanent anchorage and forced to skip its under-water hazards as best it could. But corrections of such embarrassing conditions were uppermost among its remaining ambitions. Perhaps it had achieved its easiest goal first. And maybe, that might aid it in accomplishing some of its others.

Shortly after Labor Day, '06, before he was made chairman of the Club's committee for a clubhouse, Gov. Mooney with others thought they had sighted a likely site for such purpose.

Castle Island, off Murphy's Run, might be available. A couple of years before, it had been acquired from the Board of Public Works by C. Edward Born, a brewer of Columbus, under a fifteen-year lease. Up to this time, however, payment of rentals on the property somehow had been neglected. Considering such default, the state authorities were about to lease the island to someone else.

Among keen competitors for it were Mooney and his group, acting unofficially for the yacht club. In midst of the contest, Mr. Born, returning from extended vacation and discovering what was in the wind, paid up back-rentals and for another year in advance, swamping BLYC's chances.

Undismayed by this unsuccessful heave, and in spite of the close of this yachting season, Mooney's committee and the Club carried on with vigor in efforts to make anchor.

A "TAR SOCIAL," first of a chain of such events engaged in annually and sometimes more often, was held by the Club at Leachman's on January 15, '07. Notable matters brought up in this session were, increase in club interest and membership, organized opposition to all poaching on the Lake, and ERECTION OF A CLUBHOUSE.

In attendance, at \$1.00 per head, were about 70 members and guests. Following "plenty to eat and drink", the assemblage was addressed by some of "the Club's own orators" and several "visiting boatmen".

Frank R. Frey, secretary of Toledo Yacht Club, spoke on pleasures of yachting on small as well as large bodies of water, and on characteristics of boats best adapted to both.

Dr. Wadsworth Warren of Detroit, editor of the magazine, Fore'n'Aft, showed interesting lantern-slides of various styles of boats and boat-houses, giving a delightful talk on the side. Comm. McInnis, MRYC, cheered BLYC's plans for expansion and for rushing the idea of a clubhouse.

John F. Cunningham of Cleveland, representative of the magazine Boating, discoursed entertainingly on nautical subjects.

Members Sprague, Immel and Ernst exposed plans for clearing the Lake, opening its entire area to boating.

Then, opportunely, Comm. Lynch circulated subscription papers for signatures of those present who would agree to take "stock" in a clubhouse at \$5.00 per share.

The visiting boatmen were much impressed by the spirit exhibited by the Club in that Tar Social—especially Mr. Cunningham.

About a week later, The Cleveland Leader carried a column, by him, addressed to yachtsmen of Lake Erie. In this, he expressed his feeling that what he had experienced in Columbus was something "... that should furnish a great deal of thought for the yachtsmen of the northern part of this state". He pointed out the strictly inland location of the Club's existence; the expenditure of time and money necessary merely to travel to and from Buckeye Lake; the conditions of navigation thereon; and what the Club was accomplishing toward its own status and that of its waters.

Continuing, he stated that, "... All this presents a great sermon for the great lakes yachtsmen, who may be complaining of the adverse conditions under which they may have to labor. Just imagine for a minute that Lake Erie was filled with stumps and moss so that not even a channel could be found where one might run his boat without constant danger of hitting snags or fouling up with moss so that he would either have to get out and push or else hook the obstacles clear of his centerboard as best he could. How long would our spirits last?"

Then, he related how several members of older Inter-Lake clubs had gone to Columbus to give the new club some pointers and stir-up enthusiasm within it; and how, to the contrary, the result had been the other way around. The visitors had been so impressed by the faith, courage, hopefulness, fervor and intensity they discovered, under such unusual conditions, that they themselves had been fired with an enthusiasm greater than they had ever had before.

Mr. Cunningham was confident of the ultimate success of the new club's venture, and lauded its affiliation with the Inter-Lake association. It would add needed stimulus to the old organization.

CLUBHOUSE SUBSCRIPTION-PAPER circulation at the first Tar Social, on January 15, was only slightly premature. Mooney's clubhouse-site committee had done a job although not strictly in accord with its prescribed orders. It had set in motion establishment of an organization to handle its assignment on a continuing basis.

