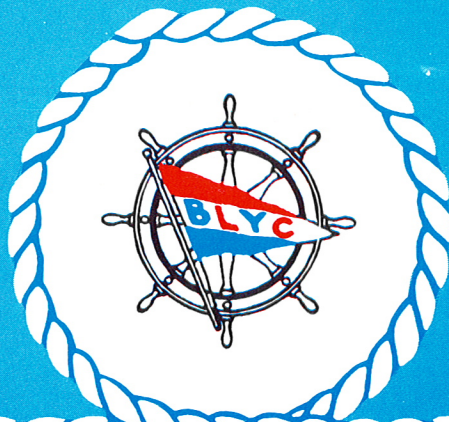


Buckeye Lake Yacht Club



LOG

FROM THE BRIDGE ☆ ☆ ☆

SEPTEMBER, 1983

You are reading my last words written from the bridge of BLYC. This is the last time I will be looking out of this page at you. What can I say worth reading? I love the warmth and richness of all the history and traditions associated with BLYC. I am thankful for the relatively opulent wealth of our physical facility. I respect the vigorously healthy and growing nature of BLYC as a thriving organization. But most importantly I enjoy being a part of the membership with its well deserved reputation for hospitality to others and camaraderie among members. BLYC is an escape into the fantasy world of boating. It's a chance to be 16 years old again. It's plain to see why any man would like to win a place in the succession of Commodores of BLYC. As I now follow the other Commodores into retirement, foremost in my mind is my thanks to the members of BLYC for the opportunity to do so.



NOTICE

The annual meeting of the Buckeye Lake Yacht Club will be Sunday, September 18, 1983 at the Club. The meeting will begin at 3:00 P.M. The annual election of our Board of Governors will be that morning.

SEPTEMBER AT THE CLUB features the annual election on September 18 followed by our annual meeting at 3:00 P.M. The candidates will present their usual free breakfast on the porch beginning at 9:00 A.M. During this time you can meet the candidates and afterwards cast your ballot. Information about the candidates is given in this Log. The Saturday evening immediately preceding Election Day will be our annual candidates night. You will want to attend that you may meet the candidates and their families and because it's a great party.

All our junior sailors have completed their competition in the ILYA events. I thank all of them for representing us in the regattas. See Gov.

George Roger's article for the results of these regattas.

LABOR DAY WEEKEND at BLYC promises to be big. We have lots of racing, partying and relaxing scheduled for September 3, 4 and 5. The weekend of September 10 and 11 will be the MASTERS CUP SAIL OFF in which the best sailors of each fleet compete for the Club championship.

THE ANTIQUE POWER BOAT REGATTA was a major success for BLYC. We had thirty boats registered, three more than our previous record. Mike Compton, a delegate from the Chris Craft Antique Boat Club with headquarters in Florida, attended our show and presented an award to Zenna and Bud Sayre. The first and organizational meeting of the Central Ohio Antique Boat Club was held in our Commodore's Lounge. The winners of the awards for the Regatta are printed in this Log. I would like to thank Greg Alspach, this year's Chairman of the Antique Power Boat Regatta, who has planned and organized this event over the past year and Ed Gaiser who coordinated events on the weekend. Thanks also to George and Lauren Zukovs, Dick Schlaaffly, Nick Dougherty and Zenna and Bud Sayre.

MY TERM AS COMMODORE began with my conclusion that so many capital improvements and major repairs had been made over the past several years that my year would have little of that. The club was in great shape. Instead, I hoped to concentrate on operating the Yacht Club as smoothly as I could. I told the Governors that it wasn't so important to me that I have friends when my term ends, but that the members say the Yacht Club ran well during my year. I wanted the social events to be well organized and scheduled well in advance. Fortunately, thanks to Gov. Mike Jacobs, that happened. And it happened with no help from me. Mike simply took the responsibility and carried the ball through the whole year. Ongoing maintenance and repair is also a major contributor to smooth operation. I gave Gov. Dick Wolf long lists of minor projects I thought should be done. He added things he saw. Those lists were not exciting reading but were long reading. He always accepted my requests with a smile and once he knew something was needed it was as good as done. He not only worked to maintain the club and the island, he worked on the new Eastport property.

I was pleased to be able to publish a complete schedule through 1983 in the November, 1982 Log and in the directory. This year BLYC participated in the founding of the Buckeye Lake Organizations Council which is a counsel of lakeside businesses, clubs and organizations interested in improving the Buckeye Lake area. We reprinted the BLYC matches and printed napkins for the bar.

However, I suspect this past year may be mostly remembered for capital improvements. During this year we purchased the Eastport property and constructed a three ton hoist there for power and sail boats. The ladies room and the upstairs mens room were completely remodelled. A junior room was constructed beneath the new dining area. A security gate and fence were constructed at the shore end of Area 8. Lounge tables and chairs were purchased for the bar area. A new furnace was purchased and installed. The hoist on the island was painted and the boards replaced and a drain tile system was installed on the island to drain water from beneath the club and from the gutters. All it took was your money and the work of the boards

Finally, there is what may be the most major and significant accomplishment of my administration. On the weekend of the Antique Boat Regatta I ran into Lum outside our gate. He indicated he was in good health and I inquired about his availability to come back and begin working, mowing, weeding, watering and occasional night watchmaning. Dick Wolf is looking into that as of this writing. I am hopeful Lum will return to the island.

But the future is always more exciting than the past. With respect to capital improvements my opinion is the same as it was a year ago. I still don't see a need for many. I look forward eagerly to my retirement and my continued and probably expanded enjoyment of BLYC. More time to sail and perhaps a little poker. What a life. What a Club.

Frank H. Foster, Commodore

LIDO RACING NEWS

On July 23rd, the Rocky Fork Regatta was held at Rocky Fork Lake. Pete Polites tied for 1st, Jerry Jones won second place, also representing BLYC were Jud Ortman & Gov. Robert Zeiher.

HOUSE, PORCH and GROUNDS

Gov. Dick Wolf

Much has been accomplished this year "with (more than) a little help from my friends." Some things that were done this year can be wrapped up on Fall Work/Fun Day. Many people helped here and there throughout this year, in addition to the large work forces on the two major work days. Thanks to all.

RESULTS OF THE ANTIQUE
WOODEN BOAT REGATTA

The following were the award winners at the Regatta.

Oldest Restored

- | | | |
|----|------------------------------|--------------|
| 1. | Squaw Man, 1936 Chris Craft | Bud Sayre |
| 2. | Sandra, 1938 Chris Craft | Dr. Ed Jones |
| 3. | Bobbie Lee, 1940 Chris Craft | Dick Redden |

Best Restored

- | | | |
|----|-----------------------------|------------------|
| 1. | Old Spice, 1950 Chris Craft | Bob & Mary Davis |
| 2. | No Name, 1956 Seafayer | Skip Wakefield |
| 3. | Joannie K, 1957 Century | John Wolery |

Most Original Condition

- | | | |
|----|-----------------------------|------------------|
| 1. | No Name, 1966 Chris Craft | Jaqueline Riddle |
| 2. | No Name, 1957 Chris Craft | Barbara Eimer |
| 3. | Margus II, 1948 Chris Craft | Gus Schell |

Best Of Show

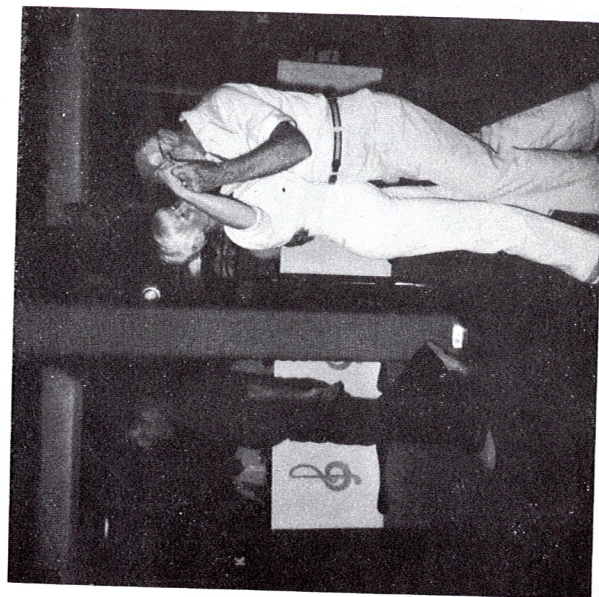
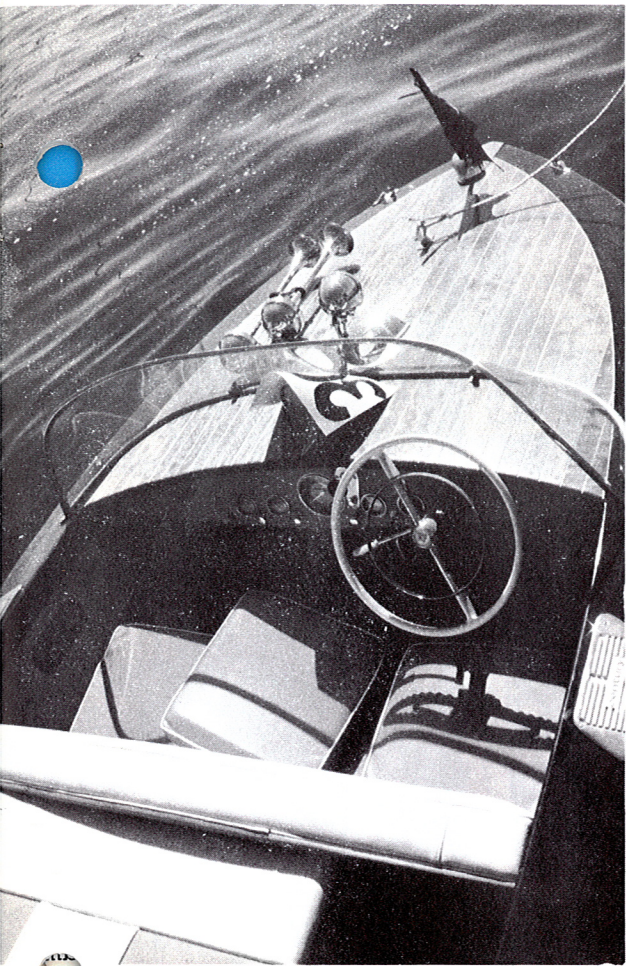
- | | | |
|----|------------------------------|----------------|
| 1. | No Name, 1956 Seafayer | Skip Wakefield |
| 2. | Squaw Man, 1936 Chris Craft | Bud Sayre |
| 3. | Bobbie See, 1940 Chris Craft | Dick Redden |

The oldest boat at the show was a 1927 Chris Craft owned by Vic and Mary Kistler and kept under our covered docks on the island.

COMMODORE SYDNEY LORD TO BE ROASTED

The Somerset Lions Club is having a roast for Dr. Sydney Lord on September 9, 1983, beginning at 7:00 P.M. at the Holy Trinity School in Somerset. Dr. Lord was Commodore of BLYC in 1930.

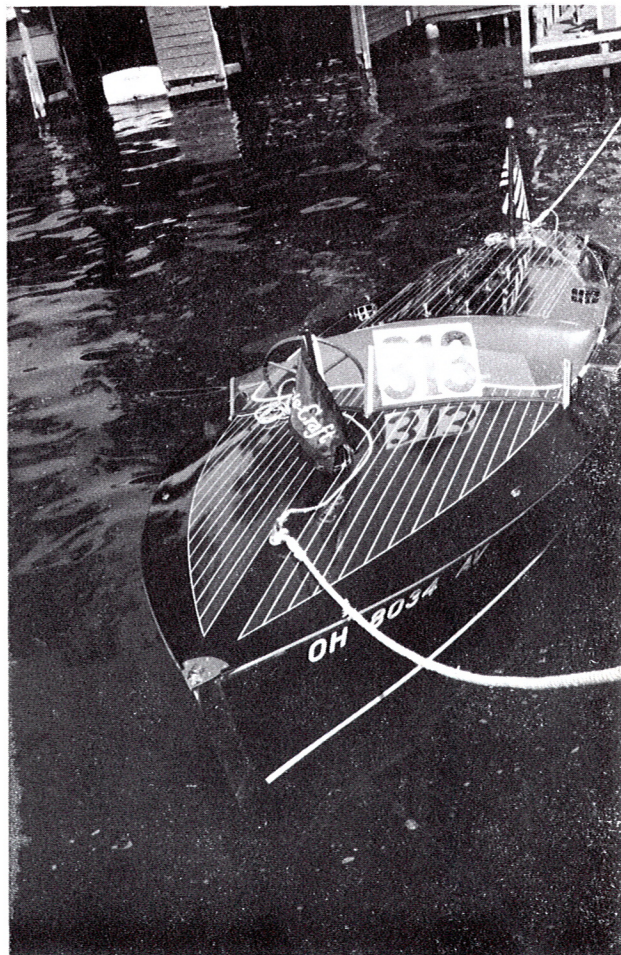
Reservations may be obtained from Tom Jenkins of the Somerset Lions Club at 743-2318 before 2:00 P.M.

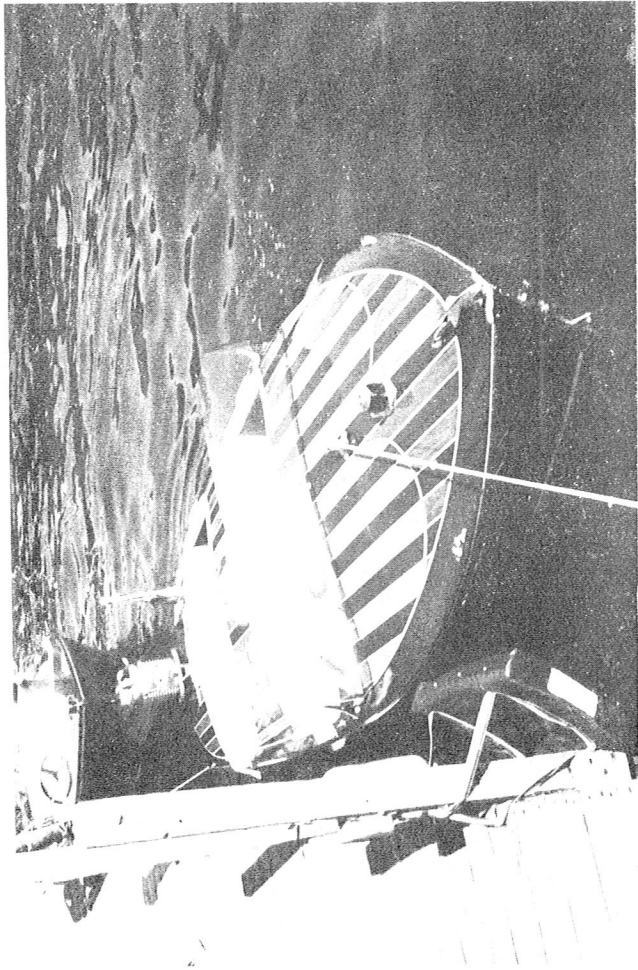


Bob & Pixie Varner
Dixie Land Band

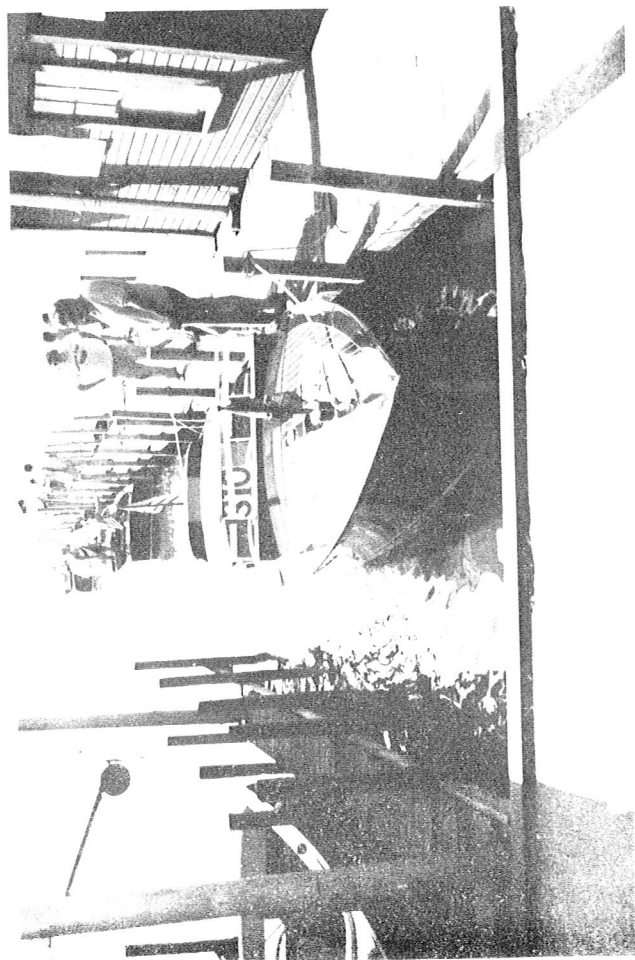
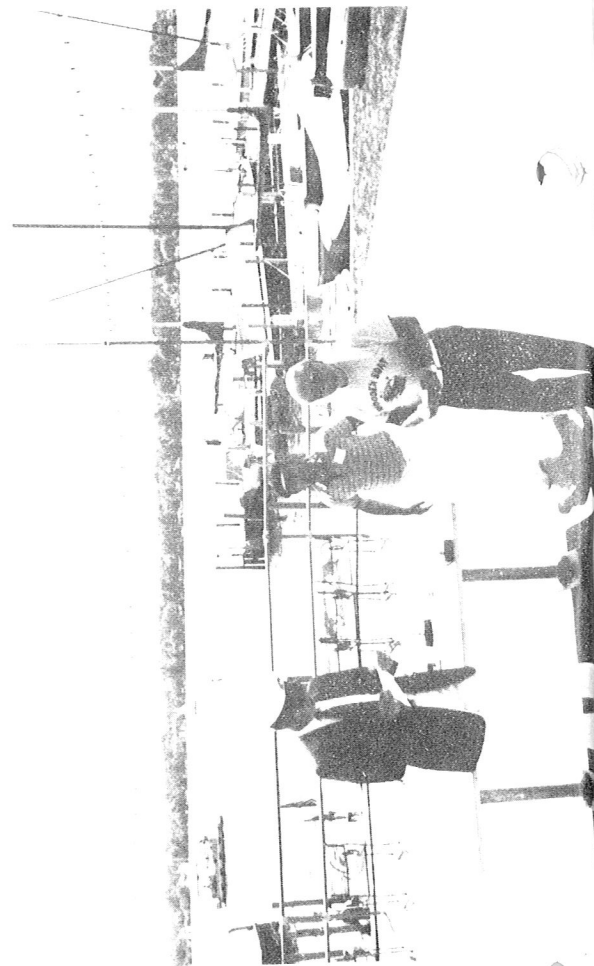


Antique Wood Boats



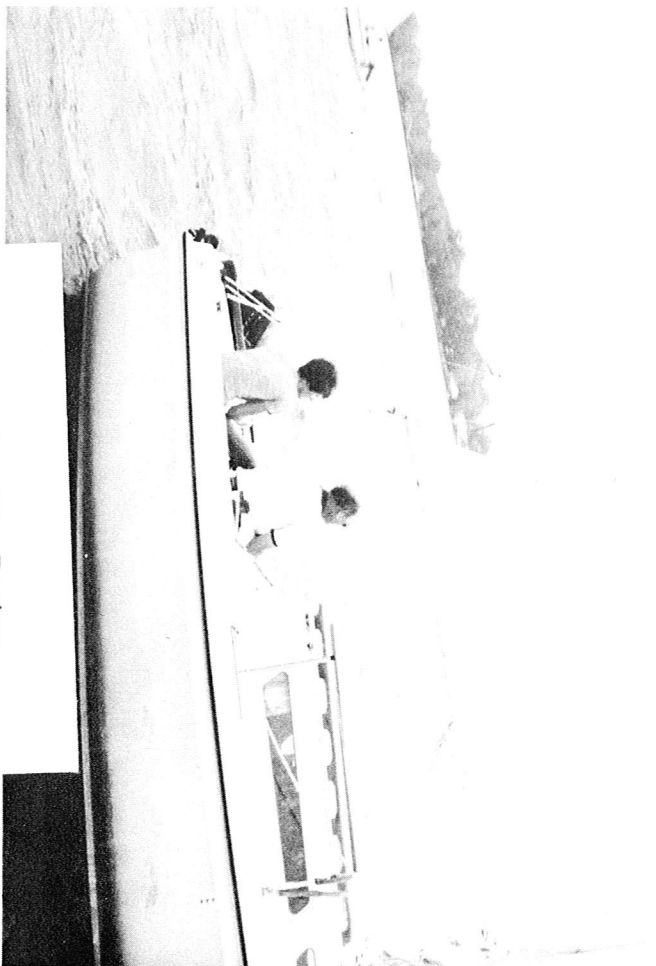


An Award for Gus Schell

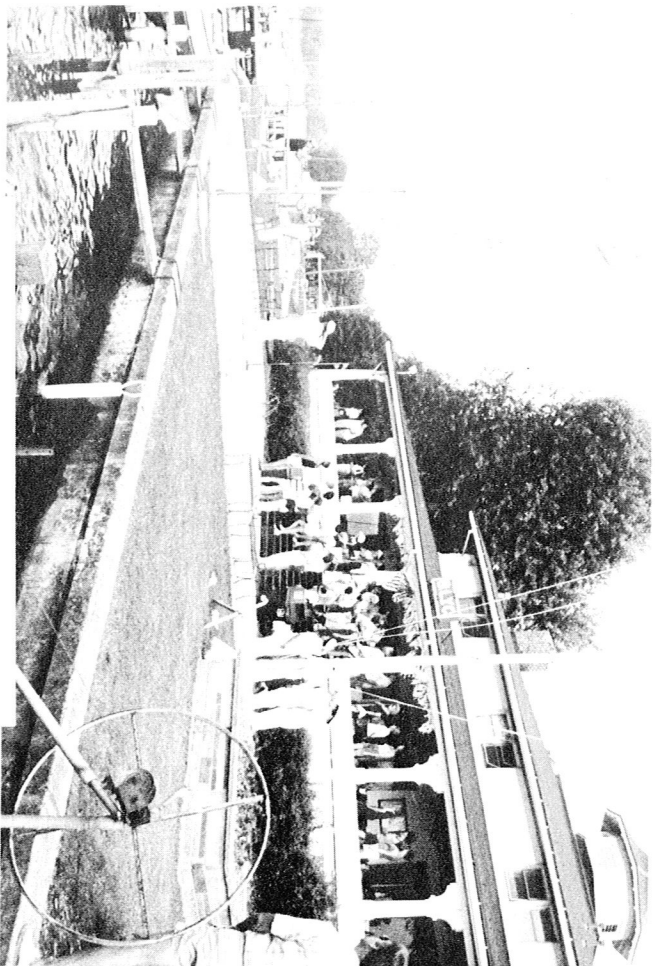


An Award for Bud & Zeina

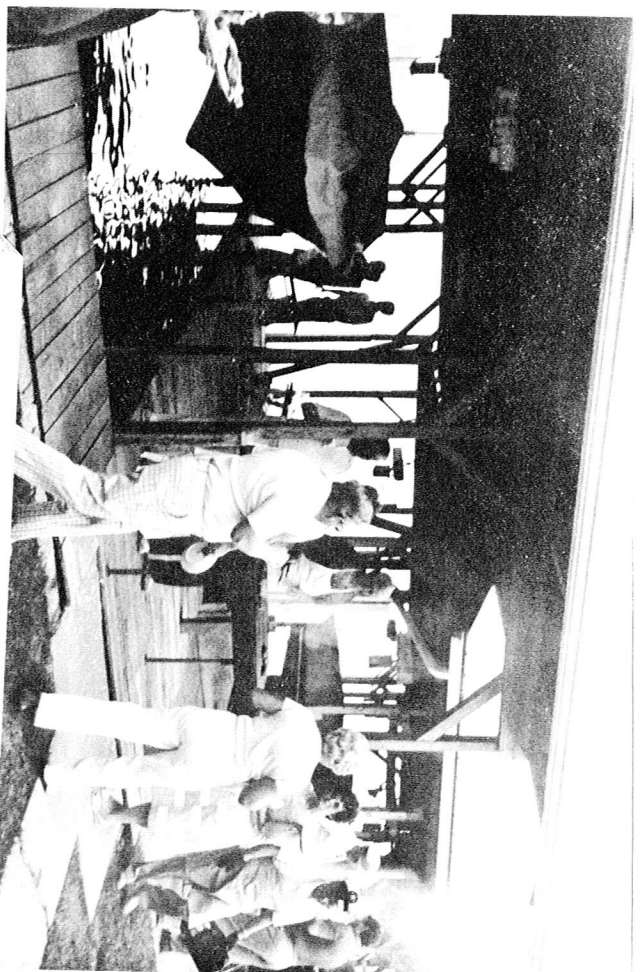




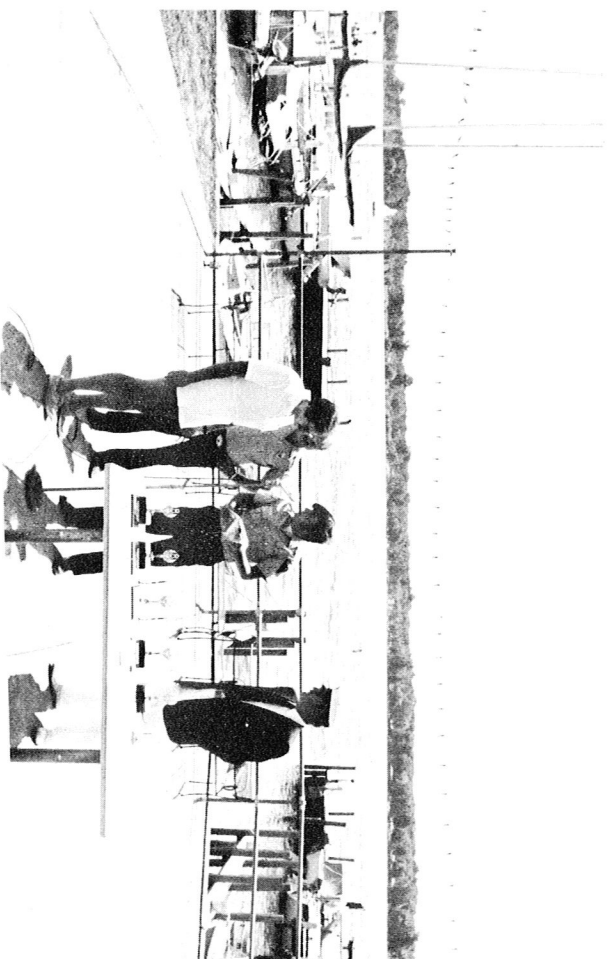
Frank & Frankie Foster



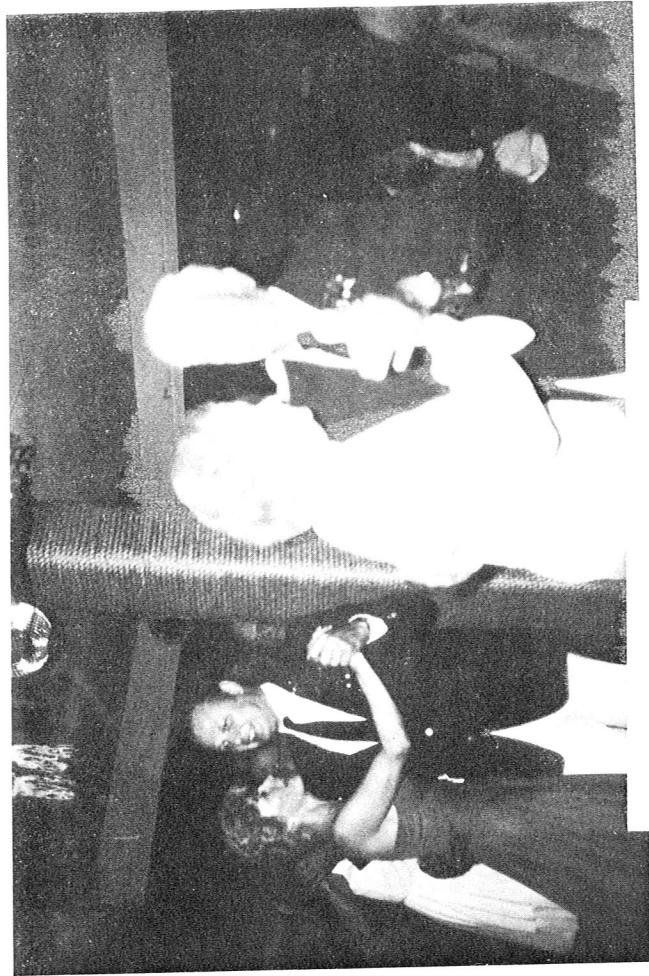
Flag Raising July 4th Week-End



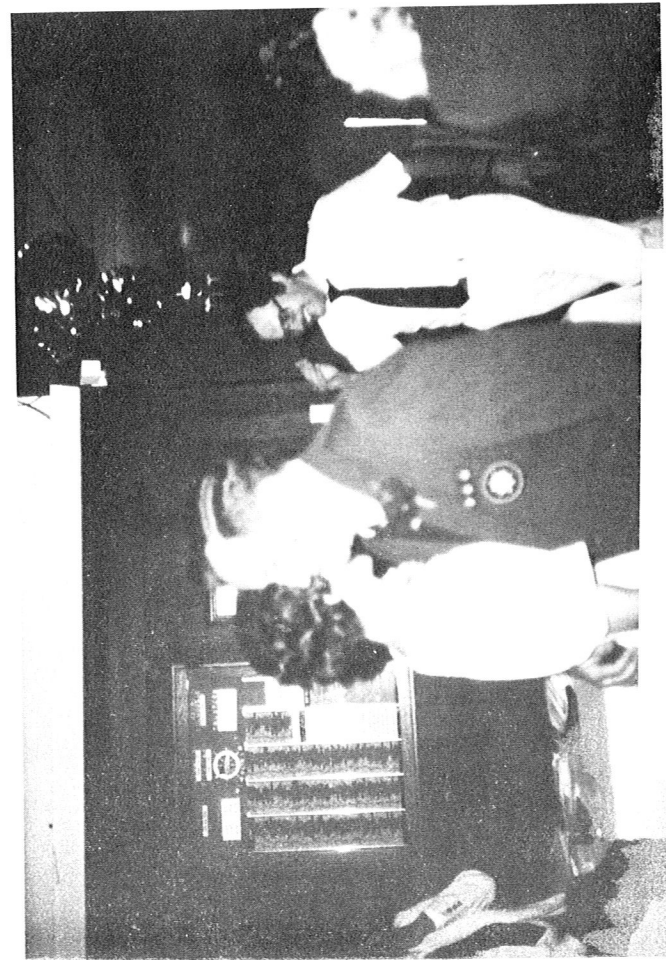
Commodores' Steak Fry 1983.



Special Award for John Doneff



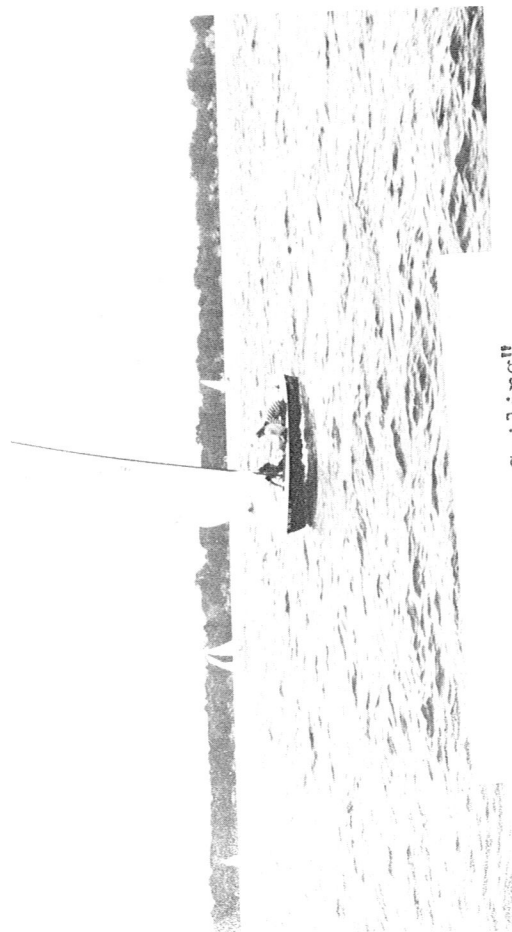
Commodore & Judy Ballanger
Commodore & Doris Dye



Commodore & Donna Preston



Shirley White, Bob Zeiber &
Jim Allen - Gun Club Dinner



"Just Sailing"

Then the wind and the waves mount up, and they have another new experience: seasickness. But they can't spend all their time enjoying themselves because the bales of fodder and the figs and the goat meat, as well as most of the animals, are hurtling from one side of the Ark to the other. Noah invents lashing.

The wind and the rain and the waves go on and on. You know they're all terribly scared and pray a lot just like we find ourselves doing in a bad storm. After five whole months the rain dribbles away, the wind drops, the waves subside and the sun comes out. Noah opens the window and everyone breathes a little easier. The women air out the bedding and start working on their tans. Someone thinks of making a sailing dinghy but they find they need all the scrap gopherwood to patch the holes that are being made by the teredo worms God told them to bring aboard.

What did they do with all their time? They didn't know how to swim. There were no sails to handle, no rigging to repair, no way of steering and nothing to steer to anyway. No navigation. No watches to stand. No new scrolls to read. Without enough to do on

such a long cruise, they might have become bored, flabby and mutinous but it never happens, and why? Because there are those hundreds of animals to feed, water and clean up after. Shovelings and hauling keeps everyone busy and in tip-top condition. Noah figures all this stuff is heaven-sent.

Now everybody is continually on the lookout for any sign of land and when the Ark touches ground after seven months, a fever of excitement and anticipation sweeps the ship. No one wants to do any more feeding or shoveling. To maintain discipline Noah probably decides to hold a ship's pool for which day the mountain tops will appear, and later on, for when the raven and doves he sends out will come back. It works, everyone stays happy and in the eleventh month of their cruise, with dry land wherever they look, Noah at last puts down the gangplank and everybody rushes off.

And what is the first thing Noah and his family do when they get to land? Right. They thank God. Then God commands all of them to start in right away on the business of multiplying, and they are happy to obey. And the third thing Noah does, according to the Bible, is to plant a vineyard, make some wine and drink of it.

And from then on and forever, the first thing a sailor does as soon as he steps on shore after a long cruise is to thank God, find a woman and a warm tavern. Thus ends the First Cruising Story.



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Commodore Foster
at Little Current
Ontario, Canada



...AND THEN EVERYBODY
ON THE STARBOARD
SIDE COME IN WITH,
"GENTLY DOWN THE
STREAM..."

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Your Commodore recently returned from a Cruise in the North Channel with the Mac/Venture Fleet. So you can appreciate what its like, here is a reprint of

THE FIRST CRUISING STORY

by Jeanne Pinneo
discovered by Hank Falken

You ask me to tell you a cruising story that's new. I can't, there aren't any new cruising stories. They've all been told over and over again. Why, they really haven't changed any since the beginning of history and I'm going to prove it. I'm going to tell you about the first cruise, Noah's cruise.

Now Noah is getting on in years—about 600—and beginning to feel dissatisfied with the world he lives in. He looks at the greedy, trashy, fretful society around him and wishes he could get away from it all for a while, maybe for good. Maybe he and his family should pack up today and head out for an uninhabited oasis. Although Noah doesn't know it, he is in the proper frame of mind to go cruising.

But God knows. God takes Noah aside and tells Noah he's right. The world is in a dreadful state of sin and just as Noah thought the only decent people left are he and his family.

God says to Noah: "Time for both of us to make a fresh start. I'm going to send a tremendous rain, enough to flood the earth with a great ocean and wash every bad thing away. Meanwhile, you and your family are going to take a cruise."

"Fine by me," says Noah. "What's an ocean? What's a cruise?"

"You'll find out," says God. "Right now you've got to build a boat."

"What's a boat?" says Noah.

"We'll both know when it's done," says God. "I'm beginning to see it now. It'll be a one-off design and we'll call it the Ark. It'll be the first houseboat." Then after some thought God frowns and says. "I'm going to have to sacrifice good lines for space below-deck. If you're disappointed in the way the Ark looks, just remember: From now on and forever I promise that every boat will be a compromise."

So Noah begins to build the Ark in his backyard. He gets his family to help by promising that they'll all go cruising. No one knows what that means, but it sounds like fun so they all pitch in. The Ark starts taking shape. It's about 500 feet long, 83 feet wide and 50 feet high with three stories. They build it out of gopherwood. Don't ask me, that's what the Bible says: gopherwood. Of course, all this time the neighbors are standing around watching and telling Noah he's crazy, no camel born can carry that load.

But Noah's wife and daughter-in-law are crazy about it. All that space! They start deciding who will live where when God overhears them and realizes he forgot to tell Noah one little thing.

"Noah" says God, "did I tell you about the animals?"

"What animals?" says Noah.

God says, "I foresee that most cruising people will take a pet or two aboard. I want you to put onto the Ark all the breeding stock of all the animals now living. Let's see: seven pairs of each clean creature and one pair of each unclean. That sounds about right. Include birds, mammals, fleas, the works. And enough food for a long, long time."

"It'll be crowded," says Noah.

"That's true," says God, "but from now on and forever I promise that no cruising boat built will have enough room."

"Fair enough," says Noah, "but how will I break it to the women?"

But God has taken off.

Now you all know that every boat has a few shortcomings, things that should have been done differently. The Ark does and the problem is this: it has only one door and only one 20-inch square window. All those animals and humans packed into three stories with one door and one dinky window. Try to imagine it. No, better not.

Noah and his family work with a will, and just as the clouds are starting to gather, the Ark is finished. And right there is proof that Noah was helped by God because no boat has ever been finished on time since then, even though a lot of us believe the end of the world is due next Monday.

Noah doesn't stop to rest. He scoots in all the animals and sons and wives, hurls in the bales of fodder and dried figs and salted goat meat, and just as he takes up the ladder the first rain drops start to fall.

What an unforgettable experience everyone's first cruise is! Noah is no different. He is thrilled when he realizes the Ark is actually floating. What a sensation! Day after day Noah and his family spend all of their time watching the land disappear and waving goodbye to the stay-at-homes. Look at all that water! Why, outside of a well they've never seen so much before.

JUNIOR TRAINING

Gov. G.P. Rogers

The Bemis, Smythe and Sears competitions for BLYC Juniors are over for 1983. By the time you receive this Log the Junior sail offs to determine the 1984 BLYC teams will also be completed and we will have someone new to support and cheer on.

The Bemis and Smythe $\frac{1}{4}$ finals were held at the Sandusky Sailing Club on July 9. Our Bemis team was Gerry Hoermle, skipper and Tami Headlee, crew. We had two entries for the Smythe, Tracey Hein and Bill Kumler. The Bemis was sailed in Interlakes and the Smythe in Lasers. The CYC entry of Jamie Malm and Barbara Ehle swept the Bemis with 4 1st place finishes. Gerry managed a 3rd in one race but finished 6th overall from a field of 9. The Smythe was also swept in 4 1st place finishes by Leif Harrison of GYC in a field of 16 Lasers. Bill Kumler came in 9th and Tracey Hein 13th. Our sailors improved with each race

During Junior Bay Week, July 24 thru 28th, our Sears team of Amy Dressel, Charley Ballenger and Kelly Ottenweller sailing in a field of 12 Thistles, qualified to race in the 5 boat round robin for the ILYA Championship and the Sears $\frac{1}{4}$ Final. Our team sailed 3rd but placed 5th because of a protest for an infraction noticed by a race committee boat, an infraction that was not noted by either sail boat involved. Amy, Charley and Kelly deserve a WELL DONE for their efforts and good sportmanship.

As usual a large Buckeye Lake contingent was on hand at Pui-In-Bay to cheer and support our sailors. The Wednesday Buckeye Lake-Put-In-Bay Party sponsored by the Sears Team parents was held at Tom and Patty Greiners and very well attended.

EDITORS' NOTES

It has been brought to my attention by one of our Juniors that the trophy received by them at the bay has a special meaning for them, it is the Gus Schell Trophy.

Have I been doing this log a year already? Where did it go? I have enjoyed doing the log. I want to thank all of the people who have helped and supported me this year and in the past years.

Bob

NOMINEES FOR BOARD OF GOVERNORS

ELECTION AGAIN IS CLOSE AT HAND. WE HAVE 11 EXCELLENT CANDIDATES RUNNING FOR 8 ELECTED OFFICES. ATTEND THE ELECTION PARTY, SATURDAY EVENING SEPTEMBER 17TH, AND THE CANDIDATES BREAKFAST SUNDAY MORNING, SEPTEMBER 18TH, ON THE PORCH. POLLS OPEN AT 9:00 AM UNTIL 1:00 PM.

THE FOLLOWING HAVE BEEN NOMINATED TO RUN FOR THE BOARD OF GOVERNORS AT BUCKEYE LAKE YACHT CLUB ON SUNDAY, SEPTEMBER 18, 1983.

GREG ALSPACH
JOHN DONEFF
TOM ERICKSON
MARTY HEADLEE
MIKE JACOBS
TERRY OTTENWELLER
PAT PATTERSON
GEORGE ROGERS
TIM RYAN
DICK WOLF
BOB ZEIHNER

NOMINATING COMMITTEE
COMMODORE ED BALLENGER
COMMODORE BOB DYE
VICE-COMMODORE BOB WALTERS

ENTERTAINMENT

GOV. MIKE JACOBS

THE ANTIQUE BOAT SHOW WAS HELD AUGUST 13th AND 14th. MANY NICE COMMENTS WERE RECEIVED. THANKS TO GREG ALSPACH AND ED GAISER FOR THEIR PLANNING AND RUNNING OF THE REGATTA.

THE LUAU AND NEW MEMBERS PARTY WAS HELD AUGUST 20th WITH 214 MEMBERS AND GUESTS IN ATTENDANCE, MAKING IT THE LARGEST PARTY OF THE YEAR. JOHN DONEFF PROVIDED AN EXCELLENT DINNER, JEFF AND MARIANNE WAGNER AND THEIR COMMITTEE DECORATED THE CLUB VERY FESTIVE, AND FOR THE REMAINDER OF THE EVENING WE WERE ENTERTAINED BY RIC FULGHAM AND HIS BAND. ANOTHER MEMORABLE EVENING AT BLYC, HOPE YOU DIDN'T MISS IT.

WHERE DID THE SUMMER GO? IT'S HARD TO BELIEVE SEPTEMBER IS HERE. THE LABOR DAY DANCE IS BEING HOSTED BY DR. KARL AND MARTHA KUMLER. THIS WILL BE ANOTHER FUN FILLED PARTY, SO DON'T MISS IT, OR THE SAILING ACTIVITIES PLANNED FOR THIS LONG WEEKEND.

ELECTIONS FOR THE BOARD OF GOVERNORS WILL BE HELD SUNDAY AUGUST 18TH, WITH THE ANNUAL MEETING TO FOLLOW AT 3:00P.M. THE ELECTION EVE PARTY WILL BE AUGUST 17TH. SEE THE FLYER IN THIS LOG.

ELECTION DAY HAS ALWAYS BEEN A GREAT TRADITION AT BLYC. THOSE MEN WHO YOU ELECT TO SERVE ON THE BOARD PLAY AN IMPORTANT ROLL IN MAINTAINING AND PLANNING THE FUTURE SUCCESS OF OUR CLUB. BE SURE TO BE THERE TO CAST YOUR BALLOT.

SUNDAY MORNING BRUNCH IS SERVED ON THE FRONT PORCH BY ALL THE CANDIDATES. THIS IS A FUN TIME FOR THE ENTIRE FAMILY, WITH MANY SMILES, KISSES AND HANDSHAKES GOING ON. STOP BY TO TALK WITH THEM BEFORE VOTING. COME TO THE ELECTION EVE PARTY SATURDAY NIGHT TO MEET THEM AND THEIR FAMILIES AND HEAR MORE ABOUT WHAT THEY HAVE TO SAY ABOUT BLYC.

THIS WILL BE MY LAST ARTICLE AS ENTERTAINMENT CHAIRMAN, AND I WOULD LIKE TO EXPRESS MY DEEPEST AND SINCERE GRATITUDE TO ALL THOSE PEOPLE WHO HAVE HELPED JUNE AND I DURING THE PAST YEAR. THE SUCCESS OF OUR CLUB AND ITS VARIOUS FUNCTIONS ARE DUE TO THE MEMBERS AND WHAT THEY ARE WILLING TO PUT INTO IT. I WOULD WHOLEHEARTEDLY SAY, WITHOUT RESERVATION, THAT WE ARE FORTUNATE TO HAVE SUCH A FINE MEMBERSHIP.

THANKS TO ALL OF YOU!!

Mike Jacobs

the WINNER

OUR CAND

LET'S GO!

**SATURDAY-
SEPT. 17, 1983
B.L.Y.C**

People's Choice!

our FAVORITE

RO

ELECTION DAY-SUNDAY, SEPT. 18, 83

PLAN ON ATTENDING THIS IMPORTANT WEEKEND

With this installment, nearly half of The Story of Buckeye Lake Yacht Club by Kyle Armstrong has been repainted in abridged form.

NEW HORIZONS

WITH A WHOLE LAKE assured for safe yachting, the Club directed its efforts to mollification of members and others more interested in fishing.

So far, the catch had been mostly indigenous denizens of the old reservoir such as sunfish, catfish, water-dogs and carp.

Cooperating with honorary member Gen. Speaks, the Club participated in stocking the Lake with more-gamey fish. Such assistance was headed by Al. Corrodi who spared neither labor nor expense in the effort.

Two carloads of Rock Bass and one of full-sized White Bass were planted in the Lake sufficiently early in 1910 for spawning in their new waters that year. Shipments arrived in special cars, coupled to B. & O. passenger trains, switched over in Newark to the Stratville Division and hauled to Bruno. There, Gen. Speaks personally supervised their unloading into the bay off Avondale.

Later on in the same season, a smaller shipment of Northern Blue Gills (Bream) was dumped in to test their adaptability to this environment.

For the "Second Annual Free-For-All", on Monday, July 4, 1910, there was plenty of water. With an even more varied and elaborate program than the year before, this regatta, under auspices of BLYC, Camera Fishing Club and, this time, also the Sunfish Club, was the outstanding "free attraction" of Buckeye Lake's Independence Day celebration.

WITH MISGIVINGS, women-folk of some Club members saw husbands, sons, brothers and sweethearts off to Buckeye Lake.

Back in its pre-conversion days, Licking Reservoir perhaps justifiably had acquired an unsavory reputation. It had

been "the cities' dumping grounds for scarlet-women, thieves, gamblers and other criminals", especially on week-ends and holidays. It naturally followed that many enterprises catering to such human elements had been established there.

Dedication of the area as a "public park" had, however, brought in a growing number of more reputable citizens as long-vacation-period and permanent residents. With new enterprises developing to accommodate especially these newcomers, and with aid of "local option", the Lake environment rapidly was changing.

By the summer of 1910, with the Lake's waters practically cleared of their old navigational hazards, large portions of those undesirable elements and establishments had been flushed out or, at least, had run for cover. But, in a few places, hangovers from the "vile and worthless outscourings" still openly and brazenly clung to the shores, making themselves obnoxious.

Within the month of July, "the law" fell on "Blue Goose zone" and other areas of "sin and vice about the Lake". Tried before the Mayor of Granville, some of these "bootleggers" . . . changed their pleas to guilty . . . fines of \$200 and costs . . . were suspended . . . during such period as they refrained from engaging in the unlawful traffic".

In August, "the latest reports from the nest of the 'Goose'" . . . were "that there are refreshments for all comers".

But such legal actions seemed to make it somewhat easier for men-folk to get away to the Lake.

BLUE WATERS

A NEW ERA in the life of Buckeye Lake Yacht Club was inaugurated in its fifth annual meeting on September 18, 1910. Again, in absence of Comm. Speer, V. Comm. Mooney presided.

The commodore had served loyally as director of Buckeye Lake Building Company since its organization. During his administration, he had presided at most meetings of the Governors. But, unfortunately for the Club, his personal obligations seem to have prevented him from attending Sunday functions. Fortunately, however, his vice commodore competently had been able to fill the breaches.

So it was that Geo. F. Mooney frequently had served at the helm. Because of such experiences, he was unusually prepared to meet what lay before him.

In course of reports by committees, attention was directed to gas lights which had been provided in the clubhouse, over foot-bridge, board-walk and the island and to the two beacon lights atop the clubhouse. All were fitted with "the latest Welch lamps". They would expand the Club's usefulness by making night-activities safely possible. Gas was being supplied by Clinton Fuel and Oil Company at only 25 cents per 1000 cubic feet, and the bill for August had been just \$2.00.

The system had been installed by the Club's island improvement committee in July, and the building company had issued 17 shares of its stock as reimbursement of costs. Thereby the Club was that much closer to control of the company.

Under "new business", Article III of the Constitution was amended as proposed by the vice commodore. Such action changed the Club's emblem and flag to those still in use today and perhaps more in keeping with yachting precedents.

Election of officers set another precedent. Mooney was moved up to commodore and Freeman to vice commodore,

establishing the generally accepted practice of flag-officers moving up the ratlines one at a time.

Comm. Mooney, in his acceptance remarks, reviewed and examined the Club's progress and status. Pointing out implications of recent developments, he suggested further improvements in harmony with the organization's position in yachting circles. He believed that a real Clubhouse was essential to the Club's welfare and progress, and he was confident that it would be possible to build one in the not too far-distant future. He promised and urged every effort toward its accomplishment.

Then he presented new member Harry Holbrook, partner in the firm of Dawson & Holbrook, architects of Columbus, whom the Governors had admitted to the Club on July 29th. Under his guidance and direction a Clubhouse WOULD be planned and erected.

STOCKHOLDERS AND DIRECTORS of Buckeye Lake Building Company, meeting on March 27, '11, elected V. Comm. Freeman as director and secretary-treasurer, replacing Lynch who had resigned from such posts.

For the first time in two years, BLYC's 161 shares were a majority of those represented in the stockholders' meeting.

Such happenings, of seemingly little moment at the time, really were significant. They presaged important developments during the ensuing twelve-month period.

EVENTS OF ITS SIXTH SEASON were forecast in the Club's semi-annual meeting on the first Sunday in May, '11.

Holiday Regattas, scheduled as usual, were even more elaborate than before. Instead of just on the Fourth-of-July, interests in all three were broadened by introduction of special events such as "other sports". There was "stunt racing" of sail-craft, by "lot selected" crews, under mainsails or jibs only. There were canoing, rowing and swimming contests, "open to all comers". In main events, contested more seriously and vigorously than ever, sailing craft plied the customary three-leg course; but power boats followed straight-a-ways down the lake and back.

On Independence and Labor Days, the "clubhouse" was gaily decorated, and there were night parades of boats colorfully embellished and carrying lanterns. And on the Fourth, a display of fireworks from Watkins Island brought the day to a brilliant close.

Spread through the summer, club activities were expanded by six social events. Once each month there was a picnic, with guests invited, followed by boat-rides and dances. And there were "squadron sails", to various places about the lake and back to fish-dinners at selected hotels.

In some of these, the Club's women-folk were permitted to participate. Thus, for the first season, women were admitted to club events other than holiday regattas.

From a yachting standpoint, the most significant events of the season were the catboat races on Saturday afternoons between regattas. Such contests, initiated on a smaller scale during the previous year, increased in interest to sailors and spectators as the fleet gradually increased in number by the addition of the new Mower designed craft.

With such "class" events, involving only boats of practically equal potentialities, competition was keen. Their races, spread generously throughout the summer, sustained constant, season-long interest in the sport of sail-yachting which, ultimately, would overshadow that of power-craft.

IN BLYC'S SIXTH ANNUAL MEETING in September, '11, Comm. Mooney could and did report the most active year of the Club's experience. With joy, however, he relinquished the helm to his vice commodore who, maybe in some ways, would be even more aggressive.

The election produced a number of changes, perhaps in keeping with the New Era started a year before. In addition to moving Freeman up to the office of commodore, the Club raised Cherry to vice commodore. Others elected were R. Comm. J. A. Auld; Secy. L. B. Schneider; Treas. Chas. S. McKee; and Governors Dan H. Alspach, Walter L. Whitacre and Ward O. Chafee.

Comm. Freeman, accepting his elevation, declared that a REAL Clubhouse definitely was in the making. Enthusiasm rose to an all-time high.

"FIRST ANNUAL WINTER CARNIVAL" was promoted and ultimately announced for Saturday, January 12, 1912. With Lake almost up to normal level, it had frozen over to a thickness of about 10 inches.

Two new ice-boats added to the Club's fleet had raised its total to six. They were singing all over the Lake's glassy-hard surface.

Elaborate preparations were made for this highly publicised and advertised winter-sports exhibition, extraordinary in central Ohio. The Ohio Electric Railway Company announced special round-trip rates of 60 cents from Columbus and 25 cents from Newark for the day; offered a section gang to keep big wood fires roaring along the Lake's shore for comfort of spectators; and agreed to furnish headlights to illuminate night events. Arrangements were made for opening of Glass Hotel and a number of cottages along shore having gas connections affording plenty of warmth. The affair would be open to the public, and there would be no charge for admission.

The day before the "big day" the frozen water was covered with a downy white blanket. Immediately, arrangements were made for removal of a lot of this cover by a team of horses with snow-plow. There still were hopes that all events could be pulled off on the following day.

On Saturday morning, the 12th, there was "ice, ice everywhere, and scarcely a place to skate". From daybreak to about 2 o'clock, an area of approximately 1300 ft. perimeter had been re-plowed and cleared sufficiently for some of the skating events. Elsewhere the glittering wastes, in no wise warmed by a chill white sun, could have been navigable by ice-boats, after under-way, had there been anything resembling a wind. But there wasn't!

Shivering ashore were some 300 or 400 people, nipped by trifling zephyrs of near-zero temperature, watching a bunch of arch-enthusiasts skating and playing baseball and hockey on the ice. Not having succeeded in interesting professional or other experienced teams in such contests, those participating had been drafted from among members present.

The show had to go on.

But ice-boat and long-distance skating events had to be omitted because of conditions.

QUARTERS

A PERSPECTIVE by architects Dawson & Holbrook, showing "Proposed New Quarters For Buckeye Lake Yacht Club", was reproduced in miniature in The Ohio State Journal on Thursday morning February 29, 1912.

That evening, the original of such drawing, and corresponding preliminary plans, were exhibited to members and guests at the Club's Seventh Tar Social, again in the Ohio Club, for which the Hon. George J. Karb, mayor of Columbus, served superbly as guest-toastmaster.

THE CLUB'S GOVERNORS, meeting shortly thereafter, received and adopted recommendations by a special ways-and-means committee to devise plans for raising funds to finance such a clubhouse.

Prefacing its recommendations, this committee pointed out that construction of the building on Watkins Island would be the responsibility of Buckeye Lake Building Company, not that of Buckeye Lake Yacht Club; and that the Club itself, owning only about 160 shares of the approximately 500 sold by the building company, thus far, was not in a position to control such corporation. Furthermore, it was within the power of the company to sell any member or members of the Club any part or all of the nearly 500 shares still lying in its treasury. The situation also was complicated by the fact that a considerable number of individual stockholders no longer were members of the Club. Hence, it was not beyond the realm of possibility that control of the company and its property, and therefore that of the Club, could be manipulated out of the hands of the Club and its members into those of rank outsiders. To prevent such possible calamity, the Club itself would have to acquire a majority of the company's total of 1000 shares of authorized capital stock.

Facing such undeniable facts, the Governors immediately acted upon the committee's recommendations.

Requirement of new members to purchase stock in the building company was abandoned; and the initiation fee was raised from \$2.00 to \$10.00. This made the total amount required of an applicant \$14.00, including first year dues, instead of \$16.00 as required formerly.

The membership committee was instructed to wage an all-out campaign for additional members, on that more attractive basis, to bring enrollment up at least to 200.

A new classification was established for "Life Members", with limitation to a total of 50. Having paid a lump-sum fee of \$75.00, such a member would be entitled to full privileges of the Club throughout remainder of his life without further payment of dues. The Governors themselves would solicit such memberships.

It was believed that this program, pursued with vigor, soon would make possible the Club's assured control of the building company and, at the same time, provide funds for construction of the new clubhouse.

THE BUCKEYE LAKE BUILDING COMPANY, on March 23, '12, had invested \$4400.22, held 465 shares of treasury stock, had \$19.87 in the bank, and owed \$1000.00 on a mortgage held by Comm. Fred G. Speer.

In its meeting of stockholders on that date, those present in person or by proxy represented 321 shares of the 535 which had been issued. Of such representation 163 shares were the property of BLYC, giving the Club itself a majority of 5 shares—sufficient at least to control the meeting.

THE DIRECTORS, meeting immediately, elected as the corporation's officers, Pres. Reinmund, Sr., V. Pres. Speer, and Secy.-Treas. Freeman—an advantageous berth for BLYC's com-modore at that particular time.

In this meeting, the secreary read a communication from Buckeye Lake Yacht Club. In effect, it stated that if the building

company would erect a new clubhouse, the Club as such would subscribe and pay for the 465 shares of stock remaining in the corporation's treasury; pay annual rental of \$800.00 for use of the building company's property, payable semi-annually on May 1st and November 1st of each year; and, upon completion of the building, make all repairs and pay for any alterations thereto.

Acting upon a motion by Whitacre, the secretary was directed to notify the yacht club that the company directors approved such offers and would build a clubhouse costing in the neighborhood of \$5000.00.

About three months later, on June 27, '12, Mr. Whitacre presented to the directors of the building company, plans, specifications and estimates of cost for the proposed new clubhouse and necessary appurtenances. These having been discussed at length, a company committee, composed of Walter Whitacre, Harry Holbrook and John Maclean, was appointed to get the building built. This committee was authorized to proceed at once with construction of foundations, and to arrange for necessary materials and labor to erect the superstructure.

It seems of interest to note, at this point, that Harry Freeman not only was director and secretary-treasurer of the building company and commodore of the yacht club, but a real estate developer of considerable prestige; that Whitacre was a director of the company, a governor of the Club and a lumber dealer of note, as well as chairman of the corporation's building committee; that committeeman Maclean was a company director, a past-governor of the Club, once chairman of its lake improvement committee, another lumberman and manufacturer of top-grade sash, doors and other millwork; and that committeeman Holbrook was a member of the Club, a stockholder in its building company, and designing and supervising architect for the clubhouse—and nearly stone-deaf.

AS THE CLUBHOUSE WAS RISING on the island, summer events were similar to those of the previous season, in general, with some exceptions.

For the Memorial Day regatta, participating "guests" were Columbus Canoe Club, Sunfish Club and Camera Fishing Club. There were 2 catboat races, a free-for-all sail yacht race, motorboat handicap, canoe tilting matches, motorboat relay race, double paddle canoe race, and swimming contests.

A new feature for power-boat events was application of a "bang-and-go-back" rule to the handicap race. Boats of all classes started together. Then upon a given signal, at an exactly predetermined time known only to the committee, all turned about and retraced their course to the starting-finish line. To preclude any "crafty craftsmanship", any boat returning in "any considerable time less than taken on the outward voyage" was penalized.

THE NEW CLUBHOUSE, except for subdivision of most of its second story area, was substantially completed by the middle of February, '13.

In addition, the foot-bridge had been rebuilt with steps up to and down from a middle section raised for passage below of craft without masts; and there are unconfirmed evidences that the concrete walled pier, now protecting the back channel, and the top portion of the westerly sea-wall may also have been erected at that time.

On Sunday, February 22, '13, a gang of clubmen celebrated Washington's Birthday by donning overalls and mashing thumbs while constructing wooden walls, partitions and ceilings in the second story of the clubhouse, outside the previously built toilet room enclosure.

This structure, as taken over and completed by the Club early in '13, was substantially as it exists in '56, except for repairs, replacements, minor alterations and certain additions. The galley, lying wholly within the two-story portion of the building, was only about half the size of the present kitchen. Although the front porch extended beyond the main westerly wall, as at present, there was no glazed dining room or other structure back of it at that location. "Ground Central Station" had not been developed. Upstairs, Room 9 occupied parts of cur-

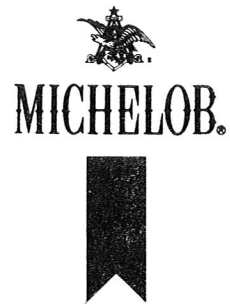
rent Rooms 8 and 10 . . . 9 subsequently having been completely lost. Rooms 5 and 6 were only about half as long as at present. Their inner ends, that of Room 13 over the stairway and beside the linen closet, and the whole of the linen closet itself, were parts of the current broad cross hall, then soon used as a billiard room.

Billiard balls were all right in their place. But occasionally, in the still of the night, one at a time, they would roll down the stairs, Thump!-Thump!Thump! . . . to the disturbance of those in their sacks.

On March 31, '13, the bilges of this brand-new clubhouse were awash. She was surrounded by nothing but air and water. Watkins Island had reverted, temporarily, to Sunken Island. The Club's off-shore property was receiving its baptismal rite by way of near-immersion . . . the result of flood conditions then existing over much of Ohio's Great Miami, Scioto, Muskingum and lesser southern river valleys.

Buckeye Lake Building Company's stockholders in regular annual meeting, coincidentally on that same fateful date, represented 775 shares of the corporation's authorized 1000 total. Of these, Buckeye Lake Yacht Club was owner of 663 shares. Thus, the Club not only controlled the meeting but had gained unquestionable control of ,and responsibility for the company and its, then, inundated and waterlogged property. In these circumstances, further business in the meeting was postponed until an adjourned meeting called for June 22nd.

THE CLUBHOUSE was officially dedicated in the semi-annual meeting on May 4, '13—the first formal function held within its walls.



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IMPORTANT DATES

Sept. 3rd Labor Day Party

Sept. 5th Comm. Dwight
Haggard Race

Sept. 8th Board of Gov.
Meeting

Sept. 17th Election Eve
Party

Sept. 18th Election &
Annual Meeting



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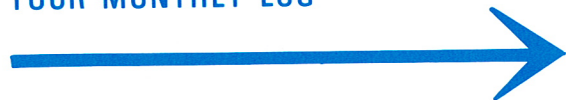
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