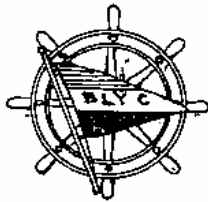


**S T O R Y   O F**  
**Buckeye Lake Yacht Club**



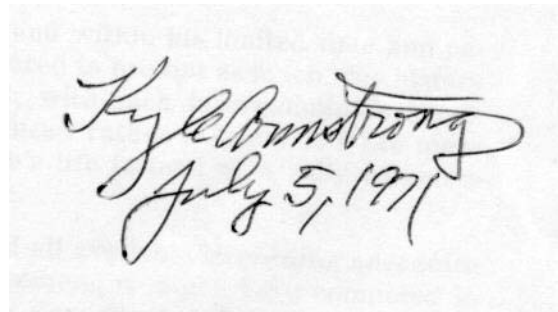
**1906 - 1956**

**KYLE ARMSTRONG**

STORY OF  
**BUCKEYE LAKE YACHT CLUB**

A NARRATIVE  
OF THE ORIGIN, PROGRESS AND  
ACCOMPLISHMENTS OF SUCH  
ORGANIZATION THROUGH  
ITS FIRST HALF-CENTURY

WITH APPENDIXES

A photograph of a handwritten signature in black ink on a light-colored background. The signature reads "Kyle Armstrong" in a cursive script, with "July 5, 1971" written below it in a similar style.

KYLE ARMSTRONG

TO THE HEARTY MARINERS,  
DEAD AND LIVING,  
WHO HAVE MADE THIS CLUB  
BY THEIR GENEROUS GIVING

## BACKGROUND

COMPILATION of this story has been a labor of love--love of the subject. Without such ardent affection, it might have been found too discouraging to continue through to its finish.

Unfortunately, there have been relatively long periods in the life of Buckeye Lake Yacht Club for which no records, at all have been found available. It appears that, for some reasons or others or none, at least part of them may have been lost or possibly even destroyed.

Furthermore, much available information in black and white has been found sketchy or chronologically uncertain, requiring considerable research, study and time in its digestion and assimilation.

While the writer has been acquainted with the Club since its fourteenth year, he himself has been unable accurately to recall dates and details of many of its important happenings not of record in his time.

Fortunately, however, records found most complete, and evidently authentic, deal with the Club's initial, earlier and more formative years. And as with most animate bodies, its greatest progress probably did occur preceding its maturity.

Filling in some of the apparent voids has been made possible through recollections and generous cooperation of many still active members of the Club, especially commodores no longer with portfolios.

With such background, and within his limited time and capacity, the writer has endeavored to present as much true history of the Club as possible. But, with such insurmountable shortcomings, his effort has produced rather a "story" of the more important phases of the Club's life instead of a fully complete "history" of the organization.

Had this writing included all available interesting anecdotes about the subject and its members, it might have competed in volume with Dr. Eliot's Five Foot Shelf ("The

Harvard Classic”). So, generally, to keep within readable brevity, only those appearing to bear on the Club’s progress and accomplishments have been included.

Watkins Island  
Buckeye Lake, Ohio  
April 24, 1956

K.A.

#### BACKGROUND OF REPRINT

Comm. Frank H. Foster III, Historian

As we approach the 100<sup>th</sup> anniversary of the founding of BLYC, it seemed appropriate to reprint the *Story of Buckeye Lake Yacht Club* written by Kyle Armstrong to describe the first 50 years. From the appearance of an original copy, he apparently self published this book and it has been out of print ever since he distributed it. At least I have never heard of a source for it. Fortunately for us, it was published without a copyright notice at a time when that resulted in loss of any copyright rights. So we are free to copy it. I suspect that he wanted it that way. At one time, I called his daughter and asked her if any copies or any of his source materials still existed. She said she knew of nothing. The original that I have was autographed by the author and I have included a scan of it.

Comm. Kyle Armstrong was BLYC Commodore in 1947. I was once told that he used to row a small boat around Buckeye Lake, take depth soundings with a weight on a rope and record them. From that he made a chart of the lake, which I believe has been reprinted ever since. He also wrote *An Appreciation of Buckeye Lake*, a history of the lake and its surroundings. I have several copies of it and they are available for purchase from the ladies auxiliary showcase.

Except for a few graphics scans, this copy was made by my secretary, Debbie Bright, who scanned the original and converted it to text using optical character recognition software so that it would be darker and more readable and could be printed in other formats. The original was printed on 6½ x 9½” paper but this is on 8½ x 11” paper for ease of computer printing. I tried to maintain the original pagination so the table of contents would still work. It is close but may be a few words off here and there. The original has typographical and/or spelling errors which, for the most part, I retained. There may be others introduced by the OCR operation. If you see major errors, you can email a description of them to me at [ffoster@infinet.com](mailto:ffoster@infinet.com).

Thanks to Comm. Armstrong, the eternal BLYC historian, this history was preserved.

Comm. Frank H. Foster III      April 14, 2005

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**STORY OF**  
**Buckeye Lake Yacht Club**



1906-1956

**KYLE ARMSTRONG**

## INTRODUCTION

THE STORY OF BUCKEYE LAKE YACHT CLUB is linked inseparably with that of the waters whose name it bears. Obviously, without such lake there never could have been this club. On the other hand, had it not been .for the Club the Lake might never have become what it is today. Together the Club and the Lake, as such, came into being. Together they have endured and achieved their present states of maturity.

Of the many resident sportsmen's organizations attending conversion of the old, uncouth, stump-filled Licking (Summit) Reservoir into Buckeye Lake, Buckeye Lake Yacht Club alone has survived the succeeding half-century.

Comparing them with what they are now, both Lake and Club were almost unbelievably different at their beginnings.



## A WHIMSICAL VENTURE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

THOSE ELEVEN DAYS, between the club's partial and full organization, were busy ones for its officers, directors, committees and four other bona fide members. During this brief period, in addition to committees' assignments, membership was to be swelled all possible. There were news releases to be prepared. Arrangements had to be made for transportation of the expected crowd and for feeding and refreshing it on the Island.

The press cooperated generously. It repeatedly carried prominent stories of the impending event, including the club's invitation for attendance by all persons interested, whether or not members. The Journal, in its issue on meeting day, published a picture of Comm. Sackett's sloop, Buckeye. But, perhaps through habit, most news items persisted in referring to the lake as Licking Reservoir.

BY MEETING TIME, on Sunday, May 6, '06, the club's membership had grown from 15 to 40. And, aboard members' boats, about 60 members and prospects found their ways from the Park to Orchard Island. As advertised, the day was net one of all business. Returning home on the cars in late evening, everyone still was having a good time--each in his own peculiar way.

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

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

**"BUCKEYE LAKE YACHT CLUB"**

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

Stated objectives of the Club were, "the promotion and

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

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

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

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

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

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

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

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

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

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

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

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

THE OHIO STATE JOURNAL, on the following Sunday, May 13, presented cartoonist Harry Westerman's impressions of sporting events of the previous week. One of these depicted an incongruous craft with "B. L. Y. C." on her bow. Powered only with a strange looking, vertical, half-cylindrical sort of spinnaker, inscribed "Constitution and By-Laws", she was going great guns. At her helm, with flask at feet, stood her downy-bearded kewpie-locked skipper with pipe in hand and remarking, "Shiver my timbers if this be-ant a dodgasted stiff Breeze!"

So the public saw BLYC rapidly making way under nothing more than well rounded constitution and by-laws.

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

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

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

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

Upon its departure, however, there were many whose confidence in such continuity was not too sanguine. Old timers of canal and reservoir, and of the mature Great Lakes yachting fraternity, had grave doubts. They considered the Club's environment inconducive to success of its venture. They foresaw shipwreck on its smooth sailing. Its course, bestrewn with uncharted, unforeseeable, submerged perils, would be one which even most experienced yachtsmen would find difficult if not impossible of negotiation.

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

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



## FILLING AWAY

BREAK OF MEMORIAL DAY, '06, was most promising. The gleaming sun arose to a transparent blue sky. Little thermal zephyrs danced over the waters. Venturesome fledginnings fluttered from nests on maiden forays for unwily worms. And the newly fledged yacht club preened for its maiden trophy flight.

To be on time for the first event, Columbus participants in BLYC's initial regetta got up with the birds to catch the 7 o'clock interurban car, arriving at the Lake at 8:30. Even this left little time for ferrying across to Orchard Island and readying boats for the day's activities.

At 9:30, a half-hour late because of interurban in consideration, the squadron parade finally got underway. Most of the Club's 40 craft, gaily decorated with flags and bunting, loaded to gunwales with members, relatives and guests in holiday attire and spirit, moved in line around Middle Basin, with power boats towing sailboats, leaving the island nearly deserted. Fanfare of gunfire, from one of the leading boats, announced their progress. The numbers of spectators attracted to the water's edges were amazing for that time in the morning.

The parade over, participants and spectators, on island and mare shores, were kept alerted by periodic cannonfire.

As smoke belched from muzzle in the last of such blasts, 23 of the Club's 34 one-lunged, torpedo type, Mullin steel boats, and others of similar nature, churned across the starting line. It was a free-for-all, over a 2 mile course, to aid in determining handicaps for subsequent races. Only boats finishing this con test would qualify for entrance in the main power event to follow. And less than half finished.

The cup-race for power craft started nearly on hour late, due chiefly to handicapping computations and complications. Eleven boats took to the course, westward from Orchard Island to duck-blind at Hole-in-the-wall, then eastward to another duck-blind near Spring Run Island., and back to the starting line—

twice around considered at 9.8 miles.

First boat finishing made it in 59 minutes and 47 seconds, and the last 5 minutes and 48 seconds later. Two failed to finish, one coming in with engine smoking.

A wind that had sprung up didn't interfere with contestants. But there was sufficient for sailing craft to follow around the course with jolly parties aboard.

It was almost 2 o'clock before boatmen and guests got around picnic-baskets and refreshment committee coffee.

The "Sail Yacht Race", starting at 3:20, was another cup event, and climactic. Its course, following generally that of the power boat cup-race, was said to be about a mile shorter.

The wind had freshened considerably. Weather and the half-hour gun had crowded shore lines with spectators destined to get more than their interurban-fares'-worth of excitement.

The seven contenders lost no time in nosing the line at crack of the starting gun.

Just having gotten well underway, one lost a crewman. Amid shouts from Inland and main shores, he managed to scramble aboard again. Then, as the craft filled away vigorously raider a sudden puff, there was a rending crash as her mast snapped and sails and rigging tore into the water. One out—six still in!

Another skipper was sailing his new craft single-handed. While on her first lap, a gust reached under her heeled-up bilge and turned her over. Her skipper found a resting place on her centerboard until a club powerboat came to the rescue. Two out --- five going!

A third boat, manned by three, apparently was weathering the young gale without difficulty. All aboard confidently expected to come in for a trophy. Then the mainsheet fouled and wouldn't start under a knockdown. Over she went, her sailors clambering for centerboard and topside. Three out--out of seven starters!

A schooner, owned and sailed by a crew from Buckeye Boat Club, really was an interloper. She had no business in this regatta, anyway. Her skipper, reconsidering the weather and her status, pulled her out of the race at the end of her first lap.

With only three contestants left for the finish, all were trophy winners. For' the "9 mile" race, times respectively were 56:37, 61:12 and 79:15 --not bad!

Trophies were awarded winners of first three places in each main (cup) event. These were loving-cups purchased "in the east". They had been exhibited at Bancraft's jewelry store in Columbus during the preceeding week, and were "of the very latest design, each standing over nine inches in height", in addition, "challenge cups" of similar nature and history were awarded first place winners to be held until defeated in succeed-in regattas.

CHARTER MEMBERSHIP reached 80 by the July 1, '06, deadline. This was net, considering losses as well as gains in enrollment.

The 67-day-old yacht club no longer was an infant in size, experience or vigor. It was underway on its own.

INDEPENDENCE AND LABOR DAY REGATTAS were held off Shell Beach with Lake Tourists (formerly Shell Beach) Hotel as headquarters. The hostelry's galley and docking facilities afforded superior accommodations, for the larger crowds, without imposition on island cottager members.

Except as to variations in details, born of experience, these affairs were similar to the first one on May thirtieth. Sail yachts continued competition according to established handicaps. But powerboats first raced by classes; then class winners contended for the challenge-cup on a handicap basis. Winners of both such cups also received small replicas thereof to hold permanently.

Powerboat courses were laid from a committee-boat off Shell Beach to Black Diamond, thense along shore to Seller's Point, to Hole-in-the-wall, to channel stake dividing Lakeside and Summerland channels, back to channel stake off Shell Beach, then in across starting line--once around, "4.6 miles".

Sail yachts followed similar courses, except that they were not obliged to stay in the channel from Black Diamond to Seller's Point.

With very light air, the sail yacht race on The Fourth was short on thrills, especially to towpath spectators. But Caleb McKee's old water wagon, Floating Dept., did offer mild excitement. Stranded on a stump, she surveyed her competitors' transoms and went nowhere--"water, water, everywhere . . ."

A good breeze and choppy water on Labor' Day lent interest to all events, particularly in that for sailcraft. Several contestants broke out spinmakers, new alike spectators to and of the sailors. Governor Mooney's Dancing Sally broke her mast and "d.n.f.", Gar. Nutter's sailing duckboat finally made it; but she crossed the line so late that officials, considering her out of the race, failed to take her finish time.

Between 'these '06 regattas the yachtsmen, power and sail, tinkered and tuned their craft to make and keep them shipshape. On Saturday afternoons, they engaged in unheralded non-trophy brushes. No contests of any kind were scheduled for Sundays.

"AS USUAL IN MID-SUMMER" the lake was falling. The boatmen, familiar with its waters, knew where they unnecessarily were wasting away. There were no doubts in their minds that something could be done about it, so they set about it.

Waiting upon responsible state officials, they explained their findings and beliefs, and urged action. As a result of these efforts, and with the Club's guidance and cooperation, such authorities finally inspected the lake on July 17, '06---first time for some of them.

In the party were George H. Watkins, president of the Board of Public Works, Members Crawford and Kirtley of that body, Mr. Diehl its clerk, and Canal Commissioners Briscoe and Wikoff.

These gentlemen were accompanied from Columbus by Comm. Sackett and Secy. Lynch of the Club, and Messrs Morris, Foreman and Harris representing the Columbus, Buckeye Lake and Newark Traction Company.

Arriving on that company's car, at 11:30 a.m., they were met at the Lake by R. Comm. Corrodi and members Fred Jaeger and Judge Roy Wildermuth, of the Club, who had come earlier to check on arrangements for the party's cruise and entertainment. Aboard the Fisher Boat Line's Pastime, with club governor Capt. Dell Fisher at her wheel, they crossed the lake for dinner awaiting them at Lake Tourist Hotel.

Then, satiated with inn-keeper Leckner's best, they proceeded southwestward to Summerland Beach dock, and transferred

to smaller powerboats owned by Corrodi, Wildermuth and other club members, Custer and Immel.

This little flotilla bore all hands down the canal past Millersport to South Lock in Deep Cut. Very considerable streams were seen escaping through the structure's neglected gates and sluices.

Back on the Pastime, the party cruised to Hamilton's (now Alexanders') Landing for refreshment at Jaeger's nearby cottage.

Aboard again, and in revived spirits, they inspected North Lock at the point of Minthorn Bay, the north embankment, and ancient wooden waste-wier. Serious leakages were observed also in these works. Then, returning to port of original embarkation, all enjoyed supper at the Park Dining Room as guests of the Traction Company and its contingent.

In the genial atmosphere of this cruise of inspection, feasting and refreshment, conversation naturally turned to many matters pertaining to the Lake.

Certain promoters then were seeking permission to drill for oil on the state's and adjoining property and to run pipelines through the Lake. Considerable pressure was being exerted to such ends. The Board of Public Works was in somewhat of a quandary about it. The yachtsmen, speaking freely, unanimously urged rejection of the proposal.

Less than a month later the board so acted. Admittedly, such decision was influenced largely by more intimate knowledge of the Lake gained in this conducted cruise of its waters. Promptly, such action was sustained in an opinion tendered by the state's Attorney-General Ellis.

Effective temporary repairs were made, in locks, waste-weir and at critical places in embankments, by mid-August of the same year. Lowering of the Lake's level was retarded quite noticeably, not only to yachtsmen, but to the graybeards of Millersport. And all liked it.

Further "great improvements" publicly were promised by the authorities as a result of first-hand information gleaned in their July inspection. Slowly but surely, under such organized stimulation and support, those promises were to materialize.

BLYC was the "squeak" in the wheel which "got" the "most grease". Buckeye Lake received earlier and more thorough "improvements" than did the state's other waters of similar origin.

DURING THIS SUMMER of '06, Wheeler C. Wikoff of the canal commission prepared rules and regulations, and penalties for violation, covering navigation and use of state Lakes and Reservoirs, and use of state lands. These requirements were published in 34 page booklets distributed in August and became effective September 1st of that year. Those sections dealing with navigation were leargely adaptations from books borrowed from BLYC. And in their compilation reliance for the most part was placed in the generous personal assistance of Larry Sackett and Charley Lynch.

RECRUITMENT of some of the Club's earlier complement had been the result, merely, of men following the crowd or being shanghaied. It was not surprising, therefore, that several soon had been lost overboard.

Among such was Gov. Harry Gates whose name had disappeared from the roll before July 1st. The Governors promptly had selected George F. Mooney as one of them.

A little later, T. Ellis Minshall succeeded to the governorship of Dell Fisher who resigned from such office.

But, regardless of losses by disinterest, default or otherwise, the Club's roster showed active membership of 84 at close of its first five months existance in September.

Of these, 49 were from Columbus; 26, Newark; 2, Herbon; one, Granville; and 6 of Buckeye Lake and vicinity. Non-owners of boats accounted for 36, and each of the 48 others owned one or more or were part owners of 49 craft--34 power and 15 sail.

This membership list resembled the roll of a modern service club, the listing in a small-town telephone directory or--the roster of a yacht club. There were retail merchants, traveling salesmen, industrialists, lawyers, a railroad freight solicitor, stockbrokers, a photographer, and realestate dealers. It had wholesalers, bankers, a physical culturist, boat-line operators, brewers, innkeepers, physicians, a boat-builder, millers, public officials, sign painters, a municipal judge, mechanics, an expressman, a detective, plumbers, and a baker. And it included boatdealers a statistician, a university

professor and... It was (and still is) a typical yacht club, and democratic at that.

THE FIRST "ANNUAL MEETING" of the Club was held at Lake Tourist Hotel on September 23rd, '06, in compliance with the constitution adopted less than five months earlier. Memories of a large part of those present were refreshed by reports of officers and committees. There having been no such previous meeting, there was of course no old business to consider. So the session moved on to matters of new business. With no constitutional provision as to method for electing officers, the commodore was empowered by resolution to appoint a "nominating committee" to "look after the election of officers for the ensuing year". Pending action by such committee of three, old officers and governors were to carry on until their successors were elected and qualified.

By similar authority, Gov. Mooney, Roy Wildermuth, Chas. Florey and V. Comm. Browne, two each from Columbus and Newark, were appointed a committee "to draw up plans for a Club House, to look for a suitable site, and secure estimates of cost of building". While this committee undoubtedly was capable, its orders were large; and, of course, its immediate accomplishment was nil.

The meeting adjourned with everyone enthusiastic about progress made.

Nearly three weeks later, under date of October 13, members received by mail a printed communication from Secy, Lynch. This conveyed the "nominating committee's" recommendations as to conduct of the election, and suggestions as to candidates for the several offices.

Larry Sackett's name was suggested as a candidate for governor and not for commodore. He probably could have been re-elected to the latter office, hands down. He had let it be known, to committee and membership, that his father had said he couldn't continue concurrently as commodore of a yacht club and president of Sackett Mine Supply Co. The company needed all his time, not just a wee bit of it. Such parental pronouncement could have been a back-handed but pleasant surprise to Larry.

Inclosed with the secretary's communication was a printed, self-addresser, return U. S. Postal Card containing voting instructions and a blank ballot for "writing in" choices for officers

and governors. Voters in no way would be obligated to follow any of the nominating committee's suggestions as to candidates.

Nearly three months later, under date of January 8, '07, members were advised by mail as to results of the election. This announcement was signed by L. C. Smith, the Club's new secretary. Others elected were Charley Lynch as commodore; Foos, vice commodore; A. Theobald, Jr., rear commodore; Haynes, re-elected as treasurer; and Justice, McKee and L. Sackett, governors.

Delays in election and announcement of results were not taken too seriously. The Club's first season was of the past, and the second had not yet arrived.

But it soon was evident that write-in, post-card ballots would not make an election stick. Within a few months, resignations from offices were submitted by three of those whose popularity had been so honored. Thereby it became the duty of the bare majority remaining on the Board of Governor to fill vacancies so created. Frank A. Chase (father of Parke, who still is an active member) succeeded Smith as secretary and governor. Governor McKee was moved up to vice commodore, replacing Foos who left the board. Fred G. Speer was brought in as rear-commodore to take the place of Theobald, declining service in any office. And Prof. Ernest was selected to replace Foos as governor.

MEANTIME, in December, '06, a group from the Club, led by Lynch, barged-in on the fall meeting of Inter-Lake Yachting Association, in Toledo, applying for membership of BLYC in that organization of big-water sailors. While personally met with every cordiality, this unprecedented proposal on the part of a bunch of homeless inland "stump skippers" was greeted somewhat less heartily.

Since its reorganization, in the early '90s, the staid Inter-Lake's established rule had been never to take in club from off its wide-open and connected waters. There was genuine admiration for BLYC's unbounded enthusiasm with which, against almost insurmountable odds, it was venturing accomplishment of its ambitions its pioneering energy and courage that were setting in motion the wave of inland yachting which, since, has swept the entire country--but, unfortunately, under that rule BLYC was not eligible to membership in the Association.

At that point, ILYA's good old Comm. George



Worthington, C.Y.C., arose to defend the upstart club's proposal. On a map of Ohio, he pointed out how Buckeye Lake was connected to Lake Erie at his own hometown, Cleveland, by way of the Ohio and Erie Canal.

That ended the controversy, Buckeye Lake Yacht Club was admitted as a full-fledged member of the Inter-Lake Yachting Association; and Lynch was invited to represent BLYC on the association's board of directors – the first “inland club” so honored.

## 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 boathouses, 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 Earnest 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. L. 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 successviely 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 "Sunken 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 shingels. Long main roof slopes extorted 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 pauer 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 same enthusiasm 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 bundled 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 waffle 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.

## 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 reveled in these quarters, twelve of their thirty-odd temperamental 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. The 5 from such city were V. Comm. J. F. Cherry; R. Comm. Fred Speer; Frank Chase far a second year as secretary; Jim Haynes for his third as treasurer; and Art. Hatch as governor. The three from Columbus were Comm. Lynch, reelected for his second year; F. R. Justice for his second incumbency as governor, and Larry Sackett for his third.

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 is 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 aquisition, 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, Waiters & 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 counter-measures 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 SECOND TAR SOCIAL, on January 29, '08, was like a mid-winter revival. Held in the Columbus Rifles' armory at Gay and Front streets, opposite the Interurban Depot in that city, its

location was especially convenient to the Club's currently favored Licking county contingent.

Well refreshed and adequately fed, members and guests, largely potential candidates for membership, were ready and willing to hear what the gathering was about.

Competent speakers, with evident authority, addressed the aggregation on the sport of yachting, the Club's connection with Inter-Lake Yachting Association, the Club's home-port accomplishments and plans, and, last but not least, the program of Buckeye Lake improvement which was promised soon to be underway.

A goodly number of additional new members resulted from this spiritously inspiring function.

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" Clam.

In fact, BLYC then had almost everything a yacht club actually needed--EXCEPT a real lake to sail on, and to tract 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.

Among such members were George H. Worthington, several times commodore of ILYA; and Frank R. Frey of Toledo, secretary of TYC. Known well and favorably all along Ohio's Lake Erie shores, their powers of persuasion augured support of the Club's aims by many state senators, representatives and voters of the north-state-area.

Others were Gen. John C. Speaks of Columbus, Ohio's chief fish and game warden, bringing to bear the interests of nimrods and anglers in connection with the lake; John M. Pfeifer,



Columbus, president of Buckeye Lake Improvement Association, carrying united support of nearly all interests in these waters; and Joseph S. Stites, Lancaster, state senator of Fairfield county, in which much of the lake reposes, in a position to exert his influence on the legislature from the inside.

There was W. A. Gibbs of Columbus, general manager of Ohio Electric Railway Company whose speedy interurban cars made possible the lake's popularity. And, incidentally, it was he who could and ultimately did change car schedules and routings to the greater convenience of the yacht club and ever larger numbers of others visiting the lake.

Then, there was George H. Watkins, Portsmouth, president of Ohio's State Board of Public Works. He knew how to go about making the lake a Lake; and his agency was the one with authority to do it, given necessary support.

Such array of notable members presented an impressive front in BLYC's campaign for improvement of its waters.

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 serviceable 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 fresher work on embankment.

During winter, when the lake's bosom 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.

As thus substantially completed, by mid-December, '08, total cost of the project was \$802.33, including \$138.61 for personal services and miscellaneous materials furnished by Mr. Sayre. Such cost was met by Buckeye Lake Building Company and charged against its account with the Club which soon covered it by purchase of additional shares of the company's stock.

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.

OBSERVING THE ISLAND DEVELOPMENT, some stock-holding members of the Club assumed that the Buckeye Lake Building Company must be rolling in money, and brought pressure for dividends on their shares.

But, actually, the company was property poor. To cover its investments of \$3599.58, and necessary expenses of \$311.33, it had received only \$1718.75 from sale of stock and \$475.00 in rent from the Club. To keep going it had borrowed a total of \$2300.21. And, with only \$583.05 in its treasury, it lacked \$1717.16 of having enough to pay its debts.

Such explanation, incredible though it may have sounded, seems to have ended obvious pressure for dividends; and the Club settled down to enjoyment of its facilities and opportunities.

## **BELOW THE MASTHEAD**

"THE BUCKEYE L.AKE DRIFT" was BLYC's initial periodical.

Its first issue appeared in summer of '08. A 6"x9" folder of four, 2-column, printed pages, its format was that of a miniature of Backwoods Yachtsmen. Its stated policy was "to please" its "readers... and roast them". It told how Lewistown and Grand Reservoirs were feeling " . . . a trifle 'splashed' because the 'Buckeye Lakers' want and get so much". .. It published a joint obituary for a dozen prominent persons whose lives in the Club had terminated because, "My Wife Won't Let Me". Carrying no advertisements whatsoever, it was published as "LAST EDITION (Thank Goodness)".

A second issue came out in December; and others followed monthly April through September of '09. Becoming the Club's "Official Organ", it boosted and reported club affairs, praised and roasted members, and carried paid advertisements of boat-builders and others appealing to yachtsmen.

"THE DRIFT", successor to "The Buckeye Lake Drift" continued-on less regularly for about six years longer.

IN ITS THIRD ANNUAL MEE:TING, on September 13, '08, the Club re-elected all officers and governors serving at the end of the previous season, including Gov. J. S. Maclean who had been appointed to fill a vacancy left by resignation of Gov. Justice during that period. Thus, for the second successive year, a majority of the Club's official family would be Newarkites. Fittingly, they took advantage of such situation to the benefit of the Club as a whole.

THE "FIRST NEWARK" TAR SOCIAL, on December 17, '08, was arranged secretly by the Licking county contingent Columbus members knew nothing of the program except that they were to arrive in town on a chartered, special, Ohio Electric car at 7:15 p. m. Pulling in about a half-hour late, they were

greeted by tooting horns and a blazing glory of red fire; entertained at the Orphium Theatre by a special showing of "high class vaudeville", tempered especially for yachtsmen; and served a full roast-turkey dinner, with all the trimmings, while being entertained by a group of colored vocalists and banjo artists, at Kuster & Co's restaurant especially arranged and decorated befitting the occasion. It was incomparably ahead of either of such functions previously held in Columbus, and set a high standard for subsequent Tar Socials.

Following the usual after-dinner speeches and "jokes", Henry Sayre was especially honored. Eldest member of the Club, he had served as caretaker of its property, the improver of its island, and in general had been one of its hardest workers. As a small token of the Club's appreciation of his services, and esteem for him as an individual, his membership was extended for the rest of his life, to enjoy all club privileges without further payment of dues.

"BIG IMPROVEMENT JUBIILEE" was how the fourth Tar Social was announced. Held on February 18, '09, two months after the Newark festivity, it was staged in the United Commercial Travelers' new building at 24 West Goodale Street in Columbus.

There were just causes for jubilation. The Club had a home on what still was known as Sunken Island, but had been raised from the mire; and its waters, thereafter, would be a real lake.

The eastern contingent's "yachtsmen's special" arrived on time; and there were five large delegations from other Inter-Lake clubs to help along with the celebration.

The banquet hall bore a distinctive nautical air. Walls and ceilings were draped with flags of ILYA and member-clubs, intermingled with pilot-wheels, tillers, ropes-ends, sail-cloth and other gear. A company of "sailors", brawny fellows "tanned" for the occasion, with jackets thrown back at throats and with loose flying trouser-ends, stood at attention awaiting signal to serve the mess.

"Clang! Clang!" went the ship's-bell on the miniature cabin abaft Comm. Lynch's station. And, before its echoes died away, 250 fresh-water tars fell-to upon colorful viands. As described on the printed menu at each place, there

were... "Oyster Cocktail - Watkins Sauce; Queen Olives - Rownd Island Variety; Almonds-Peanuts - Hole-In-TheWall; Gerkins - Richardson Sweets ; Roast Pig - Cunning-Ham; Pea Patties-Shell Beach Cases; Mashed Potatoes - Akron Importation; Veal Loaf-a-la'Frey; BLYC Salad - Stump Dressing" ; Boston Bread - with Grasser Dope; Cream Cheese-South Side Beach Make; Reception Flakes-Sellers Point Hard Tack; Coffee-Avondale Blend; Assorted Cakes-de' Worthington; Flagship Connecticut and the Fleet-favor T.R.; Gasoline-Lubricators – 'Standard' Grade; Cigars – Cigarettes – 30 Minutes in Summerland”.

Quite evidently, the repast was appropriately flavored both by Buckeye Lake and Lake Erie ingredients.

"Gasoline-Lubricators" were served in small "tanks" labeled "Gasoline--a substitute for beer for the Newark trade". The "gasoline" atmosphere, soon pervading the hall, was reminiscent of the Lake at regatta time. As a precautionary measure, the committee in charge had stowed " . . . fire-extinguishers under bunks in staterooms for use on the 'warm' members who happened to get 'lit' while partaking of the 'gasoline'. Cabinboys' calls were solicited".

With R. Comm. Mooney at the helm, there was presentation of "medals (mostly leather ones) by the 'Karneggie Hero Kommissioners'. The "Mannerchore from the Reservoir", accompanied by the "dish band . . . rendered . . . Harrigan; Rainbow; Are You Sincere?; It Looks Like A Big Night Tonight; Down In Jungle Town; and I'm Afraid To Come Home In The Dark."

Then followed a brief period of " . . . Knocks, Boosts and Yarns . . ." and "sparky" talks by Comm. Lynch, Joe Grasser and others from up-state.

Main address of the evening" was by "Uncle" George Watkins, who talked interestingly and entertainingly about the Lake and its improvements, accomplished and contemplated. He reported registrations at the Lake, during the previous season, as 176 for launches, 759 row-boats, and 16 sailboats, bringing in annual revenue of \$6000 to be used in maintenance and improvements.

These remarks were received with almost unrepressible applause. At its conclusion, a spontaneous, resounding, unanimous vote declared that the Club's once watery real-estate should be called "WATKINS ISLAND".

THE DIRECTORS of Buckeye Lake Building Company, on April 8, '09, went into timely action.

Recalling the mandate issued in the Fourth Tar Social, less than two months earlier, they officially rechristened the company's "Sunken Island" as "Watkins Island".

To provide space for more and larger power-craft, they arranged to shift locker accommodations and to convert the locker room into a couple of big boat stalls, bringing the total to 14 as at present.

They rented the company's main shore property to club Treas. Haynes, at \$25.00 per year, for use in connection with his marine supplies agency. Conditions of such rental were that he would remain a member of the Club; that no gasoline would be sold on or adjacent to the premises; that he and the Club would have joint use of the water frontage; and that the Club, if it desired, would be privileged to rent from him the second story of the building at not more than \$15 per month.

A resolution was adopted and forwarded to the state Board of Public Works. This set forth the company's efforts and accomplishments in improving its property, setting an example of what could be done to make the Lake and its environs more attractive. And it implored the state to adopt and enforce such regulations as would prevent sale of gasoline, or other interfering traffic, on the shore of the channel which the company had opened between its island and the main shore.

Furthermore, the directors reaffirmed rental of the island property to the Club at \$350 per year, offering to enter into a lease on that basis for a period of five years, ending September 15, '14. Agreeing to the rental, the Club chose not to lease. (Three years later, at the Club's own suggestion, the amount was more than doubled.)

"GRASSER CATS" first appeared on Buckeye Lake in the spring of '09. On May 2nd, the day of the semi-annual' meeting, one of them, Grant Sudbury's "Faun", was tugging at her mooring among the Club's sloops. Another, Geo Urlin's "Almardine", was snugly berthed at Rownd Island in George's high new boathouse (only recently razed) with a narrow door aloft admitting her fully rigged.

Present for the meeting were four "famous salts" from Toledo, Capt. Koch, Henry Hess, Frank Frey and Joe Grasser – the last named being builder of



these boats. These gentlemen had hoped to do some fancy sailing in demonstration of the fine qualities of such craft. But the weather was "real wet and nawsty". The Almardine was tried, tuned and dready to go in any weather. But the Faun had not been tried, and it was 'thought best "to avoid straining her in the heavy breeze and choppy sea."

Undaunted, these big-water sailors considered going out in other boats. But the high wind would have necessitated several reefs; and demonstrative sailing couldn't be done with shortened canvas and hardly and steerageway. So, the "exhibition" was "declared off", much to the disapointment of a large crowd and dismay of Grasser and Frey.

Throughout the day, a Dispatch photographer busily made "snaps" of everything in sight. Members and guests who could stand alone, "against the wind", went out on the island to have their "weathered" faces recorded for all central Ohio to see.

Other notables present were Ohio's Governor Judson Harmon and E. E. Booton (long-time member John's father) of the Canal Lands Department of the state's Board of Public Works.

The meeting itself was called to order at about 10:00 a. m. and lasted until nearly 12:50.

Honorary memberships were conferred on the Governor and the Messers Booton, Hess and Grasser.

Other significant business transacted was re-election of Comm. Lynch as delegate to ILYA; and adoption of a Club Cap, and several amendments to its Constitution.

Upon adjournment, lunch was served under auspices of Ed. Browne and Grant Sudbury with "expert advise" from Col. Bill Welles.

CONSTITUTIONAL AMENDMENTS ADOPTED on May 2, '09, reflected the Club's three years experience and its acquisition of responsibility for property.

A second section was added to Article V requiring the Club's secretary, when elected, to be resident of the same community as that of the commodore under whom he would serve.

Two paragraphs were tacked onto Section 11 of Article VI. The first enlarged upon the Governors' authority to enact, amend and repeal by-laws; prescribed procedures for such actions; and spelled out in detail an all-inclusive list of matters to be covered by such regulations. The second added paragraph

required the Secretary to keep in "a book" a record of the Constitution and the By-Laws, and of all amendments and changes therein as made; and directed that such book be available for reference in all meetings of the Club and its Board of Governors.

To Article VII, three sections were added. Section 2 made possible removal of officers from offices by affirmative vote of two-thirds of members present in any regular or special meeting of the Club. Section 3 provided for succession of flag-officers according to rank in cases of vacancies; and for filling of vacancies in offices of Rear Commodore, Secretary and Treasurer by the Board of Governors. Section 4 called for election of officers separately by secret ballots cast in Annual Meetings; and provided that not more than three nominees would be considered for any office.

An eighth Section, added to Article VIII, prescribed the order of business at regular meetings of the Club.

With these additions, the Constitution closely approached that in force today--47 years later.

THIS FUNDAMENTAL LAW of the organization, as so amended, soon was published in a 3-1/2"x6" paper covered booklet of 35 pages. The printing was mostly in quite small (6 point) type. Of the total, 8 pages were devoted to the constitution, 6 to rosters of current officers and members, and 21 to by-laws, corrected to May 15, '09.

These regulations, adopted by the Governors, were a masterpiece of nautical and legal terminologies. They were such as might enlighten the three-year-old club. Again, as with the Constitution, the wisdom of many of them is evidenced by their longevity. In numerous instances, they have remained in force throughout the years with substantially no changes. Others have been discarded in favor of established public regulations and generally recognized yachting precedents and customs.

Subjects covered were: Violations-Enforcement; Meetings of the Board of Governors; Membership, Elections, Dues and Fees; Right-of-way - Sail Yachts; Right-of-way - Power Yachts; Navigation and Lights; Flags and How Carried; Club Caps; Club Pins; Regattas and Events; and Prizes.

With such By-Laws, no officer or member could go wrong. Or perhaps, without frequent and careful reference to them, he

might have found it difficult to go right. But they afforded something tangible to lean on in meeting sometimes difficult situations.

They contained some notable deviations from previous by-laws and from those in force at this time. Non-Resident and Honorary membership classifications were added, practically as they exist today. Also Honorary Life memberships, now no longer recognized, were then made legal for members whose outstanding contributions to the Club warranted, providing full club privileges without further payment of dues. Certain flags were required to be flown on members' craft. Emblems on caps of non-boat-owning members were required to be imposed on vertical single instead of two crossed fouled-anchors, as still is required in many yachting organizations. Retention of club membership in ILYA was made obligatory. Convenience and comfort of yachtsmen members officially was made "paramount to all other considerations" as to privileges in and about the clubhouse. "Lady guests, accompanied by members", were permitted to use "Club porch and Island" at all times; but "Club Rooms" were open to them "only on specially designated days set apart by the House Committee".

Rentals for boat stalls were set at \$30 per year for craft over 20 feet long and \$25 for those 20 feet and less in length; and locker rentals were established at \$3 per year.

Provision was made officially for delegates to ILYA meetings.

Club regattas on Sundays were specifically forbidden.

In regattas or races recognized by the Club, the skipper of each boat was required to be its owner or part owner; and at least one of his crew had to be a member of the Club.

Results of all races, recognized by the Club, were required to be recorded in "a book" to be kept permanently in the clubhouse.

So fortified, the Club entered its fourth season.

## **BEYOND THE BREAKERS**

IN THREE SHORT YEARS, Buckeye Lake Yacht Club's "Enthusiasm" had accomplished the unexpected. Pursuing its course, bestrewn with uncharted, unforeseeable, submerged perils, it had overcome the seemingly insurmountable, with only mishaps, and had beaten through to smooth sailing.

Contrary to expectations of Millersport's graybeards, the "Reservoir", drained through the previous winter for conversion to a "Lake", was well refilled early in the season of '09. And it maintained a higher and more constant level than ever before. The fishermen, more easily moving about, found new favored haunts and live fish to be snared; and the yachtsmen, no longer forced to be "stump-skippers", discovered it necessary to display seamanship of higher quality.

For the first time, the Club had a "real lake" to sail; and its disreputable Sunken Island had been raised, physically and psychologically as well as nominally, to the respectable status of Watkins Island.

There were reasons for joyous satisfaction.

However, as though to dispel danger of over confidence, the Club was awakened to several threats, demanding precautionary measures, before the season was well underway.

A new dancing pavillion, just completed at the Park, might further attract members' wives and sweethearts to the Lake and, thereby, further threaten sanctity of the club premises as a refuge principally for men. Therefore . . . the change in By-Laws loosening restrictions as to privileges of "lady guests".

Power-boatmen, after unsuccessfully fighting a couple of disasterous explosions and fires, had to learn to keep their tanks well soldered to prevent accumulations of gasoline in bilges.

A tornado, Ravaging Lakeside on May 15, happily left unscratched the Watkins Island installation and craft. Forthwith, windstorm insurance was placed on the Club's property.

Otherwise, the season generally was outstandingly satisfactory prophetic.

INNOVATIONS characterized this season of '09.

In regattas, power and sail craft entries were considerably more numerous than before. But there were far less engine breakdowns, bent propellers, capsizings and other disconcerting incidents.

For the first time, sail yacht races were scheduled ahead of those for power yachts. And, with appropriate starting intervals according to classes, all the former sailed the course together.

The only real novelties of the Memorial Day regatta, on Monday, May 31st, were courses unlimited by obvious snags. But, with little and no wind, one sailboat dropped out and five had to be towed in.

The "First Annual Free-For-All" headlined the Independence Day regatta. It was open to all powerboats "on the Lake", regardless of ownership or club affiliation. Sponsored jointly by BLYC and its neighboring Camera Fishing Club, it was conducted by the more experienced yacht club.

In the free-for-all handicap there were 31 starters, as contrasted with the Club's usual 8 or 10; and all but five finished.

Then 5 of the faster boats competed in a 10-lap, 85-mile Power Boat Endurance Race.

While the entire fleet obviously was "on the Lake", several of its really fast craft had been brought in from Lake Erie, Portage Lakes, and other distant home-waters, especially for these events. And, inadvertently, most trophies went to such "foreigners".

Good weather, good-nature and good-luck made possible successful completion of the unusually large number of events scheduled for the day, except the "Lantern Parade" which had to be cancelled because of excessive wind.

Besides the main power events, there were the usual sailing races, a "Lady's Power Boat Race", and several contests of other kinds.

Among the latter was a swimming race. R. Comm. Mooney's son Frank splashed across the finish line ahead of the five other contenders; and Secy, Chase's son Parke, having fouled the committee-boat, struggled in last.

The especially novel feature of the Labor Day regatta was a Ladies' Sailing Race. Three of the five contestants were "Grasser Cats".

THESE CAT BOATS, initially appearing on the Lake in this season of '09, were first of the "K" Class which has persisted in the Club through 47 seasons up to the present.

With two in late April, a third joined the fleet in mid-summer after having made a good showing in the hands of owners Larry Sackett and Harry Freeman at the Toledo ILYA regatta on August 23, 25 and 26, as one of the recently developed "15-Foot Cat Boat Class". And, at the end of the season, there were four of them in the Club's fleet.

This Class was sponsored by the Inter-Lake Yachting Association which, on December 26, '06, first adopted "Rules and Restrictions" for it.

Then, in its meeting at Toledo on February 6, '09, the Association revised such regulations., to remain unchanged for a period of five years. Accordingly, the hull was to be of "ordinary type" with pointed bow; but nothing was said as to whether it should have rounded or chined bilges. Dimensionally, it was required to have an overall-length not exceeding 22 feet; minimum beam of 7 feet; and minimum freeboard of 15 inches, and at least 25 inches for that at stem. The "15 Foot" designation was a maximum "Rating-length" obtained in dividing by 2 the sum of actual overall-length and beam. Sail area was limited to 18 square feet for each foot~ of rating-length, making 270 square feet the maximum. Other restrictions dealt with skeg, rudder, centerboard, scantling materials and dimensions, solid mast, rigging, and other details of construction and equipment.

Two persons were stipulated as a crew.

The Grasser Cats, delivered to BLYC members that season, were gaff-rigged and otherwise in accord with such revised "Rules and Restrictions". They had rounded bilges and were priced at \$250.00, complete with sails. "Square bilged" craft, meeting same requirements, were offered at \$160.00.

While basic restrictions, such as rating - length, overall-length, beam and sail-area, have remained substantially unchanged throughout the years, numerous revisions have been made in connection with details such as skeg, centerboard

and rig. Many of these changes received vigorous protests from owners and sailors of older boats. But there is no mistaking the Class, regardless as to when and by whom the craft were designed and built.

The series of events for this class in the '09 ILYA regatta at Toledo was announced as the "President's Cup Races", in honor of President William Howard Taft, then in his first year of such office, donor of the trophy for winner of that and subsequent series.

According to F. G. Luderer in "Sailing Craft", a volume edited by yachtsman Edwin J. Schoettle and first published by The Macmillan Company in September, 1928, these boats soon became known to the American yachting fraternity as "TAFT CUP CAT BOATS".

Thus it may be said, perhaps sentimentally, that Buckeye Lake, Buckeye Lake Yacht Club and Taft Cat Boats all grew up and have survived together.

REALLY FINE POWER BOATS also were new to the club in its '09 season. Compared with the "tin" one-lungers, left over from previous seasons, these were craft to grace the young yacht club.

Fenn's "Unidillo", built for speed rather than beauty, was capable of doing up to 35 m.p.h. on a straightaway.

Urlin's "Nilru" was a product of the Matthews Boat Company, of Port Clinton, and had been exhibited in 'the New York Boat Show during the previous winter. A runabout of 26 ft. length and 5 ft. 9 in. beam, she was all copper and bronze fastened and fitted. Her four-cycle, four-cylinder, Sterling "motor" was housed under a hood of India teakwood with bronze strap hinges and quadrants. There were facilities for remote starting, steering and controls. Decks, coamings and seats were also of teakwood. Seats were furnished with hair-filled cushions with covers of "Chase leather" and fitted with brass "eye buttons". And her floor was covered with rubber matting.

"Nancy", the proud possession of a new member, Robert F. "Bob" Wolfe, was at least equally luxurious but noticeably more slender. Of 30 ft. length and 5 ft. beam, she was driven up, to 18 m.p.h., by a three-cylindered, two-cycle Grasser motor, "with control of a four-cycle", turning a propeller of 20 inch diameter.

Her lazy-backed seats with leather cushions were protected by a special "auto top", the after part of which was collapsable, like a buggy-top, for convenience in boarding and disembarking.

"KING NEPTUNE'S ISLE . . . a corral island besparkled "with gems of rarest hue, where Capt. Kidd's treasure is kept in Davey Jone's locker; where the mermaids are wont to gather" . . .

Salts and would be salts, assembled in early afternoon. They were greeted by melodious strains from mermaids' lutes. Then, looking around, they saw the Keeper-of-The-Log splitting kindling for Queen Minnie Ha!-Ha's stove. They heard thunderous commands of Capt. Kidd, and boisterous yelping of Sea Dogs as they made the catfish hike. And they piped Queen Minnie pleading with Salty King Neptune to raise her allowance so she could afford hipless gowns for her Dinghies-in-Waitinng.

Fittingly costumed and filled-out, such characters, melodramatically impersonated by officers and members of the Club, were making ready to initiate desirous candidates into the mysteries of The Fraternity of Salts.

Among those raised to the sublime station of Jack Tar, in the Full Riggged Degree of such brotherhood, was W. A. "Billy" Irland of "Yaller Bud"--inimitable Columbus Dispatch cartoonist of "Teck Haskins" and "Passing Show" fame -- latest recruit in BLYC's complement of honorary members.

"High and low test cylinder-oil, songs and sociability were sufficiently mixed to produce healthy emptinesses in stuffing boxes of each and every Aquatician present, so that roasting ears and fish didn't get much quarter when the crew sat down to mess...".

It was a colorful occasion. And when it was all over, and the place deserted, Jim McGwin, keeper of King Neptune's Isle, was left "to a long and slow recovery".

A NEW SKIPPER took over in the Club's fourth annual meeting in September, '09. Officers elected were Comm. Fred Speer; V. Comm. George F. Mooney; R. Comm. Harry Freeman; Secy. Frank Chase; Treas. Jim Haynes; and Governors John Maclean, Geo. Urlin and Charley Lynch.



Having served three full years at BLYC's tiller, and as its ILYA delegate and director, Lynch was "canned" with a handsome loving-cup, presented by the members in appreciation of his services. And his retention as a governor farther evidenced satisfaction with policies, under his administrations, which had developed and consolidated the Club's program, position and prospects.

But, while no longer at the helm, Lynch had not yet reached the pinnacle for his honors and labors in organized yachting. The Inter-Lake Yachting Association, at Toledo on December 4, '09, elected him as its rear commodore. Thus, not only he but the Club was so honored in its youthful fourth year -- when nearly half the length of its waters still were cluttered with stumps, snags and moss.

BUCKEYE LAKE'S SLUICES, however, again had been opened and its water drained away. And "Uncle George" had resumed renovating embankments and removing normally still submerged hazards.

This time, the Lake had not been drawn so low. When frozen over, some of the areas cleared during the previous winter offered, for the first time, some good, clean, unimpedimented, ice-boating thrills.

Along in January of '10, while ice covered the lowered water, steps were taken to eliminate some of the previous guesswork as to lengths of races. Under direction of the new commodore, the secretary and the treasurer, all of Newark, a survey was made to establish a measured course.

The result, as shown on a chart prepared by A. H. Sawyer, draftsman, was a rather flat triangular course of a hair less than 3 nautical miles --about 3.45 statute miles -- similar to many being set after 46 years. From Watkins Island, it extended 6560 feet southwestward, through the middle of North Passage, to a point on a line across the lake from Stony Point to Hamilton Point. Then around an arc of 120 feet, it continued 8760 feet north-easterly, toward Schwartz Point at Harbor Hills, to a point on a line from the Dell Fisher Boatline's dock, at the Park, to Gibson Island. The last leg, extending westerly from such point to the starting line, measured 2800 feet.

Before return of balmy weather stopped stump cutting and pulling, most major basins of the eastern end of the Lake were cleared.

"MID-WINER REGATTA"---So the Fifth Tar Social, on February 21, 1910, was advertised. "Tars of BLYC and their landlubber friends", aggregating about 150, again cruised to mess in U.C.T. Hall in Columbus. As now usual, everything was appropriately nautical, and other ILYA clubs were well represented.

Comm. Chas. O'Brien of TYC was principal speaker and of demonstrated outstanding ability as an entertainer.

Most local honorary members of the Club graced the occasion with their presence, dignity and power. Gen. Speaks urged and received assurance of support of his plans for restocking the state's lakes and streams with fish. And Watkins pledged his aid in doing even more for Buckeye Lake.

FOR MEMBERS OR GUESTS, was the Club being operated? Such was the question of principal discussion in the fourth semi-annual meeting on May 1, '10, V. Comm. Mooney presiding in unavoidable absence of Comm. Speer.

Numerous guests of members were being seen on the Club's premises so frequently that it sometimes was difficult to distinguish them from those paying dues. They were being accorded club privileges same as members. Such practice was increasing, and occasionally such guests were out-numbering members present.

In this meeting, after a number of motions designed to limit guest privileges had been rejected or withdrawn, R. Comm. Freeman offered one which was adopted. It placed the matter in the hands of the Board of Governors with instructions that definite rules be established in regard to frequency and duration of visits by guests of members.

The Governors, in their next meeting, adopted a new by-law in line with the Club's instructions. This has continued in force, substantially unchanged, from that time to the present.

The result of its adoption was an almost immediate, appreciable influx of new members.

## 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 Straitville 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.

LOWERED THROUGH THE PREVIOUS WINTER, an unusually dry spring failed to refill the Lake until after mid-June.

On Memorial Day, slumps still threatened navigation in some of the cleared areas. But the Club went ahead with its usual regatta anyway.

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.

The most advertised and, perhaps, its most spectacular contest was the "Grand Buckeye Lake Handicap for all Power Boats" that previously had finished in the Free-For-All for such craft. The name of the winner of this race was to be inscribed on the big, new, \$500.00, "sterling silver Ohio Electric Railway Cup" -- a most sought and fought for trophy -- still in BLYC's trophy case at this writing.

Further free entertainment was provided in form of concerts by "the famous Dispatch Newsboys' Band" on Watkins Island in the afternoon and evening.

The busiest men in connection with this regatta were Commodore Lynch, heading committee in charge, and Cap Clum, clerk.

"More than 32,000 people" gathered on the shores of the Lake on this last of a three-day holiday -- the greatest crowd that ever had been seen there. Since the Friday before, they had been arriving mostly by steam and electric railroad excursion trains. Cottages and hotels were filled to overflowing. Before The Fourth was over, all foods, refreshment and souvenirs, available to the public, were exhausted. Park amusements did a land-office business.

ALL TROPHY EVENTS, up to this season, had been only those occurring in Memorial, Independence and Labor Day regattas. And, in this year, power-craft and sloops continued with the same restricted schedule.

The little fleet of "15 Foot Cats", however, established a new precedent. For championship of Class B Sail Yachts, and for Goodman Bros. Crop, they competed in nine races spread throughout the summer. All were on Saturday afternoons, excepting those on the Fourth of July. With such schedule their sport was "enhanced" by having more of it and generally avoiding waters confused by so many power-boats. Inauguration of this innovation marked the beginning of expanded interest in sailboat racing.

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.

On Sunday night, June 10, '10, someone dynamited and badly damaged the old canal aqueduct over South Branch of Licking River just north of Lakeside. Had an O.E.R. R. Co. crew not quickly made temporary repairs on the structure, the power plant in Hebron would have had to close down on account of insufficient water.

Had that happened, a lot of Club members and hundreds of others would have been left stranded at the Lake and subjected to making explanations at home later.

Page-wide panoramic cartoons of the Lake appeared in Passing Shows of two weeks before and a week after the long Fourth-of-July week-end, '10. By the Club's "Billy" Ireland, they depicted the Lake as he visualized it in a birds-eye-view from high above its south shore. They were drawn and colored in his usual spirit of confident crusading in the interests of mankind's welfare, sumthin' or other.

In the first, he observed . . . "These are Great Days Down at Buckeye Lake" . . . Lakeside Hotel, "Used to be Life Saving Station" . . . Buxom Mrs. Sellers, sweeping the dock, as the Mister, hands in pockets, stands on its outer end surveying the length of the Lake for customers . . . "Oakleaf, Figleaf, Big 8, Etc.", cottages on shore from Sellers to Watkins Island... Lynch, atop clubhouse, telling becalmed catboat sailors how to make port... Glass House (Hotel), "Please pull down the blinds" . . . "Park"... Prof. Ernest's colony of physical culture-ites... Roof

of Summerland Hotel . . . "Little Arch City", on Shell Cove, "mostly Columbus people" . . . Peach (Orchard) Island, "mostly Newark peaches" . . Freeman, astride Urlin's island boathouse roof, waiting to guide Almadine's mast into its high-slit doorway . . . What had been "Shell Beach Hotel, so called on account of total absence of any shells" . . High-powered launches, warming up for the regatta, passing duck-blind with sign pointing toward "Blind Pig" . . Caleb McKee, leaning over engine in his "Steel Preferred" as they swished by, "Dog gone the dog gone luck" . . . "Man and Wife", back-to-back, fishing from a rowboat at anchor . . . Larry Sackett and crew of six aboard wallowing "Buckeye", hailing, "Oh You Kid!" to fair passersby . . Bob Wolfe's "Nancy", with nearly half 'the Club (?) aboard, proceeding eastward with all the regal aloofness of her skipper.

The second of these cartoons . . Bevy of bathing beauties, west of Watkins Island, decked out in puffy bodices and bloomers, and crowned by high-peaked, broad-rimmed, straw "Buckeye-Lake-Merry-Widows, all the rage" . . Crowd on Watkins Island watching catboat race . . "Mooney's, and Sower's cottages and observation tower", on Observation Point . . "Capital City Laundry Club", in a power driven tub, singing "My Bonnie Lies Over The Ocean" . . . "Ohio Fish and Game Commission Tug on the lookout", spyglass at her stern and cannon mounted on her forward deck . . . "The market boat making the rounds of the cottages" . . Stern paddle-wheeler "Marietta bound for Avon-dale and Thornport--too shallow for motor boats" . . Crowd of thirsts racing from "Park" across Bound's property to "The Blue Goose life saving station" . . . A fleet of rowboats, oarsmen breaking backs, "Bound for White City Care", in "dry territory"..

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 commers".

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

THE "HALYCON", a big power yacht, lay at anchor in TYC's basin. Lounging aboard were ILYA's R. Comm. Lynch, Mrs. Lynch and V. Comm. Mooney, Gov. Urlin and members Frisbie and Sudbury of their home-club on Buckeye Lake. The vessel had been chartered by the group as the rear commodore's "flagship" at the Association's Put-In-Bay regatta during the following week.

It was late in the afternoon of Saturday, July 16, '10. A southwesterly breeze, that had been stirring for several hours, promised to make most delightful their trip to "The Bay" on the following day.

But, during that evening, the wind suddenly veered to northeasterly. Soon, old Lake Erie was in the throes of a storm which was to last until late Monday. Most craft in the basin, power as well as sail, postponed their sailings until the noreaster would abate.

With her Buckeye Lakers the Halycon, however, ventured from her mooring after noon on Sunday. No more than clear of the harbor, she found herself crashing into the teeth of a 40-mile gale and making little headway.

Her skipper vowed that, in all his experience on The Lakes, he never purposely had bucked such a blow. So, upon his repeated pleadings, the mariners of Buckeye Lake consented to turning back to the Maumee River.

Disembarking at the C. & T. dock at Toledo, the party boarded a big steamer for The Bay. There, after a most unsettling passage, the R. Comm., his spouse and buddies disconsolately awaited the Halycon's arrival until late Monday evening.

From that time on, the Buckeye Lakers' flagship was one of the regatta's centers of action. She was designated as Judges' Boat: and judges for all contests during" the next two days were BLYC's Mooney, Freeman, Urlin, Sudbury and Frisbie. And another Buckeye Laker, Guy Sackett, served on the Sail Yacht Race Committee.

The Halycon, of course, hadn't accommodations for "sleeping" the entire BLYC delegation. So the Club made Jack Day's famous Bayview House its official headquarters. But, when in port, this yacht's boarding ladder was almost constantly in use.

During the week, most stars in the firmament of the Association and its members-clubs were entertained on her deck.

On Thursday, ILYA Comm. C. G. Jennings was host to the central Ohio contingent. Aboard his flagship, his own big schooner "Agawa" hailing from Detroit, the Buckeye Lakers cruised around the course to view the races.

A trophy promised by BLYC, for the regatta's "15 - Foot Cat Boat" series, was won by the Possum, sailed by Fred Prichard of TYC. Otherwise, all in all, the salts of "Licking Ocean" were treated royally. They enjoyed a ruggedly wonderful time, and left behind a lasting impression of BLYC as a "live-wire" organization.

THE TORCH WAS CARRIED by Buckeye sailors for George H. Watkins on July 26 '10 -- the third day following the ILYA regatta. "Uncle George" again was candidate for nomination for reelection to the state's Board of Public Works.

A large delegation from the Club rallied in the State House rotunda at 7:30 p. m. Then, exhibiting their colors and sentiments, these mariners marched out across the capitol's west concourse to their chant of, "We - Want - Uncle - George-We-Want-Uncle-George-We-Want-Uncle-George..." Crossing High Street, the procession halted traffic of clanging trolley cars, tinkling Detroit Electrics, and phaetons, drawn by prancing thoroughbreds, with families out for the cool of the evening.

In the old Neil House, these boosters for Uncle George passed out cards and threw feathers, stuck on burrs, on everybody passing through lobby and corridors. Upstairs, they pinned Watkins badges on delegates and visitors in rooms of various candidates for sundry political offices.

None, there convened, was left unapprised of Watkins' candidacy and qualifications. Executed in a well organized and jovially serious manner, this campaigning created "a good deal of favorable comment"; and, needless to say, Uncle George was nominated and, ultimately, reelected.

THE CLUB'S ANNUAL OUTING at Beach Island, on Sunday, August 10, '10, was a farewell party for Comm. Lynch.



On July 29th, he had resigned his offices as governor of the Club, chairman of its membership committee, and its delegate to ILYA, because of his imminent removal from Columbus to Indianapolis. Such severance, however, in no way affected his status as a member of the Club or his office as rear commodore of ILYA. (In fact, he has retained his BLYC membership throughout the succeeding years; and he has looked in on the Club annually for several of them.)

Attendance at this function was nearly as large as that of the previous year on "King Neptune's Isle".

The program was devoted chiefly to a cruise of the renewed whole-lake, feasting, refreshment, and a talk by the Hon. George H. Watkins.

Called upon by V. Comm. Mooney for a few remarks, Uncle George eulogised the Club and its individual members for their aid in his program of lake improvement, winding up with a "pretty presentation" speech to Comm. Lynch who was departing for Indiana within the week. The presentation was of a solid-gold watch chain, bearing the BLYC emblem, "as a slight token of the very great esteem in which the club members and their friends at large hold him".

C. D. Lynch had been an ever present impelling spirit throughout the Club's four and one-half years of development and progress. Now, so far as he was concerned, the Club would be on its own.

Fortunately, as soon was to be proven, the organization was sound and perfectly capable of carrying on.

## 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 Welsbach 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 ling-officers moving up the ratlines one at a time.

Others elected were R. Comm. J. F. Cherry; Secy. Bowman F. Reinmund, Jr., Treas. Haynes for his sixth consecutive term; and Governors Chas. McKee, Ed. S. Browne and Dan Carroll.

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.

A mairine railway, from the rear channel to the island, immediately would be constructed to facilitate hauling out boats for the winter.

ILYA'S FALL MEETING, in Detroit on December 3, '10, was attended by the Club's new delegate, Comm. Mooney, and by V. Comm. Freeman and Larry Sackett. Present also was Charley Lynch, still the Association's rear commodore.

There, Comm. Mooney presented the Club's promised loving-cup for the Association's 15-Foot Cat Boat events, first contested for at Put-In-Bay in the preceding July.

Alexander Winton, "motor carriage manufacturer of Cleveland, became ILYA's new commodore and Lynch left as its vice commodore.

A "BANQUET CRUISE", as the sixth Tar Social was labeled, took place on Friday, February 3, '11, at the Ohio Club, social forerunner of the Athletic Club of Columbus, in the Columbus Savings and Trust (Atlas) Building, north-east corner of Long and High streets.

Keynote of the occasion was "100 New Members in 1911".

This slogan, under force of Comm. Mooney's leadership, had impregnated his staff and crew. A campaign already was underway. The "Reds" and "Blues", respectively headed by V. Comm. Freeman and Dan Alspach, were vying with each other in securing applications from the hundered or so picked guests among the more than 200 persons present. Which crew won, available record sayeth not. Perhaps it was a draw. But they "got their men".

Harry Westerman, observing those aboard, sketched . . . Tostmaster, bearded John S. Maclean, -- "scotchy, witty and dignified" . . . J. E. Gunkle of Toledo, first commodore of ILYA, telling the skippers "a few fish stories that made 'era flounder" ... Comm. S. O. Richardson, TYC, "who sparkles like a piece of his own Libby glass" . . . Chittenden Hotel (Catboat) Trophy, "the old Life-Saver was right there, in readiness to save any of the boys who might fall overboard" . . . Secretary Bowman F. Reinmund, Jr., "who rocked the boat for a few moments when he mentioned the collection of dues" . . . and several others.

More yachtsmen on this "cruise" were from Toledo and Detroit; and communications of regret were read from other invited nautical enthusiasts of Ohio, Michigan, Indiana and Illinois.

An expression of regret was wired from aboard to "Uncle George" Watkins, missing a Tar Social for his first time. Detained at his home in Portsmouth, he lay seriously ill from a paralytic stroke suffered during the preceding Saturday night.

THE HON. GEORGE H. WATKINS had but recently accomplished one of his greatest ambitions -- making Buckeye Lake a LAKE. Then, in his 54th year, at 2.00 a. m. on Wednesday, February 8, 1911, five days after the "Banquet Cruise", he crossed to his Great Reward on the other shore.

BOUND FOR ILYA'S "SPRING MEETING", held in Cleveland on Sunday, February 18, '11, Comm. Mooney, V. Comm. Freeman and Secy. Reinmund plied round-about courses through Toledo. Reinmund left three days early on Wednesday, and the others followed a day or so later.

Reasons for such detour were uncontrollable desires to check on progress being made in construction of a fleet of 12 "15-Foot Cat Boats" ordered by BLYC

members for May delivery. Designed by Charles D. Mower, according to ILYA's Rules and Restrictions", these craft were being built by the Peck-May Company in Toledo.

Their expectant owners were Comm. Mooney, Secy, Reinmund, Gov. Carroll, R. H. Wilcox, Fred Yeager, Robt. F. Wolfe Y. Wardlow, Ward O. Chaffee, Carl Anthony, L. D. Mathews, Wm. Frisbie and, jointly, Herb Myers and Frank Shannon.

So it was only natural that Mooney and Reinmund chose such detour to Cleveland.

In the meeting, Comm. Winton expressed conviction that, rather than spend money on such things as fireworks, spare time at ILYA regattas should be occupied by events more closely related to the Association's objectives. He therefore created named a "Committee on Other Sports". On this he made V. Comm. Lynch chairman and included, among others, Freeman and Reinmund.

Promptly Lynch announced that there would be "something doing every minute. Canoe contests, dinghy and swimming races will be the headliners, interspersed with other aquatic novelties".

Another appointment, made by Comm. Winton, was that Comm. Mooney to the Committee on Entertainment. The 1911 regatta would be held at Put-In-Bay during the week of July 16th, when the moon would be especially right for "Other Sports".

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.

THE "CZARINIA" of TYC, a whopping big, 65 – foot, glittering white, auxiliary yawl, was V. Comm. Lynch's flagship, and headquarters for BLYC's contingent, at ILYA's regatta at Put-In-Bay during the week of July 16, '11. Large enough to "accomodate nearly 100 persons", she carried 2400 feet of canvas and had a 20 h. p. power-plant.

The Committee on Other Sports, headed by the vice commodore, and manned prominently by BLYC's Freeman and Reinmund, did itself proud. There was "plenty of diversion of all sorts and descriptions for members of the Association and their friends".

In events for Taft Cup Cat Boats, two of BLYC's new craft participated.

The "Czarinia", around 7:30 p. m. on October 15, '11, caught fire from gasoline about her engine, burned to the waters edge, and sank to the bottom of Lake St. Clair above Grosse Point. Having been on a cruise, she was on her way down from St. Clair Flats.

Before too late, a Detroit steam yacht in the neighborhood came to the rescue and took off owner A. H. Gallagher, of Toledo, and the three of his friends aboard.

The Buckeye Lakers must have been hot!

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. Chaffee.

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.

Committee in charge was composed of Zane D. Allison, regatta committee chairman, aided by Larry Sackett, Gar Nutter, Ward Chaffee, Frank Chase, Bill Frisbie and W. E. DeRango.

Final program included an ice-yacht race for the Comm. Lynch Cup; ordinary and sail-skating races; plain and fancy skating; a baseball game on ice; an old-fashioned snow-ball fight; an ice hockey match; and, in the evening, a masked Mardi Gras with Hugh K. Lindsay as master of ceremonies. All these events, excepting the last, would be squeezed between 2:00 and 6:30 p.m.

Five days before this arctic exposition, Charley Lynch and Larry Sackett were speeding their three-runnered, white-sailed, kite-like craft all over the Lake's sleek, congealed surface. They declared that the ice would be in perfect condition, provided ...

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 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 underway, 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.

And the frigid environment was inconducive to Mardi Grasing.

Such was "The First Annual Winter Carnival" which, had old Mother Nature been a bit more cooperative, could have been eminently successful. Comm. Freeman, perhaps a bit vexed with the outgo and outcome attending this first function of his administration, vowed that its events, necessarily put off, would be pulled off on short notice whenever Lake and weather might permit.

## 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 member's, 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.

Directors elected for the ensuing year were F. G. Speer, H. D. Freeman, L. A. Sackett, G. A. Sackett, W. L. Whitacre, J. C. Barns and B. F. Reinmund, Sr. The last three named replaced Jaeger, Corrodi and Binns of the previous board.

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

In this meeting, the secretary 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 club-house--and nearly stone-deaf.

AMONG NEW MEMBERS, admitted to the Club during early stage of clubhouse construction, were still quite active C. F. "Charley" Fast and Chas. "Chuck" Williams. Both were taken in at about the same time.

Chuck had been around the Club a lot, and not infrequently. At one time, he even might have been among those almost indis-

tinguishable from dues paying members. One day, he came out on the interurban with a fellow power-boat enthusiast, Harry Holbrook, who was bustin' a hamestring to get to Watkins Island.

A load of portland cement, for concrete footings and piers under the new clubhouse, had been ordered for delivery that day; and Harry hoped that he was beating" it there. Because of threatening weather, directions had been given to have it placed on the old clubhouse porch floor. To prevent that from being caved in, the sacks were to be distributed as widely and low as possible, just so an aisle would be left open to the clubroom stair door. Harry wanted to make certain that these instructions were followed.

But, sure enough, the material already was there--stacked as high as possible on a minimum area. Scarcely had such deviation from orders been observed, when they saw a young avalanche of sacks slithering through the floor to the drink below.

Chuck, as usual when observing something needing to be done, pitched in to help Harry wrestle the 94 pound bags into spread-out positions, to save both porch and cement. Neither stopped to breathe until all was shipshape.

Then, gasping, Harry told Chuck he had to join the Club. It needed such a member. Being unable to hear any possible remonstrance, it was only a matter of minutes before Harry had Chuck signing an application.

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-finishing line. To

preclude any "crafty craftsmanship", any boat returning in "any considerable time less than taken on the outward voyage" was penalized.

In the June 30th Squadron Sail, all but four participants were motorboats..., no wind.

On Thursday, July Fourth, "18,000" were reported at Lake. The Club's regatta was said to have been their "chief entertainment". There were 16 events, and something was going on at all times from 9:00 o'clock in the morning to after 5:00 in the afternoon.

Featured on the program was Harry Holbrook's new hydro-plane, a form of craft first developed only 4 years before and guaranteed to travel over the water at more than 35 m.p.h. Having had an engine breakdown, she was not in the races. But, later in the day, she was thrillingly demonstrated.

Another novel exhibition was that of Sunfish Club's Paul Loving standing erect, with arms folded, on an aquaplane drawn around a 2 mile course by a swift moving motorboat.

In the ILYA regatta, at Put-In-Bay during the week of July 14, Lynch and Freeman again served on the Committee for Other Sports, and Geo. F. Mooney as one of its judges.

The Columbus Republican Glee Club was entertained by the Club in its July 28th Squadron Sail. The day ended with a special "Venitian Night" feature. Aboard a gayly bedecked and lanterened barge, in front of the Park, the guest-club rendered a concert as the Club's sqadron, similarly garbed, quietly lay deployed at the barge's flanks.

In the Labor Day regatta, the program was unusually short. More time was allowed for sailing friends about the Lake.

A CARD OF SAILING EVENTS, planned for the morning hours ahead of the Club's 7th annual meeting on Sunday. September 22, '12, had to be cancelled because of rain.

In the meeting, opening as usual at 10:00 a. m, a number of important amendments to the Constitution were adopted. These reflected the Club's growing membership, then ever 200, and were

in line with problems contemplated as a result of acquiring and assuming responsibility for the new clubhouse, then under roof.

In the election, Freeman and Cherry were reelected respectively to offices of commodore and vice commodore; Walter L. Whitacre was elected rear commodore; Schneider became treasurer, relinquishing his secretaryship to F. W. Hoffman; and new governors elected were B. F. Reinmund, Sr., Wm. Frisbie and Harry Holbrook.

THE GOVERNORS, meeting" in October, approved the commodore's appointments to standing and special committees. The duty of one of the latter, manned by Freeman, Whitacre and Holbrook, was to further a proposal for improvement of sanitary conditions about the Lake. It was their hope, for benefit of the Club and thousands of others in the area, to see sewerage and a disposal plant erected for service especially to the Park and adjoining sections of increasing congestion.

THE EIGHTH TAR SOCIAL was held at the Hartman Hotel on New Year's Day, 1913. Present were a number of notable guests, as usual. Among these were ILYA Comm. Alex. Winton and Comm. Geo. Worthington, president of Perry Victory Centennial Commission, planning its celebration at Put-In-Bay during the approaching summer.

Toward the end of this event, George L., not George F., Mooney exhibited a series of 81 lantern slides showing boating on Buckeye Lake before and after conversion.

Then came the final and climactic number on the program. With scenery, characters and costumes, it was almost professionally dramatic. All this was background for presentation to the Club, on behalf, of former member Comm. Thomas Webb of Peoria, Illinois, of the big, brass, starting cannon -- used successfully in the Club's 1955 Snowball Regatta.

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, patricians 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 current 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 776 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.

IN SUCH ADJOURNED MEETING of the Club's own corporate entity, a financial statement as of March 31st showed that it had total investments of \$9019.73; cash on hand, \$153.98. On the other side, it was faced with debts demanding prompt payments aggregating \$3089.14... \$939.14 in accounts payable; mortgage note payable, \$1000.00; other notes payable, \$1150.00.

In light of such statement, the stockholders approved a resolution that the directors had adopted just prior to this session, condensed, it was to "create and issue bonds, payable to The Guarantee Title & Trust Company.. in the aggregate amount of Four Thousand Dollars (\$4,000.00),-each of said bonds" being "of the denomination of Fifty Dollars (\$50.00) . . . date of July 1st, 1913 .... to be payable on or before ten (10) years from date . . . interest from date at rate of six percent (6 %) per annum . . . constituting a lien on all property" of the company.

Proceeding, the stockholders then re-elected directors of the preceding year except Burns who was superseded by Harry Holbrook. So constituted, a majority of the company's directors also were governors of the Club---Freeman, Whitacre, Reinmund and Holbrook.

The directors, then convening, re-elected all company officers of the previous year.

By such actions, and with the Club's stockholdings, the Buckeye Lake Building Company, its assets and liabilities were finally, legally, fully and effectively, but informally, in the hands of BLYC itself.

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

## TRIMMING SHIP

WITH ITS CLUBHOUSE almost wholly ready for occupancy, in summer of 1913, Buckeye Lake Yacht Club had attained practically all its most lofty ambitions. After seven long years, or perhaps they were short because so busy, it successfully had established its own distinctive precedents, policies, programs, position and prestige in the yachting fraternity, and now its property.

So rigged, with apparently little to worry about, except meeting its bonded indebtedness in 1923, it felt competent to sail on, and on, and on, and on . . . ad infinitum.

Following its usual program, guest-clubs at its Memorial Day regatta included the Columbus Riding Club, in addition to the Camera Fishing, Sunfish and Columbus Canoe Clubs; and for that on the Fourth of July, the canoe club only.

Perry's Victory Centennial Celebration in August of '13, with Comm. Geo. H. Worthington at its head, was largely an ILYA affair of four-weeks duration. The first week was set aside for sail-yachting events; the next for those of power-boats; the third for aviation; and the last for "other sports". Chairman of both committees in charge of programs for the last two weeks was ILYA's (P) V. Comm. C. D. Lynch. Among those serving under him were BLYC's Commodores Sackett, Mooney and Freeman. Stormy weather, during the 'third week, delayed most "aeroplane and hydro-aeroplane" performances, so they had to take place along with "other sports".

Features of the latter class were, outdoor swimming championships of Central American Athletic Union; "Perry" swimming and diving championships for boys and girls; Naval Militia Regatta Association national championships among 10- oared lifeboats; other rowing events, under direction of the Detroit Boat Club, sanctioned by the National Association of American

Oarsmen; and canoe contests under auspices of the American Canoe Association.

In the first week, three contestants in Taft Cup events were BLYC entries. All of C. D. Mower's design, they were the Dancing Sally II, manned by skipper Frank Mooney and F. W. Huffman; the Wooglin, sailed by owner Ward Chaffee and Herman Loecher; and Fiji II, with "Bo" Reinmund, Jr., at her helm and Larry Sackett on her sheet. The last of these craft did exceptionally well as a runnerup for top honors, and was said to be "one of the fastest catboats on Lake Erie" that season.

The Fiji II had been built under ILYA's "Rules and Restrictions", according to Reinmund's specifications, "especially for these races". Earlier that season, she had "taken two races in Toledo Yacht Club Contests".

This brand-new boat's maiden encounter on Buckeye Lake occurred in the '13 Labor Day Regatta. To her dismay, and that of her skipper, she learned that an older craft of a class sometimes may defeat a newer one of greater refinement and renown. She was beaten handily by the Windward, an old "Grasper Cat", sailed by her owners, Larry Sackett and Harry Freeman.

WITH ANNOUNCEMENT of the Club's Eighth Annual Meeting, to be held in the new clubhouse on Sunday, September 21, '13, members were advised that its sleeping rooms were all furnished and "ready for occupancy". It was urged that those wishing to use them for the night before such meeting should make reservations as early as possible to assure getting them.

In the meeting, Gov. Harry Holbrook was jumped to the office of commodore; R. Comm. Whitacre was raised to Vice commodore; Gov. Frisbie became rear commodore; Huffman and Schneider, respectively, were retained as secretary and treasurer; and governors elected were W. E. DeRango, L. C. Burnham, and retiring Comm. Freeman.

Thus, for the first time, without representation on the Board of Governors, some of the Licking county contingent entered a period of relaxation from club activities.

ACQUISITION OF ITS CLUBHOUSE had put a fresh slant on some of the Club's activities. Previously, for want of adequate accommodations, its between-season functions had been

limited to those possible only elsewhere than at the Lake. Now, its social program could be expanded within the more appropriate atmosphere of its own facilities.

A "Marine Fall Festival", a new and strictly stag affair, was held in the clubhouse on Saturday, November 1, '13. With Halloween trimmings and entertainment by the Club Choir and the Monkeys' Nest Quartet, it featured a "Seafood Dinner"-first of its kind in the present clubhouse -- forerunner of subsequent "indoor" clam-bakes.

A special meeting of the Club, announced in connection with this affair, was convened at 8:30 that evening. Principal purpose of such session was amendment of the Constitution to make the Club's treasurer, as well as its commodore and secretary, a member ex-officio of all committees.

The Ninth Tar Social on January 29, '14, was held at the Athletic Club of Columbus, then temporarily occupying quarters previously held by the Ohio Club, which had been absorbed by the new organization, pending completion of its new building on East Broad Street.

During winter of 1913-14, several occurrences were of immediate and lasting significance to the Club.

On and off, until in early spring, the Lake was frozen over to depths of up to 6 inches. Such conditions, when favorable, afforded fine sport for those lucky enough to take advantage of them. But the ice was likely to be uncertain and sometimes treacherous. Unfortunately, along about the first of April, member John G. Brining broke through off Stony Point and drowned.

Upon Huffman's resignation as secretary of the Club, Treas. Schneider assumed the joint office of secretary-treasurer-- a new situation destined ultimately to become customary.

State authorities made a number of important improvements in the Lake's facilities. Abandoning the old Minthorn Lock, they constructed the present concrete dry-dock in its place. Just off the waste-weir, they constructed screens, to prevent escape of fish from the Lake, foundations for which are still standing and in service. And they built the Lake's first dredge-boat, to open and maintain channels through shoals, and, sometimes in such processes, to fill back of sea-walls or to enlarge or build new islands for accommodation of cottagers and others.

Glass (Lake Breeze Dance) Pier was erected, with boat-landings continuous around sides and outer end for convenience of patrons arriving by water.

A "caretaker" was employed to look after the Club's property, effective on the first of May, '14,-- the first for several years since such activities by Henry Sayre, the Club's only honorary life-member. With the new clubhouse, such services had become more necessary than ever before. Ultimately, meals were served by this caretaker upon previous reservations.

The Club established junior memberships with \$5.00 initiation fees and \$3.00 annual dues; and, retaining the \$10.00 initiation fees for active members, their dues were raised from \$4.00 to \$6.00.

Rental rates for club sleeping rooms were established at 50 cents per person per night, or \$36.00 per year per room accommodating up to four persons; \$7.50 per year for sailboat slip and locker; and \$5.00 per year for winter storage of sailboat or motorboat.

In the meeting of building company stockholders on March 30, '14, 760 shares were represented. Of these, 666 were property of BLYC which, during the preceding year, had managed to pick up 3 shares from individual owners.

Building committee chairman, Walter Whitacre, reported that it would cost about \$600.00 to finish the clubhouse, including plumbing, sewerage and water supply.

At that time, the company's investments had totaled \$10,852.88, and it had in the bank exactly \$129.72. It still owed \$2000.00 on notes, had bonds outstanding to the extent of \$2150.00, and on its books were miscellaneous accounts-payable aggregating \$254.37.

All directors were re-elected excepting Holbrook, who retired in favor of club Secretary-Treasurer Schneider.

Retaining Speer as vice president, the directors moved Freeman from secretary-treasurer up to president of the company, and elected Whitacre to the office thus vacated.

A "Sailors' Mess Party", open only to members and guests eligible to membership, was put on in the clubhouse on Saturday evening, May 2, '14, just prior to the Club's semi-annual meeting on the third. That, obviously, excluded women.

BLYC HAD BEEN A "MAN'S CLUB" ever since its beginning. And, for that matter, after an additional 42 years it still is! But . . . !

As a family club, its membership might have remained more stable. However, before its real clubhouse was ready for use, the Club's facilities scarcely had been adaptable to occupancy by "the ladies" along with the men. So, up to this time, most club activities at the Lake had been, strictly for "men only". Habitually, those engaged in elsewhere had followed a similar pattern. And the tendency of the Club to get into the blood-stream of actively participating members kept them away from their families more than they probably realized. Perhaps naturally, therefore, there had been numerous non-participations, and even resignations, because . . . "My Wife Won't Let Me".

Gradually and one at a time, some bars had been let down. First, the women-folk, in limited fashion, were admitted only to holiday regattas. Their liberties remained so restricted until the Club acquired its island. Then, at last, they gained entrance to this speck of land at any time, when in company of their men-folk, occasionally even to the porch, but seldom if ever to the clubroom atop the boathouse.

With the island littered during clubhouse construction, their existing privileges were of little satisfaction.

Upon opening of the Club's ninth season, in 1914, its facilities overall were vastly augmented, improved and magnetically attractive to women as well as to men.

The new clubhouse was ready for limited use, its utilities finally having been put into some kind of working order. Its large veranda and "ladies' room" scarcely could be denied the women-folk at any time--when on the island with their men-folk. Also, on such occasions, their use of the big lounge and "gobs' mess" could not well be refused when needed.

So, under restrictions previously established because of different physical conditions, assuming them to have been causative, women's liberties were considerably broadened almost automatically. About their only limitation was that they had to be in the company of their men. All they had to do to enjoy such privileges was to be brought along--which, apparently, was not yet always easy.

According to previously established custom and habit the Club continued to make stag affairs of its summer outings, most squadron sails, tar socials, and other usual and newly created functions.

Meanwhile however, possibly due at least in part to the spirit underlying the current movement toward "emancipation of women" then being demonstrated in the fight for "women's suffrage", certain steps were being taken, perhaps with some degree of culpability, to re-woo and woo the graces of long-almost-neglected women-folk of club members, guests and prospects.

Announcement of the 1914 Memorial Day regatta was accompanied by a house-committee plea for utilization of the new clubhouse, which "belongs to you and your families". Continuing, it told how the "bathing beach" had been "dragged and scraped clean", and that private lockers and dressing rooms" were being provided "for the ladies". Finally, it suggested that such facilities be given generous use.

The youthful Columbus Automobile Club, then having not too many members, was guest at BLYC's squadron sail on June 14, 1914.

Chuck Williams was trying out a hydroplane several days before the Independence Day regatta. To avoid collision with a motorboat, he headed into the new Glass Pier. The impact catapulted him and his mechanic several feet in the air, and they alighted practically unharmed on one of the conveniently located bordering boat-landings. What the crew suffered most was chagrin and pecuniary anticipation. The craft hurriedly was repaired in hope of having her ready for the free-far-all on The Fourth.

In such regatta, light air gave most excitement to power enthusiasts afloat and ashore.

Back in December, George F. Mooney and the Club had been honored by the Inter-Lake Yachting Association in his election as its rear commodore---the second of BLYC's commodores to become flag officer of that organization.

For the regatta at Put-In-Bay in '14, he with Chaffee, DeRango, Freeman, Frisbie, Earl Fornhoff, H. Holbrook, Lynch,

Nutter, and the two Sacketts, sailed majestically from Toledo to The Bay, and back, aboard their chartered, 60-foot, auxiliary yawl, Elsie, under ILYA's and its rear commodore's colors.

By Labor Day of the same year, BLYC finally was trimmed to seaworthy physical balance, subject only to normal adjust-merits, alterations and additions required to meet stresses and strains encountered through succeeding years.

Unfortunately, efforts of the Club's sanitary facilities committee, appointed nearly two years earlier, had run into impassable barrier reefs. So, for "temporary" service, the present concrete septic-tank, on the Club's main-shore leasehold, had been constructed and connected with the island's cast-iron sanitary sewer line which, theretofore, temporarily had been discharging obnoxiously into the back channel.

Now, everything about the premises at last was acceptably shipshape, except for installation of a pump motor in connection the 95-foot well, closeby the back-channel seawall.

In the Club's annual meeting on September 27th of '14, flag officers and Gov. Burnham of the previous year were reelected; and Schneider was continued in his assumed capacity as secretary-treasurer. New governors elected were, Reinmund, Jr., and C. C. Philbrick.

Later that fall the Lake received its greatest restocking, up to that time, largely through efforts and support of the Club's very active fish and game committee, then headed by P. W. Stewart.

On October 14th, a car of catfish, blue gills and large mouth bass was planted in these waters; and, upon closing in of cold weather, two cars of perch and 30,000 young bream were added.

A Halloween Festival, much the same as that of the previous year, was the last club function of 1914 --another seafood event and still for men only.

The Tenth Tar Social, in the Virginia Hotel's Rose Room on February 19, 1915, was attended by about 175 members and guests. Ohio's Governor, Frank B. Willis, looked in on the boys for a few minutes.



No longer was it necessary to use such an occasion for high pressuring Lake improvements or clubhouse building. So this session was wholly for refreshment. Principal attractions were the sumptuous banquet and a card of professional "vaudeville acts".

The Buckeye Lake Building Company, On March 15, had investments aggregating \$11,854.34, and a cash balance of \$24.45. In addition to responsibility for the \$5000.00 worth of its capital stock, all in the hands of its stockholders, it had liabilities of \$3000.00 for issued bonds; still owed \$1900.00 on outstanding notes; was indebted to member W, F. Andrus for \$10.00; and owed \$64.00 to Sackett Mine Supply Co. for its well-pump motor.

In the preceding year, it had received \$800.00 from the Club for rent of its property; \$652.25 from sale of bonds; and had started with a cash balance of \$129.72. Total available had been \$1581.97, and disbursement had amounted to \$1557.52. The difference left little for the corporation to go on.

Of the 674 shares represented in the meeting of stockholders on that date, 666 were those of the Club.

Directors elected were same as the previous year, excepting Geo. F. Mooney who replaced Reinmund, Sr., deceased.

The directors reelected all officers of the company serving the previous year.

A motion, passed in the directors' meeting declared that the company would spend no more money on the new clubhouse, and that any repairs or additions to it would be up to BLYC itself.

"The Drift", in its issue of April 15, '15, reported that membership in the Club had almost reached its established limit of 300.

"THE LADIES", in mid-spring of that year, experienced their initial participation in an indoor social function of the Club. In this, the lounge in the new clubhouse finally was used for its ether intended purpose. Starting at 7:30 in the evening of May 29th, a "mixed" card-party and dance was held on the club premises--first in a long line of similar functions enjoyed by members and guests more or less frequently ever since.

## UNDER FULL SAIL

IN NINE YEARS, Buckeye Lake Yacht Club had grown from mere concept to physical maturity. Against adverse conditions and discouraging counsel, but with unbounded enthusiasm, tireless efforts and skillful maneuvers, it had accomplished this goal on its own responsibility, on a "shoe-string" and with-out philanthropy.

With its membership and facilities, its physical stature was practically equal to that of today.

Its status in the yachting fraternity was at least commensurate with that now existing.

Its program, perhaps, was even more vivacious than at present -- probably attributable to its relative youth.

But, maybe fortunately, just having arrived at such maturity, the Club still was unacquainted with recurring, discouraging, fortifying and mellowing hard knocks, recoveries, reverses and successes that seem bound to occur through longer and broader experiences.

So, without inhibitions, the Club held to its previously charted course of multifarious activities, designed principally for men-only in its more youthful period of growing pains. Such program left little opportunity for full and appropriate utilization of its new clubhouse facilities. Only slowly but with gradual acceleration did the Club modify its course to include landings at its own home-port for enjoyment of activities becoming a physically mature yacht club in young-adulthood.

Socially, the ice had been broken by the dance on the eve of Memorial Day of 1915. Similar functions followed, later that year, on July 3rd, August 14th and September 4th.

Among those attending the August "hop" were Charles Brown "Brownie" Cornell and his good wife "Skinny". It was a sort of coming-out party for Brownie. On the following day he was admitted to membership in the Club; and his regular presence still graces the club premises.

Outstanding socio-sports novelties of this season were the new "swim suits" then first worn by women on the Club's "beach". In and out of water, they displayed some marvelous form(s). How the "ladies" ever could have performed at all in bloomers and petticoats, nobody even could imagine.

Yes, "the ladies" were getting into "the swim".

Yachting-wise, in this season of 1915, Gar Nutter served on the Club's racing-rules committee. And he also was chairman of its publicity committee.

He was unable, however, to drum up a wind for sailing on Memorial Day.

Independence Week-End was notable for its "weather". Two-inches of rainfall on Sunday, The Fourth, raised the Lake four and one-half inches, and made impossible the scheduled squadron-sail. After one catboat race and several capsizings on Monday, the fifth, other events for this class were postponed until the following Saturday. All sloop contests were called off. Two-cylindered power craft tried it, once around, then all other motorboating events were held over to Labor Day. In midst of the seemingly endless blow, Nutter and Osborne rescued two men who had been spilled from a canoe off the Fisher Line pier.

So, most of the season's regatta events took place on Labor Day when, true to the law of averages, the weather was ideal. As a special feature, Gar and his pal, Kel, impersonated fish. At hook-ends of lines from expertly handled casting and fly rods, one on one kind and one on the other, they battled it out for five or ten minutes under gaze of the crowd and a movie camera. Then, tuckered out and certain of being landed, they managed to break their lines and the fishing was finished.

The roster of the Club, as of August 29th, '15, showed the name of another new member, a non-swimming sailor of note who still is active in the organization but seldom sails, Charles "Charley" Daugherty.

At the Club's tenth annual meeting, in September of 1915, it was announced that for the first time the clubhouse would be kept open during the "autumn months".

Those elected to offices in this session were, Comm. Walter Whitacre; V. Comm. "Lou" Burnham; R. Comm. H. D. Doane,

Newark; Secy. Gar Nutter; Treas. Geo. W. Price, Grace's husband and Peg's and George's father; and Governors Harry Holbrook, Wm. Ball, and Dan Alspach of Newark.

With a rear commodore and governor, the Licking county contingent was in again.

Besides his normal routine duties, such as collection of dues, new Secy. Nutter soon learned that he had inherited other unexpected tasks of even more unpleasant character. Among these were negotiations for retrieval of Buckeye Lake Building Company stock from individual holders no longer identified with the Club. And in some instances, he corralled shares by accepting them from inactive members in lieu of partial payments of delinquent dues. Such actions, in certain cases, cleared doubts as to whether or not some persons really were members. And, thereafter, some weren't.

Club membership in November, 1915, had grown to a total of 235. Of these, only 160 actually were of dues-paying categories.

Those so bearing the day-to-day financial burdens of the organization were 157 active members, 2 non-resident members and one junior member.

The others, riding along as supercargo but perhaps justifiably so, were 41 regular life members, one honorary life member, one honorary life non-resident member, and 32 "associate members". Last of these categories included such as Ohio's governor, state and national senators and representatives and public officials of the central state and Buckeye Lake area, and past and current officers of ILYA and some of its member clubs.

The "Second Newark Tar Social" took place on January 20, '16. The affair was staged by Licking county's 22 members, of all categories, in hope of creating greater local interest in the Lake and Club.

As in its first such function eight years before, when it set a standard for tar socials, the Newark group did itself proud in this one.

Among its speakers was Comm. Whitacre. In his remarks, he announced that the Club's governors had approved a new class of smaller catboats, especially adaptable to use by the Club's growing crop of youngsters but quite satisfactory also for its

adults. Originally designed for the Maumee River Yacht Club, these craft were sailing dinghies of 14-feet overall length, 5-feet and 3-inches beam, and carrying 125 square feet of canvas. The cost of one would be about \$65.00, and several already were on order for spring delivery to members of the Club.

With a membership of "over 300", the Club's "Eleventh Tar Social", on March 3rd, 1916 was attended by "300 persons". It was held in the new Elks' Home on East Broad street in Columbus. Announced as a "speechless meeting", it was addressed by C. D. Lynch, W. L. Whitacre and Governor Frank B. Willis. Senator Warren G. Harding sent his regrets.

Someone must not have heard of the "Second Newark Tar Social", just six weeks earlier. Newark's first had been counted as the Club's third, and its second actually had been the Club's eleventh. So, whatever the reason, the Club's "Eleventh Tar Social" really was its twelfth.

In the annual meeting of Buckeye Lake Building Company stockholders, on March 31, '16 BLYC held 671 of the 690 shares represented. The Club had picked up five more from individuals. All directors were reelected.

In turn, the directors reelected all company officers. During the year immediately preceeding, the company had decreased its indebtedness on notes by \$300.00; its bonded liability had increased \$150.00; and its cash balance was \$7.75 higher.

The Club's corporate other-self was a little better than holding its own.

IN THE CLUB'S ELEVENTH SEASON, 1916, caretakers of the club premises were Mr. and Mrs. Wm. Reed. Meals were served in the "Gob's Mess" upon reservations, and a-la-carte service was available on order.

A few younger members and sons of members were chasing Francisco "Pancho" Villa in old Mexico. As it turned out later, they really were warming up for participation in the Great War then raging in Europe. As a result, fewer than usual younger faces were appearing at the Club.

Due to Allied demands for American munitions and other goods, the country was busier and more prosperous than for many

years. In its first real business boom since the Club's organization, its membership and activities reflected such condition. Its schedule of summer events was continued as usual.

Several craft showing up well in regattas of this season were those of members who still are active in the Club's affairs. Seven out of 9 events scheduled for Memorial Day were postponed because of "unsettled weather"; but on the Fourth of July, conditions were unusually favorable. For the first time, the Windward, with Larry Sackett at her helm, was defeated in two races by Chaffee's Wooglin. The same craft, in the hands of Skinny Cornell, took first also in, the ladies' sailing race. And Brownie got the itch to own this winner--which he soon did.

In the one-cylindereed powerboat event, second place went to the Kel-Gar, Osborne and Nutter. In the Ohio Electric Handicap, 3rd place was taken by Chuck Williams' Gypsy, and 1st by Charley Fast's 2-cylindereed craft.

It is said that, when he first acquired this boat, someone asked Charley what he would call her. Replying, he said, "Mmmm... Damphino!" So, under that name she was registered.

First-time events on The Fourth were an outboard-motor boat race, and initial contest of the little fleet of new 14-foot "sailing dinks".

In the Labor Day regatta, there were 15 events. Announcements for this affair indicated that a motorboat would be "awarded" the holder of a lucky "admission ticket". Whether someone won it or not is a mystery--so far as available record is concerned.

For ILYA's 1916 regatta at Put-In-Bay, during the week of July 16th, the Club's Comm. Harry Freeman had served as chairman of the Association's committee on "Other Sports". With other Buckeye Lakers backing him up, the Club was continuing to exhibit that spirit which had gained for it the enviable position of being the only "inland club" so far admitted to that body of big-water sailors.

Comm. Whitacre and his Governors, after the Labor Day regatta and approaching the end of their administration, displayed

their continuing belief and confidence in the Club by expanding its small galley to its present kitchen.

THE CLUB OF TEN-AND-ONE-HALF YEARS, on September 16, 1916, elected as its officers, Comm. Lou Burnham; V. Comm. Harry Doane; R. Comm. Geo. W. Pierce; Secy. R. E. "Granny" Holbrook, Harry's brother and original plumber for the clubhouse; Treas. Charley Fast; and Governors H. H. Rounsevel, Ed. Browne and Bill Frisbie.

THE "THIRD NEWARK TAR SOCIAL" in the evening of Saturday, January 27, '17, was up to the Licking county contingent's customary high standard.

Upon completion of this function, with its repast, speeches, entertainment, and refreshment, many of those attending adjourned to the Yacht Club for a sunrise party, breakfast of buck-wheat-cakes and sausage, and a Sunday of sport on the Lake's 12-inch layer of ice.

BUCKEYE LAKE BUILDING COMPANY stockholders and directors, in regular annual meetings on, April 2, '17, again re-elected all directors and officers.

They had found that the corporation's only revenue, from rental of its property, was proving inadequate to meet necessary payments on its indebtedness. To correct such chronic case of deficiency, the company's secretary was directed to advise BLYC that its annual rent would be raised from \$800.00 to \$900.00, beginning on the 1st of May that year, and to \$1,000.00 for each year thereafter.

WTH ALL CANVAS BENT and spread to the elements, and with eleven seasons of varying experiences behind it, Buckeye Lake Yacht Club sailed into the unfamiliar waters of its tomorrows.

## FOUL WEATHER

ONLY FOUR DAYS FOLLOWING its seemingly unbearable boost in rent, the Club faced its first really seriously challenging prospect.

ONE BIG, BLACK, SOLID CLOUD hung heavily over Buckeye Lake. But such apparition was not peculiar to this area adone. The entire country lay awed in the gloom of that same darkening overcast.

GREAT BLACK HEADLINES spread across tops of front pages of newspaper "extras" throughout the land, on this 6th day of April, 1917. Late that afternoon, President Woodrow Wilson had signed a joint congressional resolution declaring existance of a "state of war" between the United States of America and the Central Powers of Europe.

Although war clouds of increasing omen had been hovering over this country for several years, neither the Nation nor the Club were in anyway substantially prepared to meet emergencies of this appalling situation.

Patriotically, and of necessity, the Club's program was geared to the country's mobilization for and prosecution of hostilities. In some ways this adjustment was more evident during the preparatory than in the combat period of this Great War. In general, its effect on the Club was more deterring than impelling.

From its beginning, BLYC not only had been a man's club but one largely of younger men. Many of its members were unmarried or had wives but no children. And most of these yachtsmen possessed qualifications required for men in warfare.

So, quickly at first and then more gradually, the armed services absorbed a considerable number of the Club's members, and many others who would have been likely prospects for keeping the Club's ranks filled. Club members identified



with the National Guard soon were encamped with their units. Others enlisted in the services.

With registration on June 5th and selection beginning on July 20<sup>th</sup>, still others were taken away by conscription, then and through duration of the conflict.

Some older members of the Club volunteered and were accepted for duties as officers in and out of combat services; and others, whose duties became involved in war production efforts, found it expedient to curtail or forego their participation in the Club's activities.

Obviously, the Club suffered because of such losses; but, of course, many of those so lost were the greater sufferers. Recognizing the sacrifices of members in armed services, the Governors of the Club amended its by-laws to provide for remission of their dues during periods of such duties.

Losing much of its younger and some of its more colorful older blood, and in respect to the seriousness of warfare, the Club's 12th season under Comm. Burnham was practically devoid of spectacular events and gay functions.

For those left in the fold, activities largely were restricted to such as just plain sailing and to quiet and hopeful social intercourse. With shortages in available sugar and certain other foods, banquets were impracticable. And war-use demands for gasoline appreciably silenced motorboat traffic.

Fortunately, however, interurbans continued to carry passengers to and from the Lake.

Wives and sweethearts of members in the services soon were accorded special dispensation. They were welcomed to the Club's premises as though in company of their husbands and lovers. Fortunately too, many others were brought along with much more frequency than before. Presence of "the ladies" tended to offset losses of attendance by those to whom the Club had been denied, and helped to keep the place alive.

The Club's financial income was reduced by remission of dues and almost no collection of initiation fees from new members. There was scarcely sufficient for it to pay rent to keep a roof over its head and to meet expenses of necessary utilities. To conserve its resources, most tasks of maintenance and operation were performed by members and their "guests". While the men busied

themselves with more arduous and other manly activities, the women were privileged to do the housework including that in the kitchen. But many of these "guests" quickly also adapted themselves to regular participation with the men in their boating and other more pleasurable activities.

In September of '17, Comm. Burnham relinquished the helm to Bill Frisbie; and Charley Fast became the Club's secretary.

By this time, American forces finally were embarking for over-seas duties. Their first shot was fired by artillery from first line trenches in France on October 28th. On January 1918, troops from The States took over a sector northwest of Toul. And on Washington's Birthday others were entrenched in the Chemin des Dames sector.

It was a long, bitter winter in the trenches and here at home. From December through most of March, Columbus streets were lined with high-walled ruts of ice which directed and misdirected movements of automobiles as positively and more disconcertingly than tracks did streetcars. But the same frigid conditions also produced and maintained up to 20-inches of long-lasting, hard, smooth ice on Buckeye Lake.

Hardy members of the Club and guests took frequent advantage of this extra-unusual condition, war or no war. Among these were Charley Fast, Max Slaughter, Chuck Williams: and Ed. Wolfe.

On June 3rd to 6th, '18, the weather finally having opened up, American marines and regulars checked the advance of the Germans at Chateau Thierry. By the last of that month, American troops in all services in France numbered over a million; and on the 1st of July some of them captured Vaux.

A faint glimmer of what might be victory was appearing at the very horizon.

With an evident though remote break in the fifteen-month-long overcast, BLYC ventured out in the open with publicised activity.

On Thursday, July 4th, '18, American Independence and assurance of victory were celebrated by the Club with a "Water Carnival", featuring contests and exhibitions of plain and fancy swimming and diving. Participating in such events were representatives of the Athletic Club of Columbus. Among these

were the famous "Smith Twins", Eleanor and Ruth, who headlined and carried off most of the honors in this program.

One of those charming and talented young women now is club member Warren Weiant's mother; and the other is wife of non-resident member Frank H. Miller, still sailing a Taft Cup Cat on Lake Erie.

Another notable event of that war-time Fourth of July celebration was what turned out to be the last of the Ohio Electric Railway Cup Races for power-craft. Winning such contest for her third time, the Damphino, piloted by Charles Fast, carried off the big, "500-Dollar" loving-cup for keeps. Immediately, Charley presented it to the Club. Most times, it still graces the Club's trophy case.

Through remainder of the summer, the war in Europe was nip'n'tuck, with the enemy gradually being a little more-and-more nipped and tucked than the Allies.

So, on Saturday night, August 31st, The Club threw a seafood dinner and called it a "Clam-Bake"; and, on Labor Day, the Taft Cup Cats scampered over the Lake. Sid Allen's Wial, took first place, and Brownie Cornell's Wooglin, third.

On September 13th, Americans stayed offensive action on a 40-mile front in the St. Mihiel sector; and a day later they liberated over 150 square miles of French territory that had been in German hands since 1914.

On Sunday, September 24th, Comm. Frisbie and his staff were reelected for another year of leadership in the Club.

The Americans on October 11th, advanced through the Argonne forest; and three days later President Wilson referred the Germans to General Fouch for armistice terms.

On November 3rd, with the enemy in full retreat, American dough-boys swept ahead on a 50 - mile front above Verdun; and on the 7th, the Rainbow Division entered outskirts of Sedan to seize it on the 8th.

Then, on Monday, November 11th, Germany surrendered, the armistice taking effect at 11:00 a. m. Stars and Stripes waved victoriously over Sedan.

After 20-months of its persistent shadow, the overcast suddenly had dissipated. Again the sun shone over Buckeye Lake, the Club, the Nation, and the World.

WITH THE SHOOTING OVER the Club headed back toward normal, with some deviations in its course.

On December 27th, '18, it held a "Peace and Reconstruction Banquet" which, apparently, took the place of a tar-social.

By opening of the Club's 1919 season, some of the boys were straggling back from "over there". Many, when returning to the Lake, were accompanied regularly by their womenfolk. That way, they could reenter and enter family life without foregoing pleasures of the Club.

But it was a year and more before return of most of those who had been across the water. Some, lying in the fields of Flanders, didn't come back. Others, busily engaged in making up for lost time in pursuance of their careers, absented themselves from the Club for from a few to many years and some permanently.

War-time experiences seemed to have aged or sobered the Club, at least temporarily. In this first post-war season, greater interest appeared in the more casual, regular, weekly activities than in high-pressured ones of holidays.

## FAIR WEATHER

RECOVERY from effects of the Great War seasons seems to have arrived by the Club's 14th annual meeting on September 21st, '19. Adversity of such period apparently had developed in the organization capacities above that of mere physical maturity.

The election at that time was conducted in a manner different from that of former years. Beginning in 1907, candidates had been nominated from the floor of annual meetings immediately before elections took place. This year, they had been selected previously by a nominating committee. The names of two candidates for each office appeared on a pre-printed ballot. The voting was done prior to the meeting of the Club. And torch-light parades had featured campaign demonstrations just before election day.

Results of balloting were announced in the meeting, near its end, as still is required. Flag officers elected were, Comm. L. A. Sackett, staging a come-back after the passing of thirteen years; V. Comm. Geo. W. Pierce; and R. Comm. Chas. F. Fast. Otto Nehrenst then was among the first to occupy the combined office of secretary-treasurer by formal election. And governors elected were H. M. Baumgardner, H. H. Rounsevel and Comm. H. C. Holbrook.

Thus, the number of governors had been reduced from eight to seven, as continued to be the case for many years.

Meeting shortly after, the Governors took what proved to be significant actions. They raised annual dues of active members from \$6.00 to \$15.00, effective May 1st, '20, leaving initiation fees for such memberships at \$10.00. Also, in this session, they approved Comm. Sackett's nominations to appointive offices and committees.

Comm. Frisbie became fleet captain; Dr. Yeatman Wardlow, fleet surgeon; and Chas. Daugherty, fleet measurer.

The entertainment committee was composed of V. Comm. Pierce, chairman, Wm. T. Mathews, Jesse S. Mossgrove, Max K. McGaughy, and J. W. Davis.

House committee consisted of Guy A. Sackett, chairman, H. C. Creith and H. B. Coen.

The regatta committee was headed by R. Comm. Fast and manned by Chas. Williams, Ward Chaffee, Fred Goodwin, and V. H. Ambos.

Other usual committees were that on membership, with A. B. Brightman as chairman; the publicity committee headed by C. C. Lyon, of the Scripps-McRea newspaper syndicate, assisted by R. Comm. Fast, among others; and the fish and game committee led by P. W. Stewart, as usual.

Two less customary groups were established. One, a committee on other sports, was headed by Gov. Baumgardner; and a legislative committee, to represent the Club in legal measures bearing on the welfare of the Lake, with Comm. Whitacre as chairman and Comm. Freeman as one of its members.

There was a brand-new and very timely committee appointed, having to do with Roads and Autos. Manned by H. B. Coen, H. D. Doane, D. R. Deffenbaugh, Wilber Winders and C. C. Lyon, a majority of its members were dealers in automobiles and doubly interested in improvement of accommodations for such vehicles, then rapidly gaining in popularity.

A special "Revision" committee was named and manned by L. R. Schneider and Commodores Sackett and Freeman. The duties of this group were to bring the Club's constitution up to date, by working into it still unpublished amendments; to prepare and propose for club action other amendments consistent with the Club's status and prospects; and to make recommendations to the Governors as to harmonious amendments to the Club's by-laws.

The most unprecedented appointment was that of a "Ladies Committee". With the same formalities as those under which other committees were created, the Commodore named and the Governors approved Mrs. Geo. W. (Grace) Pierce as its chairwoman.

"The Ladies", at last, officially were recognized as regularly participating "guests" having many privileges of the Club. This may have come about because of their helpfulness to the Club during the period of the war; but it could have been influenced by their almost certain strength as voters, which

actually materialized in the general election of a year later.

All in all, this election and these appointments scarcely could have been more appropriate and effective to the post-war life of the Club.

In the pursuance of its course, BLYC had beaten its way to another mark; and, having successfully jibed around it, it was sailing freely before the wind. In relative ease, officers and crew could relax to enjoyment of freshened breezes, with watchfulness only for sudden shifts and possible yawing of their craft. With sails thimmed to passage on this new bearing, the Club sailed on.

For at least six consecutive weeks during the winter of 1919-20, ice on the Lake afforded wonderful sport, although at times an inch or so of water on its surface made it a bit sloppy. This, the writer first experienced personally as guest-crew aboard the North Wind with skipper-owner Otto Nehrenst at her helm. But, with warming food, refreshment and a roaring fireplace in the clubhouse, a few discomforts were as nothing.

On the 16th of March, in anticipation of going off at a tangent from power-boating, the V. Commodore, regatta chairman, publicity committee member, ice-yachtsman Charley Fast procured a half-interest in Comm. Larry Sackett's winning old Grasser Cat, the Windward.

As of March 31st, 1920, BLYC's building company had liquidated its indebtedness on all notes, including that which had been covered by a mortgage since November of 1907. Its only remaining appreciable financial obligations, aside from those to its stockholders, were for outstanding bonds in the total amount of \$3200.00 payable on or before July 1st, '23.

In its stockholders meeting, on April 2nd, '20, nearly 75 % of its total issue of shares was represented in holdings of the Club by its Secy-Treas Otto Nehrenst as proxy.

While relatively new in BLYC, Otto was a long-time yachtsman previously having served capably and with honor in official capacities with Cleveland Yacht Club and the ILYA.

Among directors elected in this session were, H. D. Freeman, L. A. Sackett, L. B. Schneider and W. L. Whitacre, who had served on the corporation's board for several consecutive years. Otto F. Nehrenst and Jas. T. Haynes, club treasurer for several years, were selected as its new members.

This board, in turn, chose as company officers, Pres. Freeman, V. Pres. Schneider, and Secy.-Treas. Whitacre. Of these the president and secretary-treasurer had held such offices for a number of terms.

So organized, the board passed resolutions of vital concern to the Club. Accordingly, BLYC was advised that in the future it would have to take care of all taxes levied against the property which it occupied. Announcing that the company would be able to retire some of its bonds, before the year was over, the Club was instructed to report the names of its past members who still held bonds, and the order in which it seemed desirable to have such bonds retired.

Since two years before the Club was organized, a certain present member had been sailing Lake Erie, and smaller waters in southern Michigan and northwestern Ohio, but never Buckeye Lake until on the ice during the previous winter. Backed by his good friend, Brownie Cornell, and an old fellow mariner and neighbor, Otto Nehrenst, he was admitted to the Club along in this same month of April in '20.

His first attendance at a formal session of the organization was in the Club's lounge at its semi-annual meeting on the first Sunday of May in '20, Comm. Larry Sackett presiding. Most proceedings of the meeting passed high above his yacht-club-wise neophytic head.

Shortly after, this old married man, of a little over 30, was attracted by a couple of brothers, somewhat younger, because of their rather serious but abounding vim and vigor. Although brothers, they were young men of different characteristics. One of them could and would do wonders for deserved applause. The other would do wonders for the Club deserving of applause, but, apparently of rather retiring nature, avoiding obvious probation--and he still does . . . does Norm Yoerger.

The "old married man" was this much later reporter.

SCHEDULE of the Club's 15th (1920) season was a considerable modification of those of pre-war years. Curtailment of more costly demonstrative functions could have been due, at least in part, to the undercurrent of declining general prosperity from the first of the year to the opening of the season in late May.



Comparatively, the holiday functions hardly could be considered in the category of "regattas". Principal similarity was that most activities of "other sports" nature largely were concentrated around such times. Boating-wise, there were far fewer events. But, perhaps, such days were less debilitating and therefore more recreative than similar days of old.

Long since, the general public seems to have lost interest in such programs except as they inadvertently involved casualties. But members and guests, thoroughly enjoying the sporting and social aspects of the events, continued to throng the Club's premises.

Unquestionably, with activities spread more uniformly through the summer, total man-hours and woman-hours enjoyed in the season, on and off Watkins Island, were more numerous than with schedules of former years. And to a considerable extent such development probably was augmented by the rapidly increasing use and greater independence, convenience and comfort of automobile transportation.

From the standpoint of speed competition, outstanding motorboating events still were conducted on non-Sunday holidays, although there were frequent but mostly informal brushes on Saturday afternoons. Most pronounced rivalry among power-craft was as to their inherent size, appointment and motive-power.

The substantial, run-of-the-season, sporting events were those which involved the Club's fleet of Taft Cup Catboats. With up to twelve of these craft engaging in nine races spread throughout the summer, on Sundays and holidays, competitive and other interests within the Club were sustained and increased. Depending on the weather and occasional race postponements, every other Sunday was set aside for pleasurable social sailing and cruising.

By this time, the old sloops, and other sail-craft of more or less heterogeneous natures, had been discarded or retired almost exclusively to plain pleasure and party duty.

In addition to activities involving boating, there were others of almost equal advantage to the Club's overall welfare, development, and gratification of members and guests. These were the social functions and contacts fostered by the genial atmosphere of the environment. Friendly gab-rests, impromptu song-fests, feasting and frolics together, periodic dances, and many other more or less intangible but just as effective expressions of fun

and satisfaction, contributed much to the progressive stability of the organization as a whole.

THIS PROGRAM, whether or not most conducive to enjoyment and perpetuation of the Club, crystallized the general pattern followed by it throughout its many succeeding years. Gored a little here, vented a little there, rounded out, slenderized, lengthened, shortened, and otherwise adjusted to fit current contingencies, it has been and still remains the fundamental basis for the Club's activities.

Shortly after beginning of Comm. L. Sackett's third administration, in September of 1920, "The Buckeye Lake Yacht Club LOG" became the Club's regularly issued official publication. It carried announcements of and reported on the organization's policies, programs, problems and progress.

In the winter of 1920-21, representatives, of BLYC were among leaders in establishment of the Inter-Lake Yachtsmen's Bowling Association. With annual tournaments in locales of its member clubs, this club since has been host to the organization about every fifth or sixth year, the latest having been held in Columbus during the past winter.

When this administration of the Club took over, the economic temperature of the country had dropped to normal and still was rapidly falling. By opening of the boating season, it reached the depths of the primary post-war depression -- the lowest general economic condition experienced in the land up to that time, and frequently blamed, perhaps unduly, on President Warren G. Harding from Ohio.

Nevertheless, in spring of '21 the big sloop Albatros came to the Lake under ownership of some of the Club's members. In a class by herself, she was unable to participate with equity in any of the races. But she presented a beautiful spectacle as she sailed up and down these inland waters; and she afforded much pride and pleasure to her owners, and to other members and guests aboard and ashore, without consumption of costly gasoline.

The Smith Twins, who by that time had gained national repute, swam under BLYC's colors at Olentangy Park on June 25th, at Cleveland Yacht Club on July 4th and at the ILYA regatta on July 13th. By such representations, the Club enjoyed wide recognition and honor.

Then, on August 13th, '21, these young women again participated in events at Buckeye Lake. The occasion was that of the Annual Championship Meet of the Alleganey Mountain Association of the Amature Athletic Union. It had been brought to the Lake through efforts of the Club's Committee on Other Spoils.

Under guidance of such committee, the Club held membership in the AAU and was identified with the AMA. On September 15th, the Club's Governors authorized its other sports committeeman Jas. R. Taylor as its delegate to the annual meeting of the association, in Pittsburgh on September 24th, at an expense to the Club of "not exceeding \$15.00".

Results of the Club's annual election on September 18th, '21, announced in its 16th annual meeting, presented its officers for the ensuing year, as follows: Comm. Geo. W. Pierce; V. Comm. Guy A. Sackett; R. Comm. Chas. B. "Brownie" Cornell; Secy.-Treas. George O. "Cap" Clum ; and Governors L.K. Brown, Ed. P. Kelley and Chas. Stafford.

With its season scarcely underway, the Club, under this administration, experienced a terrific fright.

At about 5 o'clock in the afternoon of Sunday, June 11th, '22, a tornado just missed Watkins Island by rods. Several lives were lost and much property damage was inflicted in Buckeye Lake Park and the Neel Addition. But the Club, fortunately, was left physically undisturbed.

Then, eight days later on Monday, June 19th, another lighter storm of similar nature struck practically the same area, but came a little closer to the Club. This being a week-day, there were few people around and no serious casualties. But Buckeye Lake, and especially the Park, received a temporary setback in popularity. There were those who believed that the area thus had been chastened for its "sin and iniquity".

IN THIS ACCOUNT, absence of coverage of some administrations, programs and activities of the Club should not be taken to indicate that it was doing nothing. In fact, all of its administrations, seasons and years may truthfully be said to have been eminently active and successful, with any deviations largely due to economic and other conditions generally beyond immediate control of those responsible.

History usually is most replete in its treatment of periods, events and personalities in times of conflict and adversity. Often, those of most outstanding peace and prosperity are covered by little more than mere mention.

So in this story, especially from this point forward, it safely may be assumed that lack of coverage or mention is evidence that the Club's administrations, programs and activities continued on at least as successfully as usual.

When Comm. Guy Sackett relieved Comm. Pierce at the helm, in September of '22, conditions were nearly up to normal and still rising. By mid-season' in '23, these and club activities reached a peak almost equal to that of pre-war '16, then dropped off sharply to slightly above normal late in September of '23 when Comm. Cornell took over.

The State Board of Health was threatening to close the Club because of its lack of adequate sanitary facilities.

Its house-sewer was connected to the concrete septic-tank which it had constructed on its main-shore leasehold about nine years earlier. But the odoriferous effluent from such receptacle was saturating the earth and atmosphere with obnoxious and unhealthful aromas.

Comm. "Brownie" was, and is, an engineer. He knew about such things. So, to satisfy the authorities and good engineering practice, the concrete enclosed lath-filter was added to the Club's sewage disposal system, at a cost of \$1200.00 which the Club didn't have but managed, somehow, to get.

Although Comm. Cornell persists in denying it, some old-time members of the Club still insist that he was last of three consecutive commodores who, with their fellow administrative officers, were elected otherwise than by direct vote of members of the Club, or by the Governors to fill vacancies occurring between the Club's regular elections.

According to available records, all such officers appear to have been elected directly by the membership up to and including Comm. Pierce and his staff in September of '21. So "Brownie" could have been but the second "consecutive" commodore thus otherwise elected. But if he wasn't, then Comm. Guy Sackett was the only one in such category prior to the election of '24.

Further, according to the record, if any other officers of the Club were elected otherwise than by members, prior to the '50s, it would have to have been sometime within the period of '24 to '32, both inclusive. And available living commodores of that period do not claim to have been so elected.

It appears, therefore, that memory alone scarcely is to be completely trusted; and that documentary proof of such indirect elections, unless conducted unconstitutionally, may have await resurrection of records not currently available

During winter of '23-'24, economic conditions again were more favorable; and ice-boating again was good. Hardys, led by Comm. Cornell, swished over the Lake on a dozen sets of runners, and enjoyed delicious chicken-dinners before the Club's glowing fireplace.

On Saturday, January 26th, '24, the Inter-Lake Yachtsmen's Bowling Association met in tournament on Eddie Gettrost's Alleys in Columbus, Comm. Larry Sackett then being president the organization.

The following day, many attending visiting and local bowlers, and other, engaged in previously scheduled ice-boat races on Buckeye Lake -- an extraordinary accomplishment in view of previous failures in securing Nature's cooperation.

Eddie Gettrost's elevation to the office of the Club's commodore, in September of '24, coincided with the rise of what later has been known as the period of Coolidge Prosperity. Jagged though this was, up in winters, down in summers, never stable, exasperating to yachtsmen (and others), but always above normal, it apparently was beneficial to the Club until the middle of '27.

By the time Comm. Gettrost took the helm, the Gob's mess had been far outgrown as the Club's only mess room. Frequently, there had been overflows into the lounge. So, under apparently favorable conditions and with the enthusiastic leadership of the commodore, the Governors assumed responsibility for adding the present, glazed-in, dining room. Its construction proceeded during the season of '25, evidently without the Buckeye Lake Building Company having been bothered about it.

At the same time, another improvement was made in the clubhouse to meet demands for increased sleeping accommodations.

To accomplish this, the second story billiard hall became a thing of the past.

This project involved the lengthening of Rooms 5, 6, and 13, the construction of the linen closet and, thereby, the enclosing of the stairway, all as they are at present.

Mid-summer of '25 saw completed another project that had been initiated thirteen years before. In 1911, shortly after The Hon. George H. Watkins had passed on to the Other Shore, the Club's Governors had approved Comm. Mooney's establishment of a Watkins Memorial Committee.

Such a committee, with Comm. Mooney as its chairman, was continued in existence until September of '15. Through these five years, it thought seriously and labored diligently toward accomplishment of its purpose. Questioned as to its progress through this period, its chairman announced at least once each year that it was his "hope" to see a fitting memorial to Mr. Watkins erected within a few months.

Up to 1925, however, such hope had failed to materialize. Such project had been snowed-under by the Club's concentration on the building and financing of its clubhouse. And, furthermore, with the Club's turnover and expansion of membership through the intervening period of nearly one and one-half decades, there were many in the Club who took Buckeye Lake and the Club for granted, not realizing or fully appreciating the part played by Mr. Watkins in making both possible.

In 1925 there were relatively few, remaining or really active in the Club, who had been intimate with this gentleman and his works, without which the Club probably would not have survived.

Then at last, in the evening of Friday, July 3rd, '25, a group of Mr. Watkins' friends, and yacht club members, with solemn pride, unveiled and dedicated a monument appropriately commemorating this "member and lover of the Club, friend of the common people" who "departing, left to them in Buckeye Lake a beautiful and valuable heritage to which his spirit invites us to return again and again to enjoy the fruits of his labors. He it was who made our Yacht Club possible."

So came the "imperishable bronze tablet" now still mounted, although obscurely, on a wall within BLYC's clubhouse.

By the end of the Club's season of '25, there was insufficient left in its till to carry it through the winter; and moreover, there were some \$5000.00 in costs for the new dining room which still remained unpaid and no visible means of meeting such obligations.

Such was the situation when Comm. Trafford Talmadge took over the Club's helm.

For over five years, Buckeye Lake Yacht Club had been sailing strictly on its own since the last previous meeting of Buckeye Lake Building Company on April 2nd in 1920.

Now, in view of the Club's predicament and to protect its own investments, the building company's directors were called into "special meeting", on September 25th, '25, "to consider and to take action relative to issuance of bonds to assist the Yacht Club to Complete and pay for Betterments recently put on the Club house".

Present in this meeting were the Club's former active Commodores It. D. Freeman, Geo. F. Mooney, G. A. Sackett, L. A. Sackett and W. L. Whitacre.

Carrying out the purpose of the meeting they adopted a resolution, to be presented to the company's stockholders for ratification, to issue bonds in the aggregate amount of \$6000.00. Of these there would be twelve, each of \$500.00 par value, payable to bearer at The Citizens Trust and Savings Bank, Trustee, on or before October 1st, 1937, and bearing interest at the rate of 7 % per annum, payable annually on the first day of July of each year, and secured by a mortgage on the company's property.

Such resolution was presented and approved in a special meeting of company stockholders on Monday, October 5th, '25. Those present were Walter Whitacre with proxies and personal shares totaling 61, Larry Sackett with 11 shares, Guy Sackett with 2. Harry Freeman 2, and "Cap" Clum representing Comm. Talmadge of the Club and its 771 shares, aggregating 84.7% of the company's entire authorization and issue.

By this action, involving another mortgage, the Club was assured of continued tenure of the company's property, provided that it retired one of the \$500.00 bonds each year' and promptly met annual interest payments. At first, of course, interest on the issue would require yearly payments approaching the value of one of the bonds, but would be reduced as units were retired.

To provide funds to carry itself through the winter of '25-'26, the Club instituted a procedure which still is in potential effect.

In a drive during October of '25, it "sold" 135 new active memberships at costs of the \$10.00 initiation fees only, with no dues payable until the first of the following fiscal year on May 1st, '26. Thus, by the end of that emergency membership campaign month, \$1350.00 had been added to the mite in the Club's till.

The surprising sequel to this episode was that, in the following May, 100 of such bargain-accepting members valued their memberships sufficiently to come through with \$1500.00 in dues which, had the Club not been faced with an emergency in the preceding fall, probably would not have been collected.

Thus reinforced, with little to worry about financially except the meeting of its building company's bonded obligations, BLYC sailed on through the administrations of Commodores Traf. Talmadge and Cap Clum, in '26 and '27, and into that of Comm. Charley Fast in '27-'28.



## VARIABLE WINDS

THE LOYAL ORDER OF MICROBES was "the most irresponsible group of responsible younger members .... ever known". A very informal organization within the Club, it was noted for its noise and nonsense, its tendency to keep things stirred up, and its ability to get things done.

Gordon A. Brawley had been one of its ring-leaders for several years, and now was Comm. Charley Fast's vice commodore.

Others of this administration were R. Comm. E. M. Stevens; Secy.-Treas. C. H. Robinson; and Governors R. F. Wolls, Allen Johnston and Commodores Guy Sackett and Cap Clum.

From stem to stern, this group as a whole really was representative of the Club's younger, intermediate and older members, and had capabilities which came in mighty handy before the ends of their terms of office.

Their season of '28 took off breezily with the "Annual Spring" Dinner Dance" at the clubhouse on the night before the Club's 22nd semi-annual meeting on Sunday, May 5th.

Among the things for which the Club was especially noted, this summer, was polo-pony - riding member Dr. Sydney N. Lord's "yacht", the City of Columbus. One of Dell Fisher's discarded big old passenger liners, "Doc" had had her done over with touches of luxury for private pleasure purposes. Much of the time she lay moored along nearly half-of-one-side of the Club's 125-ft-long dock. A lengthy story could have been written about her.

Other notable craft added to the Club's fleet, during this season, were several new type Taft Cup Catboats. They were designed and built by brothers R. A. and A. W. Luedtke, in Toledo, with "cubby cabins", longer and draftier "skegs", leg-o'-mutton sails, and Marconi rigs. These probably were among the most efficient ever produced under restrictions for this class.

Some of those still active in the Club are of that or about the same vintage.

It wasn't long before Jonnie Booton and other owners of their older sisters in the fleet set about converting them to pseudo-similarity.

Boats and other things about the Club always were changing.

LITERALLY AND FIGURATIVELY, one of the most varying characteristics of BLYC's longitude and latitude has, always been the weather. Seldom has it long remained the same. Rather, it has been subject to frequent and sometimes wide and sudden and even drastic changes. These at least have lent variety to the life of this organization.

Watkins Island, as such never had experienced a seriously damaging windstorm. The tornado at Lakeside on the 15th of May, '09, and these which struck the Park on the 11th and 19th of June in '22, had been frightfully close near-misses. But, somehow, the Club had been saved from their ravages.

Sunday had been hot and humid, but not unbearable to those at the Lake. No one had really wanted to go home that evening. But, as usual on the second day of the week, few people remained at Watkins Island for the following day, Monday the 18th of June in '28.

Throughout the morning and until mid-afternoon it rained steadily. Then it let up a little, and the gray overcast appeared to be breaking with scarcely a breath of surface air stirring.

But, looking northward, a big black cloud was looming over the horizon. And turning to the southwest, a white one of apparently equal volume appeared about equidistant. With the Lake still practically calm but eery, these contrasting masses moved closer and closer with rapid acceleration until, in the west, they collided with a crash as though it were the crack-of-doom.

Their impact seemed to set them spinning. And as they spun, they seemed to wind themselves into a single, swirling, funnel-like mass with a whipping limber spout.

With a freshening surface breeze springing generally toward it, the monstrous thing appeared to grow larger. As it

moved in on the Lake, its hideous serpentine proboscis probed about like the point of a gigantic top nearing the end of its journey.

Roaring" and hissing it came up the towpath, spewing from its superstructure leafless trees, featherless birds, boards, slivers, and debris of indescribable varieties. Lifting cottages from their foundations, it tossed them landward and waterward.

Circling over the Lake toward Watkins Island, its spout sucked up a moving welt on the water's surface, Then, passing over with a screaming, twisting wind of immeasurable velocity and mostly upward, it blanked out everything in its path as though under a rising, whirling waterfall in defiance of the force of gravity.

Within three minutes, this vicious thing called a tornado had come and done its nefarious, task and passed on across the Lake with its energy largely expended.

Along with nearly 1500 feet of almost wholly demolished towpath property, the Club's premises were a mess. A roofless two-story cottage was left grounded in a nearly upright position in the Lake just off the Club's beach. The back channel was a sea of debris and uprooted trees which had tumbled in from all directions. One of the trees left standing on the embankment was the one only recently removed from between the footbridge and the flats to the east. It was deeply impaled by a long sliver of wood. Catboats, in their back-channel slips next to the island, were covered with litter but most of them still floating.

The island was bestrewn with miscellaneous rubbish and, especially along its north and south shorelines, considerable quantities of its earth had washed from behind newly broken places in its seawalls. And its trees were mutilated.

Structures on the island had fared no better. Roof coverings, sheathing and rafters were completely gone from the north end of the boathouse and most of the south side of the clubhouse. Elsewhere, much of their coverings had been lifted off. There was nothing left of the front porch, above its floor line, excepting rails, posts and beams to the east of its front steps. Surprisingly little glass was broken one of windows and doors; but, inside, much of the clubhouse and its furnishings had been thoroughly drenched.

In such circumstances, there were but limited facilities and enthusiasm for trying to carry on as usual. So the Club, with its

own hands, concentrated its efforts on cleaning up its premises. Reconstruction, of course, was something largely for professionals. Estimated costs for such work were in the neighborhood of \$5000.00, and the Club's insurance covering it amounted to only \$1000.00. The Club didn't have the other \$4000.00.

To make up for this deficiency, an assessment of \$10.00 was levied upon each member, and all were urged to contribute as much more as possible. Fortunately, economic conditions were rising toward the highest peak in the history of the country. All except two members came through with at least their assessed minimums, and some contributed various larger amounts ranging up to \$300.00. The total thus realized came to nearly \$6000.00. This with proceeds from insurance made available something like \$7000.00.

Through the remainder of the summer, the Club's normal activities gradually were resumed as the restoration of its property progressed. By the season's end, except for ugly scars, nearly all restoration was substantially completed. The principal work left undone was that in connection with seawalls, which scarcely could be accomplished with water in the Lake at its usual level. But there still was something left in the specially collected fund to take care of some of that when conditions would be favorable.

WITH CLUBHOUSE AND ALL again in usable condition, BLYC's program was entered into with extraordinary vigor, as though to make up for lost time.

Under Comm. Gordon Brawley in '28-'29, Eddie Stevens served as vice commodore, and C. H. Robinson as rear commodore.

Riding high on the "Bull Market Boom", power as well as sail boat races were scheduled for all holidays and Sunday afternoons throughout the season. Among notable entries in these power events were J. H. Reichenbach's Baby Gar driven by Chuck Hunter, still driving high-powered high-speed craft, and Don Casto's Castaway. Among Class K catboats, in the running, were Luedtke craft Betsy, with Jim Sexton Jr., at her helm, and Bob VanVoorhis' Flying Dutchman. Another strong contender in this class was John Booton's converted, Mower-designed Della.

In September of '29, when Comm. Sydney Lord took over, the current economic wave was rising abruptly to its thin, sharp edge of cresting. And on November 29th it shattered and fell to an impotent froth.

With the promise of return of prosperity "just around the corner", with "*two* chickens in every pot" and "two cars in every garage", the Club like everybody, else carried on. Ice-boating was wonderful during February of '30.

By early spring, however, the undertow from the broken economic wave was beginning to gather momentum. It took the energy of powered craft to keep BLYC moving forward against that current through the summer. Twenty motorboat races were held that season--the most ever scheduled in one year's program. Among outstanding performers in this series were Dean DeWitt's Nadine, Eddie Steven's Mary Jean, Bob H. Wolfe's Emile Jane, and Edgar Wolfe's Sea Wolfe.

Taft Cup Catboats were racing in three separate classes. Class K was made up of those patterned after the concepts of the brothers Luedtke; Class K 10 of older craft with Marconi rigs; and K 20 of gaffers. All told, the active fleet consisted of up to 16 craft originally built at various times according to ILYA "Rules and Restrictions".

Taking BLYC's helm in September of '30, Comm. C. H. Robinson inherited a command whose active complement was beginning to fall away without proportionate replacements. But he kept his craft on its course.

With the Lake drawn down that fall, the 22-year-old seawalls along north and south shores of the island, those most battered by the tornado a couple of years before, were hauled out and replaced by the ones now still standing. Those at the Lake-front were in place by sometime in December. With a freeze, providing some ice-boating, the back channel wall was not erected until some weeks later. But, by spring of '31, all were completed. The state's dredge had filled the island areas back of them, and the waters 'roundabout were substantially clear of earth and debris resulting from such demolition and construction.

It appears likely, however, that at least some perils of the heavy old structures may have been placed, or inadvertently spilled

from the deck of a barge, into permanent resting places on the bed of the Lake in deeper areas just south of the island.

" 'Tis an ill wind . . . !" If it hadn't been for the tornado of '28 the Club might never have enjoyed as much front yard as it now has.

It was Comm. George O. Doyle's misfortune to lead the Club from September '31 to September '34 through the deepest troughs of the "great depression" which ultimately followed the "boom and bust" of November of '29. And, it was the Club's good-fortune to be able to "let George do it".

Compared with experiences of the Great War period, in '17 and '18, the Club REALLY had to become a "do-it-yourself" addict in this vale of depression. And, as demonstrated by his two re-elections, George's programs involving necessary mixtures of labor with pleasure, seem to have been enjoyed by that part of the membership which found it possible to remain active.

In the season of '32, Ted Eaton showed up as owner and skipper of the winning old Mower catboat Wial.

For Comm. Doyle's second term, beginning in September of '32, his official staff was composed of V. Comm., R. J. "Doc" Woodward; R. Comm. R. F. Lietch; and his secretary-treasurer, Comm. C. H. Robinson. And his governors were Edgar T. Wolfe and Commodores Charley Fast and Cap Clum.

Sometime during the winter of '32-'33, in an effort to bolster its meager income, the Club staged a Stag Party. It was thought that such an event might regain and retain the active interests of lagging members, and possibly attract some new ones, by offering spicy entertainment and chances for enhancement of waning personal fortunes while "the House" benefitted by its "take". This function was so successful, except to some unhappy losers, that such events were conducted annually for about a decade.

A new edition of the Club's constitution and by-laws, corrected to April of '33, was published and distributed to members in the spring of that year. This issue of these two separate and distinct documents, presented under one cover, was the first since that published in about '20 or '21, and the last prior to

the most recent one turned out in '46, corrected as amended to March 8th of such year.

This Constitution was almost identical to that of '46, with but three exceptions. It required that not more than three members of a nominating committee be selected from the same city; that the secretary-treasurer, at time of his election, be resident of the same city as the commodore; and there were no provisions, or reasons therefore, as to a board of trustees.

Fundamentally, the By-Laws of '33 were the same as those still in effect today. But, at that time, some of their related matters were scattered throughout the document, while in the '46 edition they were brought together in the process of recodification.

In '33, initiation fees were \$15 for active and \$5 for junior and non-resident members; in the same order, dues were \$15, \$7.50 and \$5; and the cost of a life membership \$150.

It is notable that, according to the By-Laws of '33, this was as much of a "family club" then as it is now.

The terms of leases on the Club's island always had forbidden the sale of alcoholic beverages and consumption of those of intoxicating nature on the premises. Such restrictions always had been reflected in the By-Laws. All through the years, reasonable efforts were exerted to enforce such regulations.

There were times, however, when things got a little out-of-hand. At least as far back as 1916, there were occasions when threats or fear of threats from state authorities caused expulsions of individuals from Club membership because of flagrant infractions of such rules.

When prohibition was imposed in '20, the problem became more prevalent and perplexing. Home brewed near-beer seemed to acquire potency. But the Club managed to handle the situation by judicious self-policing.

With prohibition rescinded and control of liquor traffic returned to the states, Comm. Doyle's second administration took action. On the 12th of April, '33, the Ohio Liquor Control Commission granted the Club a Class D permit. From then on, and still self-policing, the Club has experienced but few serious difficulties in this connection.

Gov. Ed. Wolfe had been a fairly active and always loyal member of the Club, and its true benefactor. Personally and by his

influence, since his affiliation, he had come to the aid of the organization in times of real need.

During this period, much of his summertime leisure was being spent aboard his big yacht on the Great Lakes. Flying BLYC's colors, he unofficially was representing the Club quite handsomely in his contacts with the Inter-Lake Yachting Association and its other member-clubs. There were definite indications that, with certain prerequisites, it would be possible for him to represent the Club as ILYA's commodore.

In former years BLYC had been honored, and had enjoyed expanded prestige in the yachting fraternity, by having some of its commodores as ILYA's lesser flag officers but never as its full commodore. The Club was not averse to being represented in that high office; but there were few of its members with the leisure and appurtenances necessary to its attainment and fulfillment.

Now, while the time was ripe, the Club took action toward so furthering its honor and prestige. Upon Comm. Doyle's election to his third successive term, in September of '33, Edgar was accorded the post as a sort of co-commodore of the Club with the official title of commodore and the obligations of BLYC's constituted delegate to ILYA.

With Comm. Doyle its president and Comm. Pierce as its secretary, the Inter-Lake Yachtsmen's Bowling Association held its second Columbus tournament at Adams Recreation Alleys on January' 27th and 28th of '34. The principal social function on the program was a stag party in the Hall of Mirrors of the Deshler-Wallick Hotel.

In September of '34, Comm., Doyle relinquished the Club's helm to Comm. R. J. "Doc" Woodward, assisted by V. Comm. J.A. "Jimmie" Beam, R. Comm. W. S. "Red" Marshall, and with Comm. Doyle held over as the Club's secretary-treasurer.

In the following December, Comm. E. T. Wolfe started up ILYA's official ratlines as the Association's rear commodore.

This exalted the Club's interest in such organization, and its interest in the Club, which was advantageous all around. While an experience similar to others, previously enjoyed by the Club, this to many of its members was an entirely new kind of thrill.



In a special meeting of the Club on the 8th of June, in '35, Article VI and VII of its Constitution were amended to eliminate residential restrictions on the secretary-treasurer and members of the nominating committee.

Buckeye Lake Yacht Club, itself, became a corporation during this administration. This time, "not for profit".

Articles of Incorporation were signed by Commodores Woodward, Doyle and Wolfe, and by Robert W. Irwin, on July 25th, '35; and a week later, on August 1st, they were filed with and approved by Ohio's Secretary of State. The stated objective of the corporation was (and is) the same as that set forth in the Club's constitution.

Its unstated purpose was to make possible the qualification of the Club for ultimate assumption of the obligations of the Buckeye Lake Building Company. But it was a little over five years later when the club fully was organized to meet such qualifications.

## SMOOTH SAILING

ON THE DAY OF ITS ANNUAL MEETING in September of '35, Jimmie Beam and Red Marshall respectively were moved up to the Club's offices of commodore and vice commodore, and Mel Dressel was, elected rear Commodore.

The Inter-Lake Yachting Association, in December, raised BLYC's Ed Wolfe to its office of vice commodore.

In the Club's semi-annual meeting in May of '36, it amended its constitution with respect to nomination and election of officers and governors. Candidates selected by the nominating committee were limited to two instead of three for each office. The filing deadline for any other nominations, by a group of ten or more members, was changed from Aug. 15 to Sept. 10. The nominating committee was required to meet on election day, prior to opening of polls, to fill any vacancies on the ticket. And the hours for polls to be open were changed to 10:30 a.m. to 1:00 p.m. instead of 8:30 to 11:30 a.m.

INLAND LAKE SCOWS had been introduced to the Club, several years before, largely through the efforts of Comm. Beam.

These long, low, bilge-boarded, two-ruddered sloops, with Marconi rigs, had become popular in the Inland Lakes Yacht Racing Association of Minnesota and Wisconsin, and especially on Geneva Lake in the southern part of the latter state. Produced in three classes, they were exceptionally smooth and fast sailers and appeared to be eminently adaptable to waters such as Buckeye Lake.

Class A consisted of craft of 38ft. L.o.a., 500ft. of sail area, with a crew-weight limit of 850 lbs.; Class B, 32ft., 350sq. ft., and 650 lbs.; and Class E, 28ft., 285 sq. ft., and 550 lbs. According to restrictions under which designed and built, their beams were optional.

In the Club at this time there were two of such scows, one Class B and the other E. (That brought to the Lake by Dr. A1 Corrodi, Jr., in '55, appeared to be of Class A.) These sweet sailing but sometimes touchy craft REALLY were fast---in most-favorable circumstances. On waters disturbed only by maximum safe sailing winds, slightly abeam, they could do from 15 to 17 knots. But on Buckeye Lake's increasingly heavy power-boat chop, under light airs in which they competed at their relative best, their speed was retarded and they became unpleasantly wet.

ANOTHER NEW ERA was ushered into the club in September of '36.

Elected to Club offices were, Comm. W. S. Marshall; V. Comm. R. W. Irwin; R. Comm. C. J. Lambrecht; Secy.-Treas. H. T. Weaver; and Governors James A. Beam, E. T. Wolfe and Norman Maclean. Notable among Comm. Marshall's appointments was Dr. Harold K. Harris as chairman of the entertainment committee.

The ILYA, in December of '36, elected Comm. E. T. Wolfe as the association's Commodore. And, with his support, V. Comm. Irwin was made its secretary-treasurer.

Under leadership of Commodores Marshall and Wolfe in January of '37, Buckeye Lake yachtsmen extended welcome, helping hands to suffering humanity in the record breaking Ohio River flood.

On the 25<sup>th</sup>, in cooperation with the Ohio State Journal and the Columbus Dispatch, 11 of BLYC's fleet of motorboats were rushed to the river on a chartered special train of flat cars and two baggage cars. The latter were fitted out to serve as galley, mess and bunking quarters for the rescue party, and carried large quantities of food and pure water to aid in meeting requirements of workers and needy sufferers in the Portsmouth area.

Approaching the inundated district, the train was stopped on the Norfolk & Western main track within five miles of such city, where it remained as the party's headquarters for nearly a week.

Immediately upon their arrival, the boats were unloaded from the flat cars and hauled to the water's edge. There they were

launched on their mission of rescue and distribution of food, water and medical assistance urgently needed by persons and families left stranded in the flooded cities and other adjacent areas on both sides of the river.

Navigation of the swift moving, surging, swirling, debris laded flood, in some places blocked by trolley and utility wires, was a hazardous task requiring skilled seamanship. This was provided by Buckeye Lake's hardys, often under further handicapping conditions of heavy fog, sleet, rain, snow and penetrating cold.

Temporary, centralized operational dockages were improvised on the N. & W. depot train - shed roofs, during the first three days while the river was at its highest, then shifted to the end of a viaduct across the railroad near the depot.

When the boats were docked for nights near the rescue train, tired crews found piping-hot meals awaiting them in the baggage-car mess. These were prepared and served by five colored stewards, brought along for that purpose. In addition, they worked through the days to satisfy the cravings of many other relief workers operating in the area.

Although the crews from the Lake had many harrowing experiences, only one of their boats met with serious mishap. It was damaged in loading for the homeward journey.

Evidently, the Great War, the Boom and Bust, and the Great Depression were experiences of the far and long forgotten past, so far as BLYC was concerned. Or, perhaps, the Club was just bubbling over with relief from restrictions imposed by such occurrences.

In either or any case, Comm. Red Marshall, his officers and crew plotted and pursued a course which, ever since, most of his successors, consciously or subconsciously, have endeavored to emulate. Quantatively and qualitatively, things were done in a big way, receiving practically club-wide endorsement and participation.

From the opening of the season of '37, Club mess was served by a crew of white-uniformed stewards, of very dark complexions, who specialized in steak and chicken dinners.

For a "man's club", its program included an exceptionally large number of events which could be conducted only with "mixed" patronage. Starting during the winter, nine dances were spread over a period of less than eight months. The

first was a dinner-dance, with a 7-act floor show, in the Grand Ballroom of Deshler-Wallick Hotel. The next two took place at the Elk's Home in Columbus, one of them with no charge for admission. The others were held at the clubhouse, one in each of the months of May, June and July, two in August, and one in September. That on May 29th was a "Cabaret Dance" in the luxurious environment of the Club's newly decorated interior. The one on August 28th followed a "corn roast" which might have featured some of George Crites' lush produce from Pickaway county.

Meanwhile, it was the Club's honor and pride to have ILYA's spring meeting held at the Deshler - Wallick, on April 17th, with BLYC's Comm. Wolfe and V. Comm. Irwin in principal official roles.

When the meeting opened, the Association had a total of 24 member-clubs. Only two of these were based on inland waters, ILYC, much the older, and Gull Lake Yacht Club, located some 11 to 15 miles west-northwest from Battle Creek, Michigan which had been admitted to the organization only relatively recently. But, during the meeting, admission of Grosse Isle Yacht Club raised the number to 25.

Main purpose of this meeting, according to custom, was that of laying plans for ILYA's annual regatta which, this year, was scheduled at Put-In-Bay, as almost without exception always had been usual, for August 9th, 10th and 11th.

But another important action was of at least equal interest to BLYC, especially to its owners and proponents of Taft Cup Cat-boats. After several years of discussion, a revised set of Rules and Restrictions for such class was adopted to become effective in 1940. Accordingly, authority was established for designing and building what would become Model K-40's, and providing for sail measurements as required by NAYRU rules, eliminating penalties for roach, but specifically not outlawing older models conforming to previous regulations.

This season on Buckeye Lake was stronger than ever on motorboat racing.

IN SEPTEMBER OF '37 Bob Irwin and Chris Lambrecht, respectively, were stepped up to the Club's offices of commodore and vice commodore; C. E. Smith became its rear commodore; and

Hank Weaver was handed another term as secretary-treasurer.

Somewhat sooner than usual, BLYC again was host to Inter-Lake Yachtsmen's Bowling Association in January of '38.

During the succeeding summer, the first Lyman Catboat appeared on the Lake under ownership of Dr. Morgan C. Davies, a power-boating member of the Club.

Throughout this season the usual programs, of nautical events were conducted, EXCEPT that new, official regulations had put a stop to motorboat racing on inland waters controlled by the State of Ohio. The Club's power enthusiasts frothed at such restrictions but were unsuccessful in efforts to have them rescinded.

Such events had been decreed as unsanctionably hazardous to the rapidly mounting traffic on such waters. So, officially, the Club's contests for power-craft were limited to such as "treasure hunts", in pursuance of which qualities other than speed might play winning parts.

Thus, indirectly, sailboat racing was left in a position of dominance as substantially the only nautical events catering to the Club's sporting instincts--of course, of a purely Corinthian nature.

Traffic on Buckeye Lake REALLY had been increasing since the Club's early years, especially during the six years following the depth of the depression in '32, as indicated by numbers of registrations at the Lake, tabulated as follows:

	1908	1932	1938
Row Boats .....	759	1290	1694
Sail Boats .....	16	8	41
Motor Boats .....	176	98	136
Outboard Motors .....	0	356	1082
Totals .....	951	1752	2953

Careful analysis of these few but significant figures might develop much of interest. But these few overall observations may aid in evaluating their relations to the early development, progress and evidently inherent vitality of Buckeye Lake Yacht Club.

The Club organized and developed most of its facilities long before the sport of small-boating showed evidence of becoming popular. Obviously, the Great Depression was a blow to the Club's boating activities. But their increase was much more rapid in the six years following its depths than in the entire 24-year period of the Club's previous existence.

Sail craft always were a numerical minority; and in '32 there were only half as many registered on the Lake as in the third year of the Cub's operations. But, in the 30-year period from '08 to '38, their relative increase was much greater than that of any others, excepting those powered by outboard motors.

In '32, outboard motors were relative novelties and rapidly increasing in popularity. But, from '32 to '38, their number increased less than 200% as compared with over 400% for sailing craft.

In '38, inboard motored boats had not even maintained their numerical popularity enjoyed 30 years earlier in the exciting early stages of powering water-craft with internal-combustion engines.

The tremendous increase in traffic on the lake, up through '38, was principally that of craft powered by sails and outboard motors, predominantly the latter.

It is just possible that the stability of a yacht club such as this on Buckeye Lake may be more dependent on its sailboats than on those with motors.

All of these remarks merely are gleanings from a few related figures. They may or may not be accurate deductions. In no case should they be construed as adverse reflections on craft powered by inboard or outboard engines. Even a sailor, though he may loathe to admit it, at times can be happier with power other than that dependent on sails.

Relieving Bob Irwin at BLYC's helm, Comm. Chris Lambrecht took over on the 25th of September in '38. On his staff were V, Comm. C. E. Smith, R. Comm. Paul Holstein, and Secy.-Treas. Hank Weaver for a third consecutive term.

In their first meeting, the new Governors approved Comm. Bob's appointments. Among these were Mel Dressel as chairman of the entertainment committee, Ted Eaton at the head of the "regatta Committee", and E. A. Shoemaker as chairman of the "race committee".

A "Shore Dinner" was served in the clubhouse on October 30th under experienced management of Doc. Harris who had directed the "hot" social program of the previous year.

The Buckeye Lake Building Company had existed nearly 33 years. It had served its purpose well. Within its first 19 years, it

had produced facilities for the Club which were unequaled by many similar organizations.

Having accomplished this, it had stood by 14 years longer while the Club was struggling through tornado and depression, and their aftermaths, to relieve the corporation of its obligations. There had been no formal meetings of its directors or stockholders since late in '25.

Then on November 25th, '38, there was a called meeting of its stockholders. Present were the Club's Commodores Clum, Doyle, Irwin, and its current V. Comm. Smith, holding the proxy of the Buckeye Lake Yacht Club, and Comm. Harry Freeman, the only company director present and still its president. Of the 844 shares of stock represented, 842 were those of the yacht club and 2 were held by Mr. Freeman.

All present expressed grief at the death of Comm. Walter Whitacre, secretary-treasurer of the company, through whose efforts a large part of its success had been made possible.

Called to order by Pres. Freeman, the stockholders elected all present as directors of the corporation.

Convening as the company's Board of Directors, they re-elected Freeman as president and made Dir. Irwin secretary-treasurer.

Dir. Smith then introduced and moved adoption of a resolution which was read by the secretary, seconded by Dir. Doyle, and adopted. And by passage of another motion, execution of procedures required by such resolution was placed in the hands of Secy.-Treas. Irwin.

By such actions, on November 28th, 1938, the Buckeye Lake Building Company was dissolved, and all of its physical properties and liabilities, then in existence, were turned over to Buckeye Lake Yacht Club, Incorporated.

At last after nearly 34 years, Buckeye Lake Yacht Club itself (incorporated "not for profit" two years earlier) was legally, entirely and absolutely upon its own resources. Actually, it had been in such position for many years, not as a club but as a stockholder in another corporate entity, with which even some of its flag officers at times had not been entirely acquainted. Therefore, many of the Club's members had been (and may still be) unfamiliar with the responsibilities, tasks, trials, and tribulations of making possible and maintaining their club accommodations and opportunities.



In the Club's spring meeting, its constitution was amended to provide for a Board of Trustees of experience and continuity essential to the organization's protection and persistence as a responsible corporation.

ON WENT THE FUN in Comm. Lambrecht's administration, as it should. That was the purpose of the Club.

Five teams represented BLYC in the Inter-Lake Yachtsmen's Bowling Association's Detroit tournament on January 28th and 29th in '39. Two of them returned with 1st and 2nd places in the Class A division.

An "Old Fashioned Get-to-gether Party" was held at the Club on March 29th.

There was a "Stag Spring Frolic", with dinner, movies, a show--"entertainment deLuxe"--on April 22nd.

Beginning on May 20th there were eight dances at the club in less than four months, at \$1.00 per couple. The last one, on September 23rd, was part of the "Victory" celebration when the season's trophies were awarded--the night before the Club's annual election and meeting.

Quite evidently, Chm. Mel Dressel of the entertainment committee proved himself a capable success, to Doc. Harris.

All the while, through the season of '39, Chairmen Eaton and Shoemaker supervised a full schedule of sailing events. Moonlight races were conducted on July 1st and 29th; and, following spring warmup brushes, there was the customary series of events for each Class. But, in comparison with those of former seasons, such groups of craft were constituted differently.

Europe was at war again! And, although not formally a participant, the country actively was engaged in a broad program of "preparedness". With Jimmie Sexton and Bob VanVorhis doing tours of duty in the armed services, their Luedtke craft were not in commission. The 30-year-old Grasser Cats had ceased arduous activity, and so had some of their younger sisters conceived by H. D. Mower. So the fleet of active "15-foot Cats .... was somewhat depleted.

Only eight of these boats were contending--three in Class K-1, and five in K-10; and their classifications were more in accord with their practical potentialities, and those of their skippers and crews, than with their original designs and builds. Three of

them were being sailed by others than their owners. George Crites was sailing his E-Boat with the K-1 cats--hauling into fourth place for the season series.

But, from beginning of the season, the Club's squadron of cats had been augmented by a litter of five kittens. The little Lyman Cat, of the year before, had been joined by four more. These playful little rascals, as compared with the 22x8-ft.x270 sq. ft. of canvas K-Cats with 2000 lb. displacement, were 15-ft x 6-ft., carried 143-sq. ft. of sail and displaced about 450 lbs. "As like as peas in a pod", they afforded hot competition among skippers and crews, and keen entertainment and concern to members of the porch fleet.

In the latter part of July an old sailor, who for several years had been mostly inactive in the Club, returned to see these small quintuplets scampering over the Lake. Within a week they had another sister named "Josy". Then there were six little kittens spitting at one another. And from then to the end of the season nearly every race was sailed in a young gale.

At the helms of Josy's playmates were Doc. Harris, Ted Eaton, Herb Kouns, Paul Nangle, and Mel Dressel -- a heterogeneous but hardy and wily bunch of sailors out to get the new skipper's measure. Having engaged in less than half their contests, little Josy had to be satisfied with fifth place for the season.

Earlier in the season, this group of kitten-skippers and their crews had voyaged to Sandusky Bay for a three-race Sunday series with sailors of Sandusky Sailing Club, using their Laymans. And, on September 17th, there was a return engagement of like nature on Buckeye Lake. In neither series did the inland skippers and crews do too well; but this was only their first season with kittens.

The Club met in a specially called session, on July 30th, to consider a protest filed because of alleged illegality of parts of the constitutional amendments adopted in its spring meeting. Upon due deliberation, motions were passed to reconsider that action and to entertain a legally revised version of such amendments in the Club's fall meeting.

Accordingly, on September 24th of '39, the Constitution again was amended to include provisions for establishing and maintaining a Board of Trustees; to define and limit its responsibilities; and to set forth its interrelations

with administration of the Club's affairs. Such provisions, except for a few subsequent refinements, were the same as those still in force today.

Club officers elected on the same day were, Comm. Clarence E. Smith; V. Comm. Paul W. Holstein, Jr.; R. Comm. Clark L. Beverly; and Secy.-Treas. C. C. Swisher. And governors elected were, Edwin A. Shoemaker, Clifford B. Sturgeon, and Edgar T. Wolfe.

Constitutionally, the Club's Board of Governors was limited to such members. But, considering it advantageous to themselves and the Club, they retained the active experienced counsel and cooperation of the most recently retired commodore, Chris. Lambrecht as an eighth governor quasi-constitutional (q. c.). Such set-up had existed once before, in '28, but, this time, it became a precedent regularly followed through the ensuing seven years.

## IN UPPER LATITUDES

THROUGH FAIR WEATHER AND FOUL, BLYC had sailed beyond the limited and protected waters of its youth to the open seas of maturity and self-dependent responsibility. Fortunately her course had been charted and navigated along bearings leading toward an advantageous "fix".

It so happens that mankind's normal habitat lies almost entirely above the fortieth parallel south, and that its greatest innate vigor usually is most outstandingly evidenced near or above an equal north latitude. And it also happens that the position of BLYC's range of operations lay (and lies) within that most promising region.

Busily engaged in the processes of its accomplishments, the Club's decades had become as but years; and, vigorously pursuing its established course, it sailed on to wider latitudes and enrichments of deeper experiences. Truly, the fruition of its maturity began at '40, and its years became as but months.

COMM. SMITH'S ADMINISTRATION, through the year of '40-'41, was marked by his personal and methodical attention to details, refinements and formalities.

Chairmen of his committees for this year were, Ted Eaton, club rentals and The Log; Dr. Morgan C. Davies, bowling; V. Comm. Holstein, house; Comm. Lambrecht, membership; Comm. Irwin, promotion; Henry Weaver, athletic; Comm. Doyle, publicity; Gov. Shoemaker, regatta; and R. Comm. Beverly, entertainment.

With all of these, a number of present-day committees notably were missing. The "House Committee" was charged with conditions of clubhouse, boathouse, dock and grounds; kitchen and diningroom facilities and services; assignment of lockers, bedrooms, boat stalls and slips; and care and operation of gas, electric, water supply, and sewage disposal systems.

A fire occurred in the "men's room" on October 21st of '39. Although extinguished before it had a chance to spread, it took all of \$131.00, collected on insurance, to clean up the place, to replace the charred and embrittled linoleum floor covering with one of troweled, monolithic, non-combustible magnesite, and otherwise return the space to usable condition.

There being reasons to suspect that the fire had been caused by a defect in the electrical system, work immediately was started on installation of armored cable to replace the old knob-and-tube wiring. This job was completed by the 28th day of March.

Some of the piling were pushed from under the boathouse by early-winter ice. This too was corrected as soon as possible.

The lake-water system had to be put into service earlier than usual, because of serious troubles with the deep-well pump.

Meanwhile, on February 22nd, the Governors elected Allen Johnston as governor and secretary-treasurer to succeed C. C. Swisher who had resigned.

Then, in mid-spring, the Club mourned the death of its late Comm. George W. Pierce.

Before the season of '40 opened, there were more applications than slips for sailboats at the club. Don Casto Jr.'s new Donnie III made seven little, Lyman kittens in the Club's litter. An equal number of K-Cats were in commission and two more expected to be fitted-out. One of the Inland Lake Scows was about ready for launching. And Russ Luchtenberg, and old K-sailor, was bringing out the Lightning which he had built during the winter--the first of such class in the club.

For these 18 sail-craft there were 18 slips, counting that at the hoist and two others already occupied by motorboats. These consisted of the ten in the back channel, next to the island, three along the east side of the footbridge, and five off the Club's east seawall.

The Club's only dock, extending out in the lake in line with its front porch steps, had a beacon light and diving tower on its outer end. But it was reserved principally, for temporary mooring of club craft not permanently accommodated on the premises -- sailboats on its leeward side, and motorboats to windward. The real need was for regular accommodations for sail-craft.

Temporarily to meet cash requirements, the Club built a narrow catwalk, of planks with ends on cross pieces between pairs of 4 x 4 piles, extending from the southeast corner of the island and paralleling the dock. Similar piles were driven to the east of this structure to take care of stern lines. When another slip was needed, another plank and a pair of piles was added at the outer end--a very flexible "flexible" provision.

The Lyman Cats again swapped masters at Sandusky on June 9th, and at Buckeye Lake on June 16th. In this second annual series of inter-club matches, some of BLYC's skippers and crews fared much better.

Meanwhile, on June 11th, the Club's Governor's issued "Associate Membership" cards to Gov. John W. Bricker, Lt. Gov. Paul M. Herbert, and the state's Conservation Commissioner, Superintendent of Inland Lakes and Parks, Supt. of Buckeye Lake, and Supt. of the State Highway Patrol--a procedure repeated annually for a number of years thereafter.

Perhaps this year's most outstanding event, of importance to the life of the Club, was the organization of Buckeye Lake Yacht Club AUXILIARY with Helen Dressel as its first president.

Toward the end of this season of '40, the Club's funds were running so low that prospects of keeping its premises open through the fall and winter months appeared at least doubtful. Contributing causes of this condition had been a relatively mild economic recession, and the unusual expenditures for necessary repairs and improvements early in this administration. But another factor in such insufficiency was something which for a number of years had been creeping up on the Club. Increasingly, less active members had been admitted since the mid-30s when their initiation fees had been increased from \$15.00 to \$25.00.

Facing this situation on September 2nd, with another month of the season still remaining, the Governors instituted a concerted campaign for new members. As special inducement, active memberships were offered at cut-rate initiation fees of \$10.00 plus the regular \$15.00 dues, effective only until May 1st of the following year. With such offer making a total of only \$25.00

instead of \$40.00 required of applicants during such period, enough new members were taken in by the date of the annual meeting to assure the club being kept open through the winter.

"PREPAREDNESS" ACTIVITIES of the U. S. Government had been waxing warmer--V. Comm. Holstein was in the Navy, , and an active and popular new member and Sea Gull sailor, Lt. Col. Howard F. Haines, was with his Guard unit down in Mississippi -- no telling how far it might go.

At the Club's annual election in September of '40, Comm. Smith was held over for another term; R. Comm. Beverly, in Holstein's absence, was moved up to vice commodore; Gov. Shoemaker became rear commodore; and Secy.-Treas. Johnston was returned to such office by club election. Governors elected were Cliff Sturgeon, Bob Slattery and Kyle Armstrong. And, there being no commodore retiring, Comm. Lambrecht continued on as governor (q. c.).

On this same day in 1940, according to constitutional amendments of the year before, the first Trustees were elected for Buckeye Lake Yacht Club (,Inc.). These were Commodores George O. Doyle, Robert W. Irwin, Edgar T. Wolfe, George O. Clum, and Guy A. Sackett.

Thus, BLYC as a corporation "not for profit" finally was formally underway.

As could have been expected from what happened during Comm. Smith's first year, his second was another for the good of the Club and its premises.

His selections for this year's committee chairmen were, Ted Eaton, Log; Gov, Slattery, athletic; Gov. Sturgeon, membership; Comm. Freeman, promotion; R. Comm. Shoemaker, regatta; Bob File, another Sea Gull sailor, publicity; V. Comm. Beverly, entertainment; Comm. Doyle, bowling; Comm. Woodward, club rentals; Secy.-Treas. Johnston, room, locker and boathouse rentals; and Gov. Armstrong, house.

During winter of '40-'41, the clubhouse sleeping-rooms and upstairs hallways were repainted; and, as soon as possible in the spring, its entire exterior was refinished. Its stained lap-siding had become mottled and shabby beyond further remedy with similar materials. So it was coated-in with an opaque sealer

of similar hue as a foundation for subsequent painting in white or colors.

On April 4th, the Governors appointed Ted Eaton's buddy, Dr. W. M. Inskip, as governor and secretary-treasurer to succeed Al Johnston who had resigned.

In the same meeting, the house committee chairman outlined urgently needed improvements in the Club's sewage disposal system. Nothing was left in the seventeen year old lath filter basin but foul air and slime, its outlet was clogged, and contents of the septic tank preceding it was an almost solid inert mass.

Shortly thereafter, upon authority of the Governors, the so-called "septic tank" was emptied, by "honey dippers", and rejuvenated; new lath filter unit and alternating troughs were installed in the filter basin, and a new vent pipe and steel cover plates were placed on it; and a lot of its effluent line was dug up, cleaned out, relain and re-covered.

The old hand-powered, stiff-legged boat-hoist was provided with new sill members to replace those crumbling with decay.

The present service chimney was constructed, with flues to carry away fumes, from the gas water-heater and kitchen range and hood, which previously had billowed out toward members and guests approaching the clubhouse by way of its main entrance walk.

In August, Commodores Freeman and Smith actively participated in organizing Buckeye Lake Chamber of Commerce. In September, the present earth-filled, "permanent" dock of oaken piles and planking was constructed.

In the same month, Forest B. "Roundy" Sproat was admitted to membership in the Club.

And, before the season of '41 was over, Buss Luchtenberg was sailing Zig-Zag, his first factory built Lightning.

At the Club's annual election in September of '41 Comm. Smith was raised to the office of Trustee, and V. Comm. Beverly succeeded him as commodore. Others elected were, V. Comm. Ed Schomaker; R. Comm. Doc Harris; Secy.-Treas. Mel Dressel; and Governors Crites, Sturgeon and Armstrong with Comm. Smith carrying on as a governor, (q. c.)



This season's annual interchange of hospitalities and hostilities between SSC and BLYC Lyman skippers and crews was their third and final one. And thereafter, there was no further production of kittens of such breed.

THE IMPACT OF "PEARL HARBOR" on December 7, '41, was shocking to the World, the Country and Buckeye Lake Yacht Club. It was the starting gun for formal U. S. competition in World War II.

This struggle already had lasted nearly twice as long as had the recognized participation of the United States in the Great War in '17 and '18. Such earlier conflict had been only a skirmish as compared with the current one, and no longer was considered as "THE GREAT WAR" but merely as "World War I". But, great as this one already had been and might become, this Country and Buckeye Lake Yacht Club were more nearly prepared to take it.

The Club had become accustomed to having its members inducted into the armed services, and had learned to accept it more or less as a matter of course. Nevertheless, U. S. formal entry into the conflict was just cause for apprehension upon the part of Comm. Beverly and his staff. So BLYC took a tuck in its canvas-- but sailed on!

Of course, conduct of the war did place some restrictions on the Club's activities. With the electric interurban railway having passed out of existence some ten or eleven years previously, and with rationing of gasoline and tires, there was some limitation of attendance at club events and functions, and less power boating. But, by hook or crook, members and guests kept coming, staying for longer periods when possible, and sail-craft really had their innings. Food rationing also was deterrent to club functions. But, becoming accustomed to it in their daily lives, participants just tightened their belts and thought little of it. Fish-dinners were substituted for clam-bakes. Stag parties were considerably modified. But everybody and his family, in a position to make it, had fun.

Naturally, the Club lost members and participation of others. But, with war-production booming in the area, and resulting increase in its population, the Club acquired more than its usual numbers of new members, many of whom had been yachtsmen elsewhere. If it hadn't been for this war, the Club probably

never would have had some of its present or recently active and most congenial members.

When the old, wooden, summer dock was erected, in the spring of '42, it was placed in about the location of the present west dock; and, for temporary mooring of motorboats, three new, short, wooden piers were built from the seawall into the basin between the permanent and summer docks.

During this first World War II year, while Comm. Beverly was at the Club's helm, Taylor C. Kussmall, Wm. Kennedy and Guy Martin secured the charter for Fleet No. 43, The Buckeye Lake Lightning Class Association. And, before the conflict ended, such fleet was largest of the Club's squadron.

So the war period, which at first had caused the Club some misgivings, really brought in more members and boats and increased yachting activity.

IN SEPTEMBER OF '42, Comm. Beverly was elevated to the Club's office of trustee; and its long-time regatta committee chairman, V. Comm. Shoemaker, became its commodore. His staff consisted of V. Comm. Harris, R. Comm. Crites, Secy. Treas. Dressel, and Governors John J. "Jack" Ryan, Taylor Kussmall, Reg. F. Heber, and Comm. Beverly, (q.c.).

Josy's skipper, a governor during the two preceding years, happily was relieved by his appointment as Fleet Measurer.

Gov. Heber was a printer of note, and a son of "Pop" of circus and queer-motorboats fame. And Reg. himself was a shown man. A competent and versatile professional musician, he had gained popularity in Ohio State and its alumni circles, in the late teens and early 20s, as leader of a dance orchestra of gentility.

But, above all, he was a fine gentleman of sound principles; a lover of BLYC and its various activities; a possible commodore long to be remembered; and one who, although facing an unusually uncertain life-span, carried on as though expecting to live forever.

It was Reg Heber who envisioned and dedicated to the Club that evidence of the still most coveted honor bestowable upon any of its members---the Heber Yachtsmen's Merit Trophy for Seamanship, Sportsmanship and Character. Fortunately for him, he had lived to see it first awarded to Comm. Clark Beverly

on the day of his election to his governorship in the Club.

When the Club's next annual meeting day rolled around in '43, World War II still was in progress; and, unfortunately, V. Comm. Harris lay critically ill and in uncertain condition.

In these circumstances, Comm. Shoemaker was returned to such office; R. Comm. Crites was promoted to vice commodore; Gov. Ryan became rear commodore; and Secy.-Treas. Dressel again was held over. Governors elected were, Parke-Chase, Paul Nangle and Kyle Armstrong, with Comm. Beverly continuing on as a governor (q.c.). And Honorary Comm. Ted Eaton then was elected as the Club's eighth trustee.

On November 17, '43, present Comm. Arthur W. Schwoerer was admitted to membership in the Club.

Through the thick of intera-world conflict, BLYC still held to its course.

WHEN V. COMM. CRITES stepped to the top ratline, in September of '44, R. Comm. Ryan followed one below as vice commodore, with Josy's skipper standing on the next as rear commodore. Mel Dressel was accorded a fourth term in the Club's constitutionally most arduous office of secretary-treasurer; and Comm. Ed Wolfe was returned for a full five-year term as trustee of the Club. Governors elected were, Parke Chase, Paul Nangle, Everett Wood, and Comm. Shoemaker (q.c.).

On May 7th, '45, World War II began to come to a close. At 2:41 a.m., on the morning of that day, the Germans signed a complete surrender. But the Japs fought on.

During that season, the litter of seven Lyman kittens no longer entertained the porch fleet by their sparring on the Lake. As generally happens in litters of kittens and fleets of boats, they had grown old enough to be separated from one another and their original owners; and they had no younger sisters coming along to take their places. Their skippers, Harris, Eaton, Nangle and Kouns had become masters of K-Cats, Dressel had graduated to a Lightning, and commands of their former craft had drifted to rank outsiders or to successions of timorous novices within the Club. It seemed as though only old sailors dared

to race the little rascals. So little Josy was (and still is) pretty much alone, and scarcely could contend against herself.

But the fleet of newer Ks still, was holding its own, a Thistle was being tried out, the Lightnings had increased to 14, and there hardly was room on the Lake for the little kittens anyway. But little Josy still played on among her grownup friends and neighbors.

V-J Day, on August 14th, '45, was a shot in the arm to the morale of BLYC's officers and crew. The shooting part of the war was about over, at least for the time being. (Fortunately, nobody then realized that the rest of the conflict might never end within his time.)

Thus stimulated, BLYC restlessly tugged at her moorings.

Toward the season's close, V. Comm. Ryan announced his imminent removal to more-distant business activities, and requested that he be not considered as a candidate for election to the office of commodore. With regret to officers and members of the Club, his name was removed from the ticket. But, on September 17th, the Governors expressed the Club's appreciation of his services by electing him as honorary Commodore.

Meantime, Doc Harris had recovered and returned to the Lake and club activities, and felt able to reshoulder some of the Club's burdens.

THE CLUB EXHIBITED its pleasure in Doc's recovery, in its annual election in September of '45, by making him its Comm. H. K. Harris. Those elected to serve with him were, V. Comm. Klye Armstrong; R. Comm. Robert W. "Bert" McAllister, son of the inimitable "Ber-r-rt"; Secy.-Treas. Dressel, again, for the fifth consecutive time; and Governors Parke Chase, Bruce Crompton, John M. Herron and Comm. Crites (q.c.).

At the same time, Comm. Crites also became the Club's tenth trustee.

The vice commodore, for the third time, received the honor of heading the house committee; and Gov. Crompton took over the Log.

With Japan's formal surrender, aboard the battleship Missouri in Tokyo Bay on September 2nd, BLYC and other yacht clubs felt

assured of freedom from further interference with their programs.

As a result of water-conservancy and similar projects of more than a decade, and especially since the depth of the Great Depression, small-boat sailing had become increasingly more widely spread and popular. A considerable number new yacht clubs had sprung up, all over the Country, as an outgrowth of such activities and generally advancing prosperity.

Late in '45, following Japan's surrender, Comm. Harris joined with a group representing several of these and older organizations, scattered over Ohio, to discuss possibilities of consolidating their interests. Early in '46, resulting from that and subsequent conferences, the Ohio Inter-Club Yachting Association organized and elected its first officers. Among these were its R. Comm. Cliff Dum and Secy.-Treas. Harry Nation, both of Leatherlips Yacht Club on the Scioto River.

Thus fully organized, this new association of sailors elected to conduct its initial regatta on BLYC's home waters.

This club's new vice commodore never had seen up-to-date copies of its constitution or by-laws. And inquiring around, he discovered that neither had anyone else for a number of years.

The last published edition of such documents was that of '33, thirteen years before; and, since then, they had been amended several times. From the first of such changes, few copies of that edition had been issued because of their obsolescence. As a result, a large number of the Club's members and surprisingly few of its officers really were in a position to be familiar with the club laws under which they were operating.

In his brief and broken periods on the Club's board of governors, this officer had observed that body endeavoring to solve a number of important problems which were perplexing apparently because of such situation.

Fearing that he might, in similar circumstances, be confronted with leadership of the organization within another year, he devoted the greater part of his otherwise leisure through the winter of '45-'46 to research and development of drafts of such documents which would be up to date and safely distributable to everyone in the Club.

The result of these efforts, with whole-hearted cooperation of Comm. Harris and all other officers and governors, was the present, little, red, last-published edition of the Club's Constitution, together with its By-Laws, "Corrected as Amended to

March 8, 1946".

(Since that date, there have been no official changes in the By-Laws, but several Articles of the Constitution have been amended quite radically. History truly is repeated!)

In the fitting-out period of '46, R. Comm. McAllister, with Gov. Crompton as his able lieutenant, concerned himself and his committee with docks and grounds. A diving board was installed on the permanent dock, overhanging the adjacent basin; and the "beach", back of the Club's westerly seawall, was made deserving of that designation by application of a layer of fine, clean sand.

But, best of all, this committee provided the Club's squadron with additional sailboat slips. With cooperation of Secy.-Treas. Dressel, the Club acquired a lease on the shore rights along the northerly side of the back-channel, and the Docks and Grounds Committee had the present cat-walk slips constructed there.

Before the sailing season of '46 was well under way, two prominent members of Leatherlips Yacht Club, then another ILYA member-club, transferred their active allegiance to Buckeye Lake Yacht Club. Both of them already were officers of the Ohio Inter-Club Yachting Association. One of these was Cliff Dum who had left behind him the office of vice commodore, and the other, Harry Nation who, the year before, had been treasurer of the up-river organization.

The latter was a yachtsman of many previous years of experience on other waters and in other yacht clubs.

OICYA's initial regatta was conducted on Buckeye Lake, with BLYC as host-club, on the 22nd and 23rd of June in '46. A total of 61 craft participated in 10 classes--17 Lightnings, 7Ks, 7Y-Flyers, 4 Comets, 4 Super Sun Rays, 3 Prams, 4 Sailing Canoes, 7 in Development Class No. 1, 5 National One Design, and 3 in Development Class No. 2--A bang-up regatta for a brand-new yachting aggregation.

With more than 300 skippers, crewmen, relatives and friends in attendance for the two days, and with all their racing, feasting, personal and social activities, it really was a big affair for BLYC and its facilities to handle. But the host-club's

vice commodore and house committee chairman saw little of it. Most of the time he was in the Club's upland cellar, substituting for late Comm. Guy Sackett as nursemaid to two of the most lazy and contrary water-pumps ever separately thrown together.

Otherwise, the whole 1946 season was eminently successful--considering circumstances.

The five years previous, starting with Comm. Smith's second administration and continuing through those of Commodore Beverly, Shoemaker and Crites, had constituted a period of unprecedented prosperity in the Country and the Club. In '41, with tremendous expansion of "preparedness" activities, the national economy had skyrocketed. And, through '42, '43, '44 and most of '45, it had been supported by war-created industrial expansion and consumer spending high above any latitudes in previous U. S. history. Then, following V-J day in '45, it had plummeted precipitously to an undulating low not much above ~he mild Coolidge Prosperity of the '20s.

It was in this trough, with many wartime imposed restrictions still in force, that BLYC found herself broadside through much of her Comm. Harris administration.

## FARTHER AND WIDER

GOING ALOFT to a club trusteeship, in September of '46, Comm. Harris was followed up the ratlines by Comm. Kyle Armstrong.

The lucky new commodore found himself bouyed on a propitious economic swell destined to persist with but trivial disturbances at least to the present. And he further was blessed with a staff than which no yacht club skipper ever had had better.

Upholding him were, V. Comm. Bert McAllister who served as chairman of his house committee; R. Comm. Bruce Crompton, heading his recently segregated docks and grounds committee; Secy.-Treas. Mel Dressel with his five consecutive years of experience in such office; Gov. Gus Schell, demonstratedly successful as chairman of the entertainment committee ; genial Gov. Finneran, membership,; experienced Gov. Barnes, regatta; versatile Bob Slattery, to spearhead the Club's participation in Inter-Lake bowling; Comm. Harris, governor (q.c.), an old master directing the annual clam-bake; and Harry Nation, a relatively new member but long-time yacht clubman, as keeper of the Log and dispenser of good advise, sage good humor and favorable publicity.

So buttressed, Comm. Armstrong found it needless to soil his hands at club work of any kind. Committees shouldered all his responsibilities. All he had to do was to counsel his committee chairmen and preview their recommendations and programs; to preside at meetings of the Governors and the Club; and to spend at least two days and four nights out of every seven circulating about the Club's premises and among its members and guests, observing that all was shipshape and everybody as happy as possible.

Fortunately, this administration of '46-'47 experienced no



disasterous or other seriously disturbing occurrences. But, as always, there was plenty to occupy its time and attention.

When it took over, at the end of the season of '46, the Club had been plagued for some time by several and occasionally no out-of-club personnel to keep its premises in order and satisfy the hungers of its members and guests. The only relief from such condition had been when, in dire desperation, member Everett Wood and his good wife Marie generously had taken over for a time with utmost satisfaction to the other members:

On the day of this official group's election, the "ladies" of the Club, as had happened before, graciously were filling the gap; and the entire new staff immediately pounced upon the problem.

Then, a couple of weeks later, in the midst of flurries 'twixt breakfast broth and lobster dinner on clam-bake day, V. Comm. McAllister engaged as club stewardess and steward Gladys and Joe Coulter whose successful tenure was to become of record duration.

With its stewardship thus reestablished, the Club was prepared for another momentous "first" in its annals.

The First Snowball Regatta, sponsored by Lightning Fleet No. 43 and with aid of the Club was conducted at Buckeye Lake later on in the month of October, '46. Participating in its events were top-notch sailors from far and wide, using local craft., the Club's skippers and crews also handling boats other than their

This time, it was V. Comm. McAllister who hovered solicitously over the pumps in the cellar.

With year-round steward services again at hand, something was doing at the club throughout the between-season period of '46-'47, socially and otherwise. Every week-end there was a good oldfashioned get-together. For a while, in February, the "boys and girls" gallivanted over the Lake on skates and iceboats. On February 15th, the ladies sponsored a Valentine party and dance in the clubhouse.

The only off-premises function was the Annual Dinner Dance at the Seneca Hotel on March 1st, '47. For this formal event the commodore, donning his moth-eaten old tux for the very last time and true to his oath of office, circulated among his strange-looking unfamiliarly-garbed constituents, observing that they were having fun.

While Gov. Schell and his committee thus were strutting their stuff, Commodores McAllister and Crompton, and their cohorts, were doing theirs.

During winter, the house committee had asphalt, tile flooring laid in the Ladies' Room and Gobs' Mess, moving the old bar from in front of the kitchen door and rebuilding it in its present location along the north wall. And President Dorothy Slattery and her "Ladies' Ox" dressed up their sanctum sanctorum.

In late winter and early spring, under direction of the house committee, the Club's present larger well was driven and fitted with a pump of much greater capacity and stamina. With shortages still existing in that late post-war period, the only adequate pump then readily available within the Club's limited means was one of oil-lubricated construction. But, undesirable though it was, it was better than the old one or none. With this new well and pump, the old dual water-supply system--well and lake in summers and well only in winters--was abandoned. Pump nursemaid services no longer would be necessary; and standby emergency bucket brigades to flush water-closets during regattas, would become only memories.

The docks and grounds committee, during winter, had given serious consideration to the possibility of constructing another "permanent" dock or an extension to the old one built six years earlier. The committee's chairman had gone so far as to secure permission from the state's authorities to extend the ell on the latter some 200 feet eastward. But, due to the Club's financial plight, new dock construction was postponed indefinitely.

Instead, exterior improvements were limited to others of perhaps equal importance but far less magnitude. Movement of boats from the back channel was facilitated by installation of a haul-out line to, an anchored buoy off the Club's beach, thus making channel slips more readily usable and acceptable. The footbridge and yardarm were repaired. The beach was further improved by provision of a floating diving platform; a ramp from top of wail to the water, instead of the broken-down old wooden steps, which also might serve as a boat scrubbing dock; and a lighting system for safer use of the beach at night. And the front yard was dressed up with gay colored lawn umbrellas.

Along about that time, Harry Nation invented the "Sit and Spit Club".

Then, when all boats to be launched were in the water, the major port facilities improvement of the season was executed. It had been scheduled for the previous year but postponed because of financial and other equally important reasons. It consisted of erection of the present boat-hoist, under personal planning and direction of V. Comm. McAllister, replacing the decrepit old stiff-legged, one-hook derrick.

This season of '47 was sailed with colors flying. Perhaps influenced by subtle suggestions in Harry Nation's Logs, the Lightnings especially appeared on the Lake as a "Rainbow Fleet". Established yacht-club customs were followed in the display of "Old Glory". And, for the first time in many years, the ensign of the superior flag-officer aboard was flown from the yardarm according to long standing yachting precedent.

When OICYA returned to Buckeye Lake for its Second Annual Regatta, on June 21st and 22nd, Cliff Dum was the associations vice commodore and Carl Barnes its rear commodore. With all the mass of skippers, crews, families, friends and guests attending, none had to be flagged down at "rest room" entrances because of shortages either of lake or well water, and no apologies were necessary in connection with steward services.

During this season, Lightning skippers Luchtenberg and Finneran established club precedent by piloting their craft and crews over overland courses to participate in regattas on other waters and doing credit to their home organization.

IN SEPTEMBER OF '47, the Club elected Comm. Bert McAllister to pilot BLYC through its, 43rd season. To relieve him at the helm were, V. Comm. Bruce Crompton and R. Comm. Carl Barnes. As his purser he had the old reliable Secy.-Treas. Mel Dressel; and as petty officers, Governors Gus Schell, Harold Miller and Harry A. Nation.

The retiring commodore was assigned shore duties as trustee of the corporation. Having but recently surveyed the Club's charter, constitution and by-laws from stem to stern, rail to rail, and truck to keel, he deemed it expedient to forgo the customary privilege of serving also as a governor, quasi-constitutional, thereby reversing a precedent of some years standing.

Comm. McAllister's appointments to committee chairmanships went to, V. Comm. Crompton, house; R. Comm. Barnes, docks and grounds; Gov. Schell, membership; Gov. Miller, entertainment; Gov. Nation, Log and publicity; Herb Kouns, regatta; and Newton Davis, bowling.

Riding still higher on the current economic swell, this administration, with some later internal adjustments, advanced faster and farther than had the one previous.

The Second Annual Snowball Regatta, on October 18th and 19th of '47, was much more lively than had been the first. Outside participants were requested to bring their own sails, advised that 21 Lightnings would be available locally, and invited to bring their own boats if desirable. It was a most exciting series of three events contested in abominably cold, wet, windy weather, but presented many outstanding evidences of highly skilled seamanship.

Oil-fired heaters were installed in the clubhouse to stimulate even greater off-season activities. On October 25th, the Ladies' Ox threw a Halloween Party--costumes and all. A New Year's Party was held on December 31st; Red Marshall's wedding on January 31st; a Valentine Party on February 14th; and a Spring Dance on May 29th.

Meantime, on March 13th, the only off-club-premises function was the Annual Dinner Dance transferred to the Gold Room in the Fort Hayes Hotel--the first of a continuing series of such events in that establishment.

Among new members admitted to the Club during this off-season period were, Lou Buttler of Zanesville who raced his hydroplane under BLYC's colors during the ensuing season; and C. E. "Kim" Kimball and the Club's present V. Comm. Lowell E. "Frosty" Frost, both Lightning sailors from Leatherlips Y. C.

And Russ Luchtenberg and Bob Mann trekked their Lightnings off to the mid-winter regatta at St. Pete in balmy Florida.

Mel Dressel, or his wife Helen, was a gluten for punishment. He was in his seventh straight year in the workingest office of the Club. But, upon resignation of Carl Barnes, he asked for and received appointment to the office of rear commodore concurrent with his incumbency as secretary-treasurer.

Ed. Finneran was returned to the board as a governor and chairman of the membership committee, and Gus Schell took over Barnes' vacated responsibilities for docks and grounds.

At the same time, Cliff Dum was handed chairmanship of the regatta committee which had been refused by Kouns.

For at least a decade following the end of the Great Depression, club membership initiation fees and dues had been held at the same rate. During such period, and especially since the sharp price inflation beginning early in '47, the value of a dollar had depreciated to something like fifty cents.

Obviously, no one had hankered for an increase in the costs of joining and maintaining membership in the Club. So, increasingly, its succeeding administrations had been squeezing every penny harder and tighter. But, regardless of such penury, there had been dominantly steadfast aversions even to budgeting--the commodore of '47 unsuccessfully had tried to put that over. It had been growing more and more difficult merely to hold the Club's aging premises together. Certainly, no successful election campaign knowingly had been founded on platforms involving expenditures of real money.

Then, on March 19th of '48, with another year of experience behind most of them, the Governors, on their own volition finally conceding, courageously took inevitably necessary appropriate action. Effective on the first of May in '48, active membership fees were raised from \$25.00 to \$50.00 and dues from \$15.00 to \$25.00, not including taxes; approximately proportionate increases were made in those for non-resident and junior memberships; and life memberships were boosted from \$150.00 to \$250.00.

At the same time, a program was inaugurated for conduct of the Club's financial affairs on a budgeted basis.

The Club's racing program in '48 extended over a six-month period beginning May second and continuing through October 31st. While set up for three classes--Lightnings, Ks and Universal with eight Ks still lying around the club, the Lightnings had the Lake pretty much to themselves. The Spring Fever Series consisted of 4 races; Summer Series, for fleet championship, 9 races; Fall Series, 7; and a new Ice Cutter Series, for the Chuck Williams Trophy, 3.

On Sunday, June 27th, the first and perhaps the only big-

time inboard power-boat regatta was staged on Buckeye Lake. Featuring well known, fast hydroplanes and name-skippers, this highly advertised function was sponsored by the American Legion, sanctioned by the American Power-Boat Association, raced under special dispensation of the state authorities., and conducted under supervision of Buckeye Lake Yacht Club. It was a most unusual affair. But, because of the usual choppy speedboat wash, promised control of which was ineffective, the visiting boatmen departed in disgust, saying, "Never again!"

The customary Independence Day race and the three-race Labor Day week-end series were conducted as usual.

The Third Annual OICYA Regatta was conducted at Chipawa Lake on June 19th and 20th.

The Governor's Trophy free-for-all was scheduled for afternoon of July 5th, and the Beam Trophy long-distance free-for-all on September 12th.

Meantime, several of the Club's Lightnings participated also in the Lake Michigan District Championship Regatta at Lake Fenton on July 10th and 11th; the Inter-Lake regatta at Put-In-Bay in the week of August 8th; and the International Lightning Championship Regatta at Buffalo, New York.

Two more new BLYC members entering dining the summer of '48, were, Harold "Hal" Heberding from Leatherlips in July, and Roy H. Lovell from Cincinnati and the Ohio River in August. Both already Lightning sailors, their craft increased Fleet 43 to a total of about 18--one of the largest in the District.

Having attended the Second OICYA Regatta in June of '47, skipper Roy and his lovely mate, Beulah, had returned to the Lake with their boat for a two-weeks vacation from August 3rd to 16th in that year. So, when they entered the Club in '48 they were not strangers.

THE TROPHY PARTY, on the 19th of September in '48, went on according to custom. Then, after all winners of the season, so far, had been rewarded, the evening degenerated into a confusing babble of Campaign Night--an unannounced second feature--which went on and on until well into the morning of election day. Another "first"!

Those elected on September 20th to lead the Club through its 44th season were, Comm. Bruce Crompton, V. Comm. Mel

Dressel, R. Comm. Gus Schell, Secy.-Treas. Clifford S. Dum, Governors Newton S. Davis, Ray Fisher, Sr., and Harold Miller; and Comm. C. E. Smith was assigned a return five-year engagement as a trustee.

Comm. Crompton's committee chairmanships went to, V. Comm. Mel Dressel, entertainment and reception; R. Comm. Schell, docks and grounds; Gov. Davis, bowling; Gov. Fisher, membership; Gov. Nation, house, Log and publicity; and Harold Miller, regatta.

All committees vigorously carried on in successful efforts to out-do their predecessors.

The post-season Third Annual Snowball Regatta, on October 16th and 17th in '48, with Thistles as well as Lightnings entered, was heralded as the "Annual NATIONAL Event at Buckeye Lake". And so it was! Top-flite craft, skippers and crews rolled in from all over the Country. The three-race series became known as "The Tournament of Champions". Hot-sailing!

The off-season social program of '48-'49 was much the same as that of the fall and winter before and those which have followed.

During this winter, the interior of the main story of the clubhouse was practically done over. Oil heaters installed the year before had played havoc with the decorations. Lounge, Gobs' Mess and Dining Room were cleaned and repainted. The big, brick fireplace was repaired and USED. The dining room was protected with plastic storm windows. The present gas heater was installed in the Mess. The kitchen floor was recovered. New treads were placed on the stairs. The trophy window was built in the Governors' Room wall; and the lockers were moved from such room to the upstairs hall. Roundy Sproat repaired a lot of broken-down furniture. The two, long, metal, garment racks were provided. The Ladies' Ox bought a rebuilt piano to replace the Club's old tinpan. And Helen Orr made a lot of covers for chair backs.

In spring, the present diving platform was constructed and hauled out to its summer location, substituting for the float which was lost, strayed or stolen; and a new layer of sand was spread over the "beach".

The most momentous innovation during" this administration came about in the Club's semi-annual meeting on May 1st in '49.

Submitted by Gov. Harry Nation, in the light of his experienced background and with approval of the Governors, amendments to Articles V and VII of the Constitution were presented and adopted, making fundamental changes with respect to election of the Club's officers and governors.

Accordingly, instead of a nominating committee of five members elected by the Club at large in its semi-annual meeting, such committee was reduced to a membership of three--one only being so elected by the Club, one selected by the Board of Governors, and one by the Board of Trustees.

The number of governors was changed from a total of seven to nine, and their terms extended from only one to two years--provisions being such as to require election of only four or five or alternate years.

Election of the Club's three flag-officers and secretary-treasurer was transferred from the Club at large to its Board of Governors, such officers being chosen from among the members of such board.

The Club's summer season of '49 proceeded as usual, with customary modifications to maintain and broaden interest, and with some inevitable innovations.

In April, the Governors, had approved a Junior Training program instigated by Secy.-Treas. Cliff Dum with the cooperation of Comm. Crompton and Russ Luchtenberg.

The Lake Michigan District of the Lightning Class Association had grown unwieldy, and therefore had been divided into three independent segments. Fleet No. 43, in the Club, was in the new Ohio-Indiana District of which BLYC's own Russ Luchtenberg was commodore.

In May, the Club's public-address system was a new facility.

The Club's present sturdy flag-pole was dedicated--gift of Comm. Bert McAllister in memory of his venerable late father, and beloved club member, "Ber-r-rt".

The Ohio Inter-Club Yachting Association conducted its Fourth Annual Regatta, on June 18th and 19th, at the Mohican Sailing Club on the Charles Mill Reservoir near Mansfield.

In August, Dr. C. Russel "Russ" Liebraman and Jay R. Dick were new members of BLYC.



IN THE LAST GASPS OF SUMMER, the Club's event of September 19th, '49, this time was announced as a double feature - Trophy and Election Campaign Night. It probably was one of the hottest campaigns in BLYC's history.

On the following day, for the first time, the Club elected nine governors--Lon Bickel, Newton S. Davis, Melvin G. Dressel, Clifford S. Dum, Ed. J. Finneran, Jr., Ray Fisher, Sr., Harold Miller, Harry A. Nation, and Gus. Schell--Davis, Fisher, Miller and Schell for two years, and the others for one.

Retiring Commodore Bruce Crompton was elected as trustee.

Club officers elected by this new Board of Governors were, Comm. Dressel, V. Comm. Schell, R. Comm. Nation, and Secy.-Treas. Dum.

To head his administrative departments, Comm. Dressel selected Bickel as chairman of the house committee; Fisher, docks; Schell, grounds; Davis., bowling and entertainment; Finneran, membership; Nation, Log" and publicity; and Bob Slattery, regatta.

Appointive officers selected were, Fleet Captain Roundy Sproat, Fleet Surgeon V. M. Kistler, Fleet Measurer Max Slaughter, and Junior Training Officer Cliff Dum.

Early incidents of this, the Club's 44th, administration were, the acquisition of its first television set, and Russ Luchtenberg's election to the vice presidency of the International Lightning Class Association--the same little set, still in the Gob's Mess, under which Russ is likely to eat a pound of peanuts at one sitting.

The Fourth Snowball Regatta was limited to "Lightnings only", and they raced for the old Lake Michigan District Trophy.

Other first or otherwise notable occurrences of 1950 were, an away-from-club New Year's Party at the Torch Room on East Broad Street in Columbus ; revival of Wednesday luncheons at the Southern Hotel; Dr. John E. Hendricks' and Fritz Carlson's admission to the Club; Herb Marietta, new steward in February; Charley Daugherty's retirement; BLYC announced as headquarters for Flotilla 2, Division 13 of the Coast Guard Auxiliary; marriage of Jim Poston to Jane Chambers; Bottoms-Up acquired by Cliff Dum; Fifth OICYA Regatta on Buckeye Lake; Commodores' Mid-Summer Ball; and construction of the present West Dock and the wing approaching it from the east.

Thirty-nine years before, the then five- year- old Club had built its first dock. When first constructed, it was considered "permanent". But it never was. After its first winter, it had to be almost completely reconstructed, because of damages by ice flows and storms, at an expense approaching its original cost. Thereafter, in each of 37 years, it was dismantled and hauled out in the fall, and reassembled in place in the following spring.

Each of such cycles required considerable replacement of materials, and nearly as much labor as would have been consumed in building a similar new structure. This nearly always constituted the largest single item of club expense. And, with devaluation of the dollar as time rolled on, such drains from the Club's resources had become practicably prohibitive.

Not until the radical increase in its revenue, in '48, had the Club seen even the ghost of a chance of ever doing anything about it. But now, after three years of "abundance" and the generosity of some members, this much more "permanent" dock was possible. As conceived by its designer, Comm. Bert McAllister, it too was to be removed in the fall and replaced in the spring, but with relatively no loss in materials. Under Bert's supervision with Gov. Fisher's cooperation, and at no small expense to both of them and a few others, that is how it was constructed.

But, upon approach of winter, it was decided to leave it in place, with some protective piles to westward, to see how it might take 'the elements. Although the piling went out, the dock stayed in. And, with further improvements by succeeding administrations, it still stands.

IN ACCORD WITH THE CONSTITUTION as amended a year before, on September the 24th, 1950, the Club elected five governors. Bickel, Dum and Nation were returned for two-year terms, Slattery was elected for two years, and Norm Yoerger for one. These together with Davis, Fisher, Miller and Schell, who had been elected in '49 for two year terms, constituted the new Board of Governors.

Comm. Charley Fast became the Club's new trustee.

Officers elected by the Governors were, Comm. Schell, V. Comm. Nation, R. Comm. Ray Fisher, Sr., and Secy.-Treas. Dum.

Committee head assignments were, Gov. Miller, house; Gov. Davis, entertainment and bowling; Gov. Yoerger, grounds; Gov. Slattery, regatta; R. Comm. Fisher, docks; V. Comm. Nation, membership and Log; Gov. Bickel, publicity; Secy.-Treas. Dum, junior training; and Comm. Schell, stewardship and service.

Appointive officers of the previous administration were reassigned.

R. Comm. Fisher also was appointed chairman of a "steering committee" to pass upon proposed projects prior to consideration, by the Board of Governors.

So manned was the Club's 46th administration in '50-'51.

As always, but with variations, the ensuing twelve-months was anything but monotonous especially for the Club's management. In November, the Club was without the services of a steward. Newt Paulson and Comm. Ernest Wilson were admitted to the Club before the first of the new calendar year. Chairman Miller was worrying with the Club's water-heating system. For the first time, the New Year's Party was staged at the Fiesta Club--a precedent followed ever since. The New Year's Day Sauerkraut-Sparerib-Backbone Dinner was served by the new stewardess and steward, Ethel and her husband Paul Gress. Josy's skipper began spending every weekend at the club--regardless of weather. Robert F. Baldwin of Yellow Springs and Ralph H. Donges of Xenia joined the Club and became Lightning owners. Ed. Finneran and Ginny Thomas were married on February 3rd. On February 16th, Bob and Audrey Mann left with their Lightning for the St. Pete regatta. Five more new members were admitted on February 25th - - Howard Barr, Willis Burns, LeRoy Francis, Dwight Haggard and George Petrie. A membership campaign started on March 1st--to last until May 1st. A new range was installed in the Kitchen. Ernie Wilson became a Lightning owner and skipper.

In the Club's semi-annual meeting on May 5th, its constitution was amended so its secretary-treasurer might be elected either from among the Governors or the membership at large.

Then the shuffle-board courts were constructed, and a lot of members discovered muscles which they had forgotten. A "Get Acquainted Party" was held for new members in June. Earl Fisher, new member, was sailing with Ernie Wilson. Bob Mann came home from the OICYA regatta with the winner's cup. Trees on the beach were flooded with colored lights.

In a special meeting on July 15th, '51, the Club amended

Articles V and VII of the Constitution to clarify certain points with regard to elections, and to return tenures of governors to one year terms. These Articles, as then amended, still are in effect today.

During this season, some of the Lightnings threatened to boycott the races because of apparent speed advantages in the newer, lighter boats; and some did.

The Club's junior sailors had graduated, suddenly in the spring, from discarded doors on inner-tubes to real sailboats; and they were coming right along. Junior Training Officer Dum escorted a team of four of them to Sandusky to represent the Club in elimination races for the Sears Cup Junior National Championship. This group of stalwart youngsters consisted of Jerry Cooper, skipper; Jeff Dum, jib sheet man; Jimmy Dressel, main sheet man; and Don Wilson, alternate. Averaging about 12-years of age they were from four to five years younger than their competitors. They did not win, but had a lot of experience and did themselves, their coach and home-club proud.

It was in this season that Comm. Crites, mostly inactive in the club for several years, deserted flying in the air and took up flying his Raven Class sloop on Buckeye Lake--the first such craft on these waters.

CLUB OFFICERS FOR 1951-52 were, Comm. Harry Nation, V. Comm. Ray Fisher, Sr., R. Comm. Newton Davis, and Secy.-Treas. Clifford Dum; the commodore, secretary-treasurer and Governors Bickel and Slattery continuing on to complete their two-year terms as governors by the previous year's election; and the vice and rear commodores, and Roy Levell, Harold Miller and Norman Yoerger being elected or reelected for one year terms as governors.

Retiring Commodore Schell was the Club's newly elected trustee.

Committee chairmanship assignments for this administration were, Gov. Miller, house; V. Comm. Fisher, docks; Gov. Lovell, grounds; R. Comm. Davis, entertainment; Comm. Nation, Log; Gov. Slattery, regatta; Gov. Yoerger, membership; and Secy.-Treas. Dum, junior training.

By November of '51, there were four craft in the Club's new Columbus Fleet, Charter No. 9, of the Raven Class Association.

The Club's George Fisher had become secretary of the Ohio-Indiana District of the Lightning Class Association.

The present "bubble-bath" ice protection system was first installed around the docks early in this winter.

The Inter-Lake Yachtsmen's Bowling Association again met with BLYC as host in January of '52.

The Second Annual Afterglow free cocktail party was staged on February 3rd.

Earl Williams was a new member of the Club in March.

Ann and Eddie Hirst took over club steward services in the latter part of March, the Gresses having resigned after serving a little over one year.

Peter Dunkle and Spencer Danes were new members in April.

Wooden sheet-piling then first was installed around, outer sides of the new docks to quiet waters within the enclosed basin.

Throughout the season of '52, all functions of the Club were exceptionally well attended. The economic swell again had risen.

A novel event on July 19th was a Club Cruise aboard the M. M. Taylor (now the Queen of the Lake)--the big stern paddle-wheeler then almost new on the Lake.

The Election Campaign Party was the only feature on the program for Saturday night before annual-meeting day. Trophy Night had been moved ahead to a more appropriate date following conclusion of all the season's races.

Buckeye Lake Yacht Club's pattern, as of today, was well established.

AT BLYC'S HELM for its 48th season, '52-'53, was Comm. Newton "Ol' Guvnr" Davis. His litter bearers were, V. Comm. Cliff Dum, R. Comm. Bob Mann, Secy.-Treas. Chas. F. Schulte, and Governors George Cooper, Dr. Russ. Lieberman, Dale Lawrence, Art Schwoerer and Ernie Wilson; and Comm. Bert McAllister was the new trustee.

In its 1953 spring meeting, the Club amended Article VI of the Constitution to correct a longstanding, confusing typographical error, and to clarify the Club's responsibilities to its Board of Trustees with respect to expenditures for repairs, improvements and additions to club premises and property.

The first of the Club's fleet of Highlander Class sloops was that of Jud Ortman, brought to the Lake in this season of '53.

FOR THE CLUB'S 49TH SEASON, in '54, its official staff was manned by, Comm. Bob Mann, V. Comm. Ernie Wilson, R. Comm. Art Schwoerer, Secy.-Treas. Robert E. Dye, and Governors Roy Francis, Lowell Frost, Mel Dressel, Dr. Russ Lieberman and Kyle Armstrong; and retiring Comm. Davis was the Club's new trustee.

Dressel and Armstrong, the rank old-timers, thought they had just been favoring the hard-pressed nominating committee, struggling to fill its slate of candidates.

Com. Dressel, serving as governor for his eleventh year, did a bang-up job as chairman of the regatta committee.

But the other old-timer, serving in that capacity for only his seventh term, flunked out both as governor and chairman of the docks committee. The old hulk had sprung a seam in the groin, had been laid up in drydock for repairs and, although again afloat, just couldn't get underway.

The rest of this administration carried-on with high credit to the Club and themselves.

Late in September Josy's skipper, convalescing at the club, joyfully but unofficially had overseen the abandonment of the old oil-lubricated well-pump installed under his administration six-and-a-half years before. Now, in the fall of '53, this monstrosity was pulled out, the well was bailed and bailed until free of oil, the present pump was installed, and all the water distribution system was rattled and flushed out providing the Club with more potable and less cathartic water at greater and more uniform pressure.

During the season of '54, so far as racing was concerned, the Club's Lightning fleet dwindled, the Ravens increased in number, and there were enough Highlanders to make a third competing class.

THROUGH BLYC'S FIFTIETH SEASON, in 1955, her officers, crew and committee chairmen were, Comm. Ernie Wilson, steward services; V. Comm. Art Schwoerer, grounds and seawalls; R. Comm. Frosty Frost, Log; Secy.-Treas. Bob Dye; Gov. Roy Francis, entertainment; Gov. Earl Fisher, docks; Gov. Geo. Offenberg, house; Gov. Garfield B. Nutter--charter member of the Club, a duck-boat sailor in 1906, a past secretary of the Club --membership, rooms, lockers, boathouse and new roster; and George Fisher, regatta and publicity. And a just retired governor-member of the Club for at least 25 years, seven of which he had served as secretary-treasurer--Comm. Dressel, was the new trustee.

So manned, BLYC vigorously continued her travels and travails along the course established.

For several years, the Club's junior sailors had been competing regularly against their elders, and had been demonstrating the greater virility of younger blood. In this fiftieth season of the Club's yachting, these young mariners just about took over its remaining Lightning fleet and its older skippers. But their winning abilities were not confined to their own craft and home waters. They had become real sailors.

Not only did this group of Cliff Dum proteges win first place in this year's district elimination races, but they came home with highest honors for their seamanship and good behavior.

Their victory in that series made them eligible to compete in the Wakefield Trophy races for junior championship in Lake Erie area. In this series, they almost won the coveted privilege of engaging in the Sears Cup events for national junior championship. Sailing boats and waters with which they were familiar, they tied for first place in the Wakefield events; but, unfortunately, they lost in the race-off. Undaunted, they returned to Buckeye Lake with the solemn intent of winning next year.

Buckeye Lake Yacht Club is justly proud of its youngsters.

FOR THE SEASON OF ITS GOLDEN ANNIVERSARY, on April 24, 1956, the Club elected its Governors in September of '55. These were, and as this is written still are, Comm. Art Schwoerer, V. Comm. Lowell Frost, R. Comm. George Fisher, Secy.-Treas. Bob Dye, and Governors Lloyd Ballenger, Roy

Francis, Dr. Chuck Greiner, Dr. Russ Lieberman, and Gar Nutter.  
And Comm. Ernie Wilson, retired in that election, now is Buckeye