The Buckeye Lake Building Company, a corporation "for profit", was brought into being by the Club's Comm. Lynch, Secy. Smith, J. C. Burns, Gov. I. Sackett and his brother, Guy A., as incorporators. Articles of Incorporation were executed on January 24, '07, and filed with Ohio's Secretary of State the following day.

Capital stock of this organization was set at \$5,000, divided into 1000 shares at \$5.00 each.

Its stated purpose was that "of constructing and erecting buildings at or in the vicinity of Buckeye Lake, to be used for boat houses, club houses, or any similar purpose, and to acquire land and hold real estate necessary therefor; to build and equip, rent or sell sail, row or power boats; to erect and construct docks and wharves; provide harbors and anchorage facilities for boats; and to do any and all other things necessary or incidental to the execution of the afore said objects."

Within such apparently ambitious program was its real purpose to provide facilities for use by BLYC, on a rental basis, freeing individual members from personal liabilities possible in connection therewith. While not so stipulated, all incorporators were members of the Club.

Meetings successively of the company's incorporators, stockholders and first directors were railroaded through between 8 and 10 o'clock in the evening of March 25, '07.

Opening books for subscription to the company's capital stock, to be issued only to BLYC and its members, the incorporators found 30 members listed as subscribers of from one to 20 shares totaling 116.

The stockholders, selecting Gov. Sackett as temporary chairman and Comm. Lynch as temporary secretary, adopted a code of regulations for government of the corporation, and elected a board of seven company directors. These were Albert Corrodi, Fred Jaeger, G. Sackett, Chas. Lynch, Fred Speer, L. Sackett and Chas. Flory who immediately were sworn into office.

These directors elected Jaeger as the company's president, Flory as vice-president, and Lynch as secretary-treasurer; adopted by-laws governing the board of directors; and passed to items of company business.

Among these was adoption of a motion authorizing the president to borrow from BLYC the sum of \$200.21, to make possible the payment of "bills and expenses" incurred by the company to that date, to be repaid to the Club from the company's treasury when possible.

Another important item of business then transacted was the commissioning of architects, Overton and Gleichauf of Columbus, to prepare working drawings and specifications for structures to be built at the Lake and rented to the Club.

THE INCORPORATORS OF THIS COMPANY, between their execution and filing of articles of incorporation, in January, and the final organization of the company, in March, personally had "beat the gun" and made certain important commitments, subject to assured early confirmation upon completion of the company's organization.

In January they had taken over Col. Wm. Welles' lease on an island, just west of his "flats", and on a half-lot on the Lake's main shore facing such island. This island, then known as "Sunk-en Island", was a spot of sometimes-land bearing several half-grown trees, mostly willows, surrounded by always shallow water and, in spring season, frequently flooded completely. But it had possibilities. It could be raised and enlarged, and waters around it could be deepened, by scraping onto it materials from

bottoms of adjacent shoals. Surrounded by water at mid-lake, it would afford desirable privacy and unobstructed views in all directions. Located near a wagon-road and only about "300 yards" from the interurban railway's Lake terminal, it would be conveniently accessible, especially with a footbridge that could span the "200 foot" strip of swampy channel separating it from the Lake's north embankment.

Another of such interim commitments was that of inducing Overton and Gleichauf to make preliminary sketches showing suitable improvements founded on Sunken Island. Such sketches were the basis for commissioning of these architects in the March meeting of the Company's Board of Directors.

PRELIMINARY SKETCHES, presented at that time and published in the newspapers, pictured Sunken Island as high and dry; a covered footbridge leading to it from mainland; a boathouse for powercraft along its east shore; and, covering most of the island area, a fine clubhouse fronting southward at the water's edge — not unlike the present layout, except as to details.

The clubhouse was depicted as a rustic, slab-sided, casement-windowed, two-storied structure with steeply-pitched, hipped, gabled and dormered roofs of wooden shingles. Long main roof slopes extended downward over three separate porches facing westward, southward and eastward, the last of which continued beyond the rear of the building to main shore as the covered footbridge. High above the lofty rooftop stood a square tower, tapering upward, crowned by a bracketed, balustered, lookout balcony, facing all sides, around a large, cylindrical, wooden, water-storage tank.

Within its first story were a great-hall with inglenook and fieldstone fireplace; separate spacious reception and retiring rooms for members and their ladies; a single-storied wing for dining and kitchen purposes, to the west and to the rear of the porch on that side; and a locker-room at base of the lookout-water tower at the rear.

In the second story there were sleeping rooms for members and male guests; and the high attic above provided storage space for yachting gear.

WORKING DRAWINGS and specifications for these structures having been completed, directors of the building company, on May 8, '07, opened proposals from five bidders covering the entire project. Upon their consideration, all were rejected.

While the Club had grown to a membership of more than 100, sale of stock was lagging behind that expected. The directors deemed it prudent to confine the company's immediate development to bare necessities more nearly within the corporation's limited potential means.

Accordingly, a committee was created and directed to secure new bids on boathouse, bridge and related items only, making alteration in plans and specifications considered feasible while keeping costs to a minimum.

Such new proposals were received on June 6, '07, and considered acceptable. Immediately, a contract was awarded to the firm of Walters & Norris.

These gentlemen had bid separately on boathouse with necessary piling, uncovered bridge and walk, \$1512.00; a two story addition to the boathouse, providing a lockerroom and a clubroom not originally planned, \$194.00; a combination gasoline and outhouse, for obvious purposes, \$62.00; and a flatboat, to expedite construction over water and for later use by the Club, not including caulking, \$105.00.

As awarded, this contract was in the total sum of \$1811.00. That included everything covered by the contractors' proposals excepting the gasoline-outhouse — without which, presumably, the Club somehow would have to get along temporarily.

Started immediately, construction was well along by the season's end, and completed in November of '07.

With no other such facility, this combination of a boathouse and clubroom soon was known as BLYC's "clubhouse".

LOOKING AHEAD about 48.5 years, this building then constructed remains substantially the same today, except for repairs, relatively minor replacement, and certain alterations. The locker room was in the space now occupied by the present two outermost boat stalls; and the clubroom was over the locker room and the next two stalls.

In the summer of the following year, '08, a porch was built across the building's outer end, extending somewhat past

its easterly and westerly walls, at a cost of \$279.24.

A year later, the locker room was converted into two boat stalls; lockers were built in the inner ends of stalls and alongside the second one from the inner end of the building; a new stairway was erected to avoid interference in the stall below; and other minor improvements were made—all at an expenditure of about \$200.00.

When the new clubhouse was erected, several years later, the old clubroom was removed, part of the porch was rebuilt and inclosed as shower and locker rooms; and the end of the thus altered structure was roofed over to correspond with the rest of the building.

The flatboat, included in the construction contract, was used by the Club for docking, committee-boat and other purposes, and rented by the day for out-of-club uses, until the spring of 1911. It then was sold for \$50.00 to help defray expenses involved in erection of a "permanent" pier extending out from the island.

WITH A HOME PORT and its development underway in the season of '07—while its self-made, manipulating, other self was making miracles with its miserly moneys "for profit"—Buckeye Lake's year-old organization of "stump-skippers" was moving merrily over the mere, mostly for monkey-business and pleasure.

Club regattas were timed as usual, and conducted much as they had been the year before. Courses were substantially the same, except that starting and finishing line lay off Sunken Island. In each of the three regattas, two races each were scheduled for power and sail craft. Only boats of Club members were permitted to enter the events.

There were more members and more boats, many stauncher and faster. The shows were bigger and better in every way, and performed with more dispatch, dignity and finesse.

Among participants in these events was the sloop Lemon, newly acquired by Kell Osborne and Gar Nutter—the later being active in the Club today, having served as Governor since September of '54.

While skippers and crews were contesting, Sunken Island

afforded wonderful opportunities for other members and visitors, left ashore, to view events and enjoy real relaxation. There was plenty of room for reveling, romping and resting on the Club's own piece of out-of-doors. And there were some who took advantage of the "fine sandy beach" bordering the island's west shore.

But, for some reason or another, these regattas appear to have created less excitement to spectators of the general public than had those of the previous season. Perhaps their novelty had worn off, everything having been seen before. Or it may have been the weather, better boats, more experienced seamanship, the impending money-panic which hit the country near the end of the season, or some subtle something lurking in the shadows. Whatever may have been the cause or causes, the affairs brought less amazing and verbose comments from the press. But the ardor of the yachtsmen was in no degree dampened.

There was one outstanding exception to this sort of public apathy, as witnessed by the newspapers, and that turned out to be a dud in reporting. They announced that four hardy inland mariners of BLYC, Comm. Lynch, V. Comm. McKee, regatta chairman Guy Sackett and member Minshall, would represent the Club at the ILYA regatta at Put-In-Bay . . . that McKee's sloop, Floating Debt, would be shipped to Sandusky and sailed by such gentlemen, under BLYC's colors, from there to "The Bay". This was accurate reporting to the extent that at least most of such gentlemen did attend such regatta, and that the craft mentioned was sailed to The Bay. But, apparently, the reporter failed to follow through and give the public the "big story" of what did happen.

THE FLOATING DEBT was shipped via T. & O. C. railroad from Lakeside, on Buckeye Lake, to Toledo. Thense sailed to Put-In-Bay by skipper McKee with Lynch and an east-coast friend as crew. she met with substantially the following experiences.

On Saturday afternoon, having cleared her TYC mooring and entered Maumee Bay, she was hailed by incoming craft and warned to turn back because of developing weather outside. Heedlessly, she was held to her course by the sa^m enthus-



Galley Gossip

Gov. John Doneff



SOMETHING NEW

**The Piano Playing and Sing-A-long
of Jim Matheny for your Enjoyment
Friday Evenings from 7:30 p.m.**

Super Champagne Brunch

Sunday - March 13th. 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

iasm for which her home club had become noted.

It wasn't long before she and her sailors were being thrilled by their contest with old Mother Nature. As the day wore on, wind and waves steadily grew more ominous and skipper and crew more weary and apprehensive as to their situation.

Considering advisability of returning to Toledo, they came to the conclusion that such maneuver would be practically impossible. Their relatively little craft would be swamped in a trough between mountainous rollers. So on they sailed with an unfamiliar yet not too distant low-lying shore to starboard, paralleling their course, but rapidly fading in the gathering dusk.

Along about dark, a chilling rasp telegraphed up through the centerboard well. Raising board and trimming ship, to get clear from whatever it was, accomplished only more grating and drifting shoreward. One of the crewmen, easing himself overside, found a hard sandy bottom at varying depths below the rising and falling surface.

Trying valiantly as they did, the intrepid sailors were unable to get their craft away from that bar(?) or beach(?). With sheets running free, sails slatted viciously, and the vessel, rolling, pitching and bumping, was completely out of hand. Then an extra high wave and heavy blast boosted her up, shoved her shoreward, and dropped her hard with a freezing shudder.

Not relishing the thought of being splintered up with the Floating Debt on an unknown and possibly hazardous coast, the sailors abandoned ship. Fortunately, they had grounded on a long sloping beach, rather than a bar, and by struggling they finally staggered ashore with only some shaking-up and a few bruises.

Groping through pitch-darkness, somewhere between Toledo and Port Clinton, they stumbled onto some bunched up commercial fishing nets. Wet and fatigued, they found these bundles inviting couches.

Awakened by a glaring sunrise, the craftless skipper and crew opened their eyes to a cloudless sky, smooth rolling swells, and creased clothing and hides as though pressed by giant wafle irons.

Then, Lo and Behold! They spied Floating Debt lying apparently intact not far down the beach. Hurrying to her side, they found her practically unscathed. With considerable heaving and hoing, and aid of swells, they finally got her afloat and sailed off to Put-In-Bay.

Hauling into the yacht filled harbor at about noonday on Sunday, they were greeted joyously by a hoard of ILYA yachtsmen, including others of their home club, who had heard of their departure from Toledo in the teeth of the storm, and had been concerned about their unknown whereabouts and welfare.

Such was the passage of the first yacht to cruise from Buckeye Lake to an ILYA regatta at Put-In-Bay.

After the regatta, Floating Debt sailed on to Sandusky, back to The Bay and TYC, and retraced her course to her home-port on Buckeye Lake.

DOCKS & FACILITIES

Now that invoices have been mailed and dock rentals paid (hopefully), it is time to deal with the always pleasant task of trying to assign too few docks available to the many members requesting them. The by-laws are quite specific as to the chain of events that lead up to this event. In brief, they are as follows:

1. Dock rental fees are due and unpaid fees are delinquent on March 12, 1983.
2. For people who are not renewing their dock space for 1983, these slips will be reassigned after that date.
3. The priority list that has been posted at the club will be the basis for assignment of any slips that open up, depending on the compatibility of the boat to fit the slip. In other words, the size of the available slip will determine the order in which the member's name is selected from the priority list.
4. The selection of the member from the priority list will depend on that member owning the boat that he is requesting the slip for. In the event that the member does not have the boat that he is requesting the slip for, we will pass to the next name on the list that fits the slip.

We obviously cannot please everybody in these assignments and I would appreciate your consideration and patience while we sort all of this out. I will try and accommodate as many requests to switch docks as possible as long as it's mutually acceptable to each party, but the important thing to remember is that many members do not have any docking facilities at the club and fairness dictates we try and accommodate as many of these people as we can. Thanks in advance for your support.

Terry S. Ottenweller
Rear Commodore

BUCKEYE LAKE NEEDS VOLUNTEERS

The State Park Office, which has the duty to manage and police Buckeye Lake, is underfunded and understaffed. To help cope with this and to free park rangers for the specialized duties that only they can perform such as law enforcement, they have embarked upon a volunteer program as a part of the Ohio Department Of Natural Resources "Volunteer In Parks" program. If you have five hours or more per week, especially on the weekends, during which you could help out you are needed.

The first position would involve operating the base station radio, assisting in watercraft patrol, assisting in land patrol, work with visitors in programming, assist park visitors and assist park rangers in all non law enforcement activities. The volunteer will need to be able to operate watercraft, operate a pickup truck and operate a base station radio.

The second position is a clerical aid. In this position you will need to assist in the operation of the park's base station radio, answer telephone and/or walk in inquiries and if you can, perhaps some typing and other clerical work.

The park officers will provide you with a book of information about the program and will provide training for your specific duties. If you are willing to serve in either of these positions, please contact the park office or, if you prefer, talk to the Commodore.

See information posted on the bulletin board.

LIGHTNING CLASS NEWS

TERRY OTTENWELLER

On January 28, 1983, Lightning Fleet 43 met at the home of Jim and Nancy Dressel. George Fisher opened the meeting by asking for nominations for Fleet Captain, Secretary/Treasurer, and Corresponding Secretary. Marty Headlee was elected Fleet Captain, Terry Ottenweller was elected Secretary/Treasurer, and George Fisher was elected Corresponding Secretary. Racing times and schedules were then discussed. It was agreed that official starting time for the first Lightning race on Sundays will be 12:00 noon. There will be a Spring, Summer, Fall, Memorial Day, Fourth of July and Labor Day series. The Long Distance races for Memorial Day, Fourth of July and Labor Day will count toward one race of their respective three race series. The racing season for Lightning Fleet 43 will start May 15, 1983. Following is the Spring Racing Schedule:

Official Races Start - May 15, 1983 - 12:00 noon (2 races)
May 22, 1983 - 12:00 noon (2 races)
June 5, 1983 - 12:00 Noon (2 races)
Memorial Day Series - May 29 & 30, 1983
(long distance race will count
as one race of 3 race series)

The Ohio District Mid-Winter Seminar was held on Saturday, February 12, 1983, in Columbus and attended by many of our fleet members.

MEMBERSHIP - GOV. JOHN DONEFF

New Members accepted:

Neil Laughlin - Judge, Licking County

1st Reading :

Leonard Waite wife - Helen

Leonard is employed at NAFS and is a member
of The Coast Guard Auxiliary

JUNIOR SAILING CAMP



June 13, thru July 2, 1983

Championship Sailors & Expert instructors: Dan Dressel & Mike Hein Jr.

ADVANCED SAILING - June 13, 14, 15, 16, 17 & 18 - 9:00a.m. to 4:00p.m.

INTERMEDIATE SAILING - June 20, 21, 22, 23, 24, & 25 - 9:00a.m. to 4:00p.m.

BEGINING SAILING - June 27, 28, 29, 30, July 1, & 2 - 9:00a.m. to 4:00p.m.

EQUIPMENT REQUIRED - Life Jacket, Deck Shoes and Swim Suit.

COST: Immediate Children of Club Members - 1 per family \$50.00, 2 per family \$40.00 ea., 3 or more per family \$35.00 ea.

Children of Non Members - 1 per family \$75.00, 2 or more per family \$65.00 ea.

Talk to your friends who may be interested in learning how to sail. Their parents need not be members of the club. (Non - Members may not compete as BLYC representatives in ILYA competition.)

ENROLLMENT FOR SAILING CAMP - BLYC 1983

Junior(s) Name(s) _____ AGE _____ CAN CHILD SWIM? _____



_____ AGE _____ CAN CHILD SWIM? _____

_____ AGE _____ CAN CHILD SWIM? _____

ADDRESS _____ ZIP _____

PHONE NUMBERS - HOME _____ WHERE PARENTS CAN BE REACHED IN CASE OF
EMERGENCY _____

Please make check payable to BLYC. Mail to: George Rogers
103 E. Lincoln Ave.
Columbus, Ohio 43214

ENROLLMENT MUST BE RECIEVED BY MAY 12, 1983

JUNIOR SAILING FUND

Annual *Spaghetti* Dinner

Plan to attend the Annual Spaghetti Dinner April 9, 1983. Services will be by our Juniors. All Proceeds will go to the Junior Sailing Fund. All Juniors that participated last year and anyone else interested are invited to help out. I will be contacting you, but I don't want anyone to be overlooked so please call me, George Rogers, in Columbus 431-1711.

Donations to the Junior Sailing Fund are tax deductible. Proceeds are used to maintain and improve the Junior Sailing Program. We ask for your wholehearted support and lets face it, who deserves your support more than your own Juniors?

Governor George Rogers

RACE AND REGATTA

Governor Gordon Forster

This is a reminder!!!!

BLYC RACING AND CRUISING SEMINAR

Eight Sundays, March 6th, - April 24th.

From 2:00 PM to 4:00 PM

\$10.00 per Family for materials with
residual money being donated to the
Junior Program.

Please preregister for this seminar. Inorder to preregister, just give me a call at 323-1562. We would like to buy materials for each of you and we need to know how many people we have coming. You may send me a check for \$10.00 in care of Gordon Forster, 969 Hickory Rd. Heath, Ohio 43055, made out in my name. Also tell me how many members of your family, their ages, your phone number, and your address. If you want to learn about a special topic, write it down for me.

- March 6 CRUISING AND SEAMANSHIP: to include knots, mooring, anchoring, safety, provisioning, etc, Instructors: Jeff Wagner and Greg Alspach
- March 13 CHARTS AND BASIC NAVIGATION: to include chart symbols and readings, compass used and adjustment, dead reckoning, plotting courses, etc., Instr. Max Giles
- March 20 BOATS AND TRAILERS: to include maintenance, improvements, gadgets, go fasts, etc., Instrs. Jeff Wagner and Greg Alspach
- March 27 FUNDAMENTAL RACING RULES FOR BEGINNERS: Instr. Commadore Foster
OHIO WATERCRAFT RULES/HYPOTHERMIA: Instr. Ohio Dept. of Nat. Resources
- April 3 ADVANCED RACING RULES, FOULS AND PROTESTS: Instr. George Fisher
- April 10 BASIC RACING TACTICS: to include starts, windward leg, marks, etc.
Instrs.; Russ Crist and Jim Dressel
- April 17 TACTICS AND LOCAL CONDITIONS ON BUCKEYE LAKE: to include air, bottom, courses, and starts. Instrs.; George Fisher and Gordon Forster
- April 24 BOAT TUNING, SAIL TRIM, KEEL DEPTH AND OTHER ADJUSTMENTS: Instrs.:
Greg Fisher of Shore Sails with Gordon Forster and Jim Dressel



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March 6 Gun Club
March 6 Race Seminar
March 10 Board Meeting
March 13 Gun Club
March 13 Race Seminar
March 18 Ice Breakers
March 20 Gun Club
March 20 Race Seminar
March 27 Gun Club
March 27 Race Seminar



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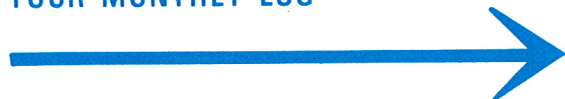
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