

Buckeye Lake Yacht Club



LOG

FROM THE BRIDGE ☆ ☆ ☆

APRIL, 1983

At the March meeting the Governors approved, without a dissenting vote, the purchase of the East Port for BLYC. The Governors also approved, without dissent, the use of the Fire and Casualty Fund for the initial payment of \$50,000.00. Both actions were approved by the Trustees without dissent. However, to complete the transaction, we now need the help and support of the membership.

The Fire & Casualty Fund was created by resolution of the Governors and Trustees and followed by adoption of that resolution by the general membership at the annual meeting of September 17, 1967. This resolution provided that the fund may be used exclusively for the repair or rebuilding of the club or facilities which may be damaged by fire or other casualty. The resolution also provided that the fund be invested to insure the maximum rate of return consistent with safety under the administration of the Trustees. Thus, membership approval of the reinvestment of these funds in the real estate will be required to proceed. This matter will be brought before the Semi-Annual Meeting of May 1.



***** NOTICE *****

The Semi-Annual Meeting of the Buckeye Lake Yacht Club will be Sunday, May 1, 1983 at the Club. The meeting will begin at 3:00 P.M. Important business will be taken up. See the Commodore's Article.

By way of history and explanation, the Fire & Casualty Fund was created in 1967 because the members at that time saw that a major casualty, such as a fire in the club house, could be very destructive and insurance to cover such a loss was unavailable at that time except in an amount which was insignificant compared to the cost of rebuilding. The members therefore provided that each year the club would pay \$1500.00 into the Fire & Casualty Fund. This amount was later increased to \$2500.00. A few years ago insurance in an adequate amount became available to the club. As a result, since we were covered by insurance and were required to pay the premiums for that insurance, the membership at the last Semi-Annual Meeting removed

the requirement for annual payments into the Fire & Casualty Fund. Therefore, the Fire & Casualty Fund now stands invested in securities.

I request each member to attend the upcoming Semi-Annual Meeting and support your Boards in our efforts to acquire this new East Port property by voting to permit the transfer of the Fire & Casualty Fund into this real estate. Although the Fire & Casualty Fund is not currently as critically important in the event of a major casualty because of the availability of insurance, nonetheless, the idea of a nest egg for unforeseen casualties is still a good idea. In my opinion, there will be three results of our use of the Fire & Casualty Fund to help purchase the East Port real estate. First, while the value of this important "nest egg" asset will be retained, it will not be as liquid in real estate as it currently is in securities. Second, however, by using this fund to enable us to purchase the real estate, the club is also obligating itself to make the remaining payments to complete the purchase. The result will be that after seven years we will have an asset of considerably greater value than any value possible through appreciation of the Fire & Casualty Fund. Thus, we will own a piece of real estate which, while not as liquid as securities, will be considerably greater in value. Not only could it be sold in the event of a major casualty, but a substantial loan could probably be obtained in the event of a major casualty using that real estate as security. Thus, the Fire & Casualty protection or "nest egg" aspect of the Fire & Casualty Fund would be substantially enhanced and increased by investing it in the real estate, far beyond what will happen if it is not so invested. Third, by investing the Fire & Casualty Fund in the East Port real estate, although we will no longer receive dividends or interest, we will receive the benefits of use of the property by the membership. The purpose of the club remains membership fun and never has been profit or investment.

For these reasons I urge all of you to support us by attending the meeting and voting in favor of the resolution.

PARKING AT BLYC is very convenient because of a friendly and cooperative relationship which we desire to maintain. Please do not try to save fifty cents by parking in the bank or church lot or on the street. Please help us maintain our cooperative, good neighbor policy.

DON'T MISS APRIL AT BLYC. The Junior Spaghetti Dinner is April 9 and has traditionally been well attended. It is a good chance to eat well while at the same time supporting our junior program. The juniors and their families do the cooking and serve the members. Support our growing junior program. Our last Icebreaker is April 15. Say good-bye to a relatively pleasant winter with your friends at BLYC. Then welcome spring one week later. Of course, in spring a young man's thoughts traditionally turn to women. It is therefore appropriate that our Ladies Auxiliary presents its annual Las Vegas Night on April 23rd. Since we have no old members, I expect our usual good turnout for fun and games. All these parties are of course but a prelude to the climactic event which

is Work Day on Sunday, April 24. The more we accomplish on Work Day the more we can enjoy the club. Thus, we need many people who will be well organized by Gov. Dick Wolf. There is no better way to get to know other members of BLYC than working side by side with them.

COMMODORE'S THANK YOUS. First, a big round of thank yous to Hank Falken and Falken Enterprises for the fine job done on the ladies room and the upstairs mens room. Both have now been completed and I am very pleased. Hank and his crew did a job above and beyond the call of duty. We shall appreciate his fine work for years to come.

Also, many thanks to Joe and Jan Kerr for their work with the Icebreakers. Attendance has been excellent and thanks to them everything was always ready and planned for. I appreciate the quality of their effort and of course Joe's poetry demands that I do no less than confer upon him the title of poet laureate of BLYC and grant to him all the rights and privileges appropriate for and inherent in said office.

GET YOUR BOATS CLEANED UP AND READY, BOATING WEATHER AND BUCKEYE LAKE WILL SOON BE READY FOR YOU.

AGENDA SUMMARY
For Semi-Annual Meeting - May 1, 1983

1. Opening ceremonies, roll taking, minutes
2. Financial Report
3. Governor and Committee reports
4. Unfinished business (none currently anticipated)
5. New Business:
 - a. Discussion and Vote upon use of Fire and Casualty Fund for Purchase of East Port (see Commodore's Article)
 - b. Presentation of Proposals for Use and Development of East Port which have been under discussion. (The Commodore expects that no decisions on development will be made until after the Semi-Annual Meeting).
 - c. Comments and Discussion of the proposals and the use and development which the members want.
 - d. Any other new business from the floor.
6. Nominating Committee election and appointment of Audit Committee.

RACE AND REGATTA

By Governor Gordon Forster

CLIP AND SAVE !!!

SPRING RACING SCHEDULE FOR THE LIGHTNINGS AND MACVENTURES

DATE	FLEET	START TIME (PM)	SERIES	No. OF RACES
May 8	MacVentures	2	First Sunday	1
May 15	MacVentures	2	First Sunday	1
	Lightnings	12	Spring	2
May 22	MacVentures	2	First Sunday	1
	Lightnings	12	Spring	2
May 28	MacVentures	11 AM & 2	MEMORIAL DAY	2
May 29	MacVentures	2	First Sunday and Memorial Day	2
	Lightnings	11 AM	MEMORIAL DAY	2
May 30	MacVentures	11 AM	LONG DISTANCE RACE (Memorial)	1
	Lightning	11 AM	LONG DISTANCE RACE (Memorail)	1
	ALL SAIL BOATS	11 AM	Comm. Metzger Long Distance	1
June 5	MacVentures	2	First Sunday	1
June 12	MacVentures	2	First Sunday	1
June 19	MacVentures	2	First Sunday	1

The Lightning Spring Series consists of six races and the Memorial Day Series consists of three races with the Long Distance Race being counted as one.

The MacVenture First Sunday Series consist of seven races with one throwout and the Memorial Day series consists of five races and no throwouts.

NOTICE NOTICE NOTICE NOTICE LOOK LOOK LOOK LOOK
To all Laser Sailors, Lido Sailors, and Highlander Sailors

RACE SCHEDULING MEETING SET FOR SUNDAY,
APRIL 10th. AT 1:30 PM AT THE CLUB. A
SHORT ONE-HALF HOUR MEETING WILL BE HELD
TO ESTABLISH RACE SCHEDULES.

If you want to race but can not come to the
the meeting, please write or call me so that
I have your name for the records.

Gordon Forster

969 Hickory Rd. Heath, Ohio 43056
(614) 323 - 1562



Galley Gossip

Gov. John Doneff



SOMETHING NEW

**The Piano Playing and Sing-A-long
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Sunday - APRIL 17th. 1983

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\$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

PROPOSED NEW MEMBERS:

Guy E. Brown: proposed by Art Leach, seconded by A.O. Wing. Guy and his wife Nancy live in Harbor Hills, Guy operates an Auto Repair business.

Edward Gaiser: proposed by Bud Sayre and Herbert Dutro. Ed and wife Jody live in Baltimore, Ohio, Ed is the owner of Gaiser Equipment Co. in Columbus.

Peter D. Eimer: proposed by Comm. Fisher and John F. Wolfe. Peter and wife Barbara along with their five children live in Columbus. Peter is a Dental and Medical Equipment distributor and manufacturer in Columbus.

William A. Ford: proposed by Lloyd Goodman and Gov. John Doneff. William and wife Joan live in Columbus. Bill is Accounting Manager with Nationwide Insurance Co.

Charles H. McCurdy: proposed by Lloyd Goodman and Gov. John Doneff. Charles and wife Mary live in Columbus. Charles is with Lennox Industries in a Engineering and Management Capacity.

OVERHAUL

AFTER TWO SEASONS, Buckeye Lake Yacht Club was soundly moored. It had a "Clubhouse" adjacent to its little, low-lying island with eroding shores. While skippers and crews reviled in these quarters, twelve of their thirty-odd tmpermental powercraft could rest quietly in sheltered berths, smugly showing their posteriors to the little fleet of touchy sailcraft tugging restlessly at bouys anchored in the bay to the east.

Along with such facilities, the Club also had acquired certain responsibilities, problems, a flatboat, a dinghy and debts.

To cope with these, and to realize its ambitions for further improvement and expansion, it was faced with necessity of examining and improving its status.

Turnover among officers and crew was a matter of serious concern to leaders of the Club.

Of the 84 members registered at first season's end, only 51 remained aboard at last of the second—a loss of over 39%. Of those who had disembarked, 16 were from Columbus, 11 from Newark, 4 from Buckeye Lake and vicinity, and one each Hebron and Granville.

Fortunately, continuous campaigning for membership had contributed to the Club's survival by more than offsetting such losses. During the second season, 59 new names appeared on the roster — a net increase of 31% — bringing the active total to 110. Of such augmented complement, 74 hailed from Columbus; 29, Newark; 2, the Lake and environs; 2, Hebron; 2, Utica; and one from Hanover.

The disturbing phase of this was that Newark, smaller yet much nearer the Lake than Columbus, had fallen far short of maintaining its proportionate participation. While the net gain from Columbus had been almost 49%, that from Newark had been less than 12%.

Desirability of bolstering the relative strength of its Licking county contingent was reflected in the Club's second annual meeting in September, '07.

Contrary to results of previous elections, a majority of the officers and governors then elected were residents of Newark.

A mortgage heavily hung over the Club's home base. Its corporate coffer was practically empty. To keep the Club and its building company going, as well as to clear the company's indebtedness, would require more money. To get from under such stifling burden might require years of hard sculling — unless!

Unless more of its building company's stock could be sold, BLYC's canvas soon would be flapping as she wallowed at the mercy of swells.

Up to November of '07, Buckeye Lake Building Company's total income had been only \$1683.96. This consisted of \$200.21 borrowed from BLYC at completion of the corporation's organization in March, and still unrepaid; \$350.00 advanced by the Club on account of rent not yet due; and \$1133.75 from sale of capital stock — \$300.00 from the Club, itself the largest but not a controlling stockholder, and \$833.75 from individual club members.

Frugal as the company had been, it had spent \$874.29 for its corporate organization, stock certificates, treasurer's bond, land acquisition, operating and other necessary expenses, and for miscellaneous improvement incident to development of its property. Left in its treasury was a gross balance of \$809.67, or a net of only \$259.46 since \$550.21 really belonged to the Club.

With the first and final payment of \$1943.95 falling due to building contractors Walters & Norris, including \$132.95 for authorized extras in addition to the agreed contract amount, the company's entire cash balance was shy \$1134. 28 of being sufficient to meet such immediate obligation.

But the company's property and corporate existence en-

abled it to borrow \$1,000.00 on a note bearing interest 6% per annum, secured by a mortgage on its newly developed facilities about to be rented to the Club. With the cash balance thus increased to \$1809.67, there was almost enough to fully pay the contractors.

To settle their account, Walters & Norris received \$1743.95 and a promissory note for the balance of \$200.00, leaving in the company's treasury a nest-egg of \$65.72.

THE GOVERNORS OF THE CLUB, meeting in December, '07, surveyed the situation. Comm. Lynch, R. Comm. Speer and Gov. Sackett, also being building company directors and capable business men, were well aware of company as well as club and general economic circumstances.

For use of these facilities, the Club was obligated to the company for rental in the amount of \$350.00 per year. And, in addition, it was up to the Club to maintain the property in good condition, making any repairs necessary to that end.

Furthermore, being its only stockholders, the Club and its members would have to support their building company or suffer a change in landlord. But, in view of the current general "money panic", that might be difficult.

While the Club was well found and firmly set in its course, its governors as lookouts observed clouds on the horizon. Although not yet ominous, they portended possible encounters with hazards which might at least impede progress should appropriate precautions not be taken.

It was with a certain sort of courage, therefore, that The Governors immediately acted to alleviate the shock of a storm, or calm, should one break.

The Club's coffer was bared to acquire an additional block of 20 shares of building company stock.

A campaign was set in motion to solicit increased stock holding among individual members, especially by the many who had taken none voluntarily.

The Club's by-laws were amended to make the cost of becoming a member two shares of stock (\$10.00) in addition to the formerly required \$2.00 initiation fee and \$4.00 annual dues, bringing the total up to \$16.00 instead of \$6.00 required to be submitted with each new application.

A concentrated campaign was instigated to bring in new members on such amended basis.

As a step toward preserving and enhancing the value of the club-held land, an Island Improvement Committee was established.

Emphasizing the responsibility of the Club collectively, and that of its members individually, in connection with utilization and care of its rented property, a set of rules was adopted—summarized very briefly as follows:

All members have equal privileges, but "comfort and convenience to yachtsmen" are "paramount" . . . No cooking or lodging except on written permission . . . Ladies welcome only on specially designated days . . . Members and guests always "gentlemen" . . . no gambling, intoxicants or profanity on premises . . . Caretaker not personal servant . . . Boat stalls \$25.00 and \$30.00, and lockers \$5.00 per year . . . No gasoline stored on premises . . . Flatboat rental \$5.00 per day . . . Boats not to interfere with others . . . Docking for not more than "10 consecutive minutes" if another craft waiting for space, except in emergencies . . . Club dinghy not to be monopolized . . . Lost or damaged Club property to be paid for by responsible party within 10 days . . . Club officers charged with enforcement . . . Violators of rules subject to loss of privileges, by word of mouth or in writing, until reinstated by Board of Governors on grant of appeal.

Net result of those threatening circumstances and countermeasures of December, '07, was to make the Club more substantial.

The "money panic", fortunately, was of brief duration, soon slid off sharply, and had little if any real effect upon the affairs of this organization.

Under pressure of the stock selling campaign, some membership losses were sustained. But they were more than offset by new members admitted on the more remunerative basis.

And participation in the Club's responsibilities apparently brought greater appreciation of its facilities alike to members and officers.

THE CLUB'S THIRD SEASON, '08, opened with its usual youthful enthusiasm. Its financial accounting was in young, capable, trusted hands of a brand-new member, destined to become one of the most useful, beloved and respected individuals still active in affairs of the Club—George O. "Cap" Clum.

In fact, BLYC then had almost everything a yacht club actually needed—EXCEPT a real lake to sail on, and to attract and hold members.

Elimination of that exception seemed assured, however, by the influences of a group of seven "honorary" members of this organization. Purposefully cultivated, individually and collectively, they not only had accepted such affiliation but were active participants in the Club's program, including its advocacy of lake improvements. Several of them were stockholders in Buckeye Lake Building Company.

The Club's crew of "nautical neophytes" was proving capable of navigation under all conditions; and, so manned, it was BLYC's centerboard around which pivoted conversion of a stumpy reservoir into a REAL Lake.

WITH VIGOR, as usual, The Club's third annual Memorial and Independence Day regattas, '08, were conducted as scheduled.

Later on in July, several officers and members represented the Club at the ILYA regatta at Put-In-Bay.

And before the season ended, a new porch across front of the "clubhouse" provided shelter for the Club's growing porch fleet.

ON LABOR DAY, '08, however, visitors to the Lake saw its waters fast withdrawing from its shores; and there was no regatta to witness.

Visible sail-craft lay naked and dry atop often sodden Sunken Island standing high out of a sea of mud, gravel, stumps and waterlogged tree trunks.

Sages of Millersport were most indignant that their canal was becoming only a groove of slim. At the rate the water was falling the lake soon would be mere puddles surrounded by

ooze. Fish would be left stranded and most certainly dying. What a calamity was befalling their fishing preserve!

Yachtsmen, every bit as discommoded as anglers, were happy.

With waste-weir and lock sluices wide open, the lake was being drained as quickly and low as possible to put it in dry-dock for caulking and removal of its under-water impediments.

CONVERSION of Licking Reservoir into BUCKEYE LAKE, under personal direction and supervision of "Uncle" George Watkins, finally was underway.

During autumn of '08, state authorities and forces tore out the decrepit, old wooden waste-weir and replaced it with the present one of concrete. They put lock walls, gates and sluices into water-holding and servicable condition. And they rebuilt, strengthened or repaired considerable portions of the north embankment, as deemed advisable, relaying much of its inner lining of stonework in cement mortar.

Cold weather halted further work on embankments.

During winter, when the lake's bottom and "puddles" were frozen over, the state proceeded with removal of the normally inundated forests of stumps and tree trunks, down as low as possible. Although a number of thaws prevented continuous full scale activity, most of such hazards to navigation were eliminated throughout greater portions of the lake's major basins lying westward from Middle Passage.

Then, when time to close sluices for impounding late-winter and spring runoff for the following season's boating, further work was abandoned until succeeding winters.

WHILE THE STATE was so engaged, the yacht club made its first major improvements on and around Sunken Island. These had been planned by the Island Improvement Committee, appointed in December the year before, composed of Henry Sayre, chairman, V. Comm. Cherry and Dan Alspach.

Mr. Sayre was grandfather of "Bud" who now is operating Sayre Bros. Chris-Craft agency at the Lake; and Alspach was one of those charter members frequently still seen at the club

during the past few years. Present at the Club's last election, he passed away shortly thereafter at the age of 89.

Authorized by the building company directors, in conference with this committee and the Club's governors on October 12, '08, these improvements proceeded promptly under direction of the committee and personal supervision of Mr. Sayre.

Efforts to impress members, with necessity of their participation in "digging carnivals", came to naught. Introduced to picks and shovels, they looked upon the inanimate objects as venomous serpents. So, actually as prearranged, the entire program was placed in the hands of Kinnear Bros., contractors of Columbus.

The island was enlarged and most of it raised to level of boathouse floor. To accomplish this, concrete seawalls first were constructed around its shores. Then the inclosed space was filled with materials excavated to deepen water under boat stalls, to open and add depth to the channel between island and main shore, and to increase depth elsewhere beside and beyond such walls. Left roughly graded, the island's new surface was permitted to settle before being leveled and seeded early in the following spring.

The walls then built followed generally the lines of those now surrounding Watkins Island, with certain exceptions. That adjacent to the back channel lay somewhat inside the present one. There was no pier such as now protects the westerly end of that channel. And along the island's southeasterly shore, the original wall ran diagonally from near the inner end of the present west dock to the southwesterly corner of the boathouse.

The curved portion of the present wall along the westerly side of the island, except its top section of about two feet height, was constructed at that time. This top was added some years later, by Wm. Rosebraugh, to provide obviously needed further protection against erosion.

HOUSE, PORCH & GROUNDS

SPRING WORK / FUN DAY

It's your club. Come and help ready it for the year's activities. We need you!

SUN. APRIL 24th

Start between 9:00 & 10:00 A.M. or as soon after as possible. **FREE LUNCH & BEER**
1:00 P.M.

Gov. Dick Wolf

LADIES AUXILIARY

Eighteen members of the Ladies Auxiliary and one guest met the evening of March 8th for dinner and a meeting. Diane Koman and Shirley White were hostesses. President Pat Ottenweller said the Children's Christmas Party was a success and thanked the people who helped to make it so. She reviewed the make-up of the Friendship Committee: Lancaster, Sandy Alspach; Newark, Marion Petersilge; Buckeye Lake, Phyllis Flynn; and Columbus, Pat Ottenweller. Notify one of these people if you know of a member who is sick in the hospital, etc.

The constitution revisions will be posted for 30 days and voted upon in April. No major changes are involved--just rewording. Marty Fisher is sending letters about the auxiliary to wives of new Club members. New items will be going into the showcase in the next few months.

Our two money-making projects for the year are being planned now: Las Vegas Night, April 23rd and the Card Party, June 15th. Volunteers are needed. Offer your services to Mary Walters for Las Vegas Night and to Marianne Wagner for the Card Party.

Door prizes were won by Lillian Kinnel, Pat Forster, Marianne Wagner, and Sandy Foster. The next meeting is a luncheon on April 12th.

Pat Forster, Secretary

GUN CLUB - ROBERT ZEIHNER, PRES.

We have finished shooting for this season. The trap and all winter toys will soon be put away. The next gun club event will be our annual dinner Saturday May 7, 1983. Thanks to all who participated.

BoB

THE JUNIOR'S ANNUAL SPAGHETTI DINNER - COMING SOON !

SAT. APRIL 9TH, 1983

BRING THE ENTIRE FAMILY & FRIENDS OUT
TO BLYC FOR DINNER TOGETHER.

ALL PROCEEDS TO THE JUNIOR PROGRAM!

LADIES AUXILIARY

PRESENTS

LAS VEGAS NIGHT

SAT. APRIL 23RD 1983

COCKTAILS - DINNER - GAMES

LOOK FOR YOUR FLYER IN THE MAIL,
FOR MORE DETAILS, ABOUT THIS EXCITING
& FUN FILLED EVENING!

SAVE BLYC! VOLUNTEER NOW!

The Ladies Auxiliary wants to disassociate themselves from the BLYC and affiliate with another Club. John & Marie Doneff are moving to the Virgin Is. permanently. The Commodore just tore down his newly erected pole barn. George Fisher has filed suit against the Club with Jim Dressel. The Ballengers have asked the Jacobs to provide them with a security guard while in and around the Club. Curtis Wuellner has been asked to resign from the Auxiliary. Gordon Forster has been relieved from his Race & Regatta responsibilities. Mike Hein refuses to dance again at the Club and the Juniors are refusing to eat spaghetti. Virgil Bateman is selling his house and Marty Headlee his Lightening. Nick Dougherty and Max Giles have burned their Cost Guard ensigns.

What's causing this mass disaffection and disarray within the BLYC? The irresponsible and, apparently irrevokable, appointment the Commodore made of Don Hardy as Sail Fleet Captain and Snowball Chairman this year. Your O.S.S. (Old Stump Stomper) has uncovered the fact that Frank was blackmailed? Don threatened suit through the Maritime Commission for Frank's having led a mutiny and shanghaied him and his boat at Pelee Is. last September. Thus, Frank had no option other than to make this appointment and try to minimize Club losses.

The decisions made so far by our local "loose cannon an a rolling deck" are:

1. Purchase of tassels & tights for Auxiliary members to wear during Snowball registration & cocktail parties.
2. Busing of Snowball participants to REEB'S Restaurant in Columbus for all meals - in vans provided by Bob Walters.
3. Signing a contract with Wilbur Wuellner to install fountains at each flag on the race course to slake the thirst of sailors who drank too much free beer.
4. Rewriting of Regatta racing rules to require that George Fisher tow a Sayres Chriscraft in all races and Don Hardy be given a half-hour head start.
5. Demanding that Gale Roshon donate a pant leg from his slacks for each pole at the start/finish line.
6. Requiring Mike Hein do the hula at all Snowball social functions while his son, Dan Dressel and Willi Petersilge lead the Juniors in an aquatic ballet between races.

7. Telling Virgil and Marty to organize the "Take a Towpath Toff to Lunch Bunch" (Organizing towpath itinerants as a corps of Regatta spectators).

8. Demanding that the Coast Guard Auxiliaries provide 3 destroyers, 2 heavy cruisers and minelayers for use in course control. Protests will thus be quickly adjudicated (offenders will be sunk on the spot - as will MacVentures incautious enough to catch up with the Chairman).

How can this heresy be stopped? Obviously, our Commodore is over the barrel and the future of the Club is at stake. Only you can save us? We must infiltrate the Snowball Regatta Committee and modify or reverse these destructive decisions. In particular, we need a Vice-Chairman that can take over and straighten out the mess for the following year. The Auxiliary must step in now, gently guide the Chairman in the right direction and relieve him of further irresponsibility. Chairpersons are also needed for: Racing, Trophies, Flags, Protests, (other than against the Committee itself), PR/FLYERS/ANNOUNCEMENTS, Launching/Haulout, & Rescue/Patrol. The Auxiliary will hopefully provide Chairladies for Decorations, the Cocktail Parties, and Registration.

Jack (re-doubled) Beeson and his wife Pat, quickly accepted the responsibility for scoring. Thus, this is the only area developing smoothly to date! Help save your Club! Volunteer now!!!

O.S.S.
The Old Stump Stomper



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IMPORTANT DATES

April 9 Jr. Dinner
April 14 Board Meeting
April 23 Las Vegas Night
April 24 Work Day
May 1 Semi-Annual Mtg.
May 7 Gun Club Dinner
May 8 1st Race



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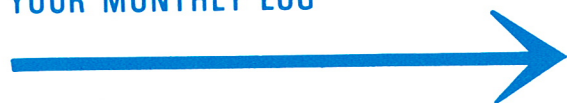
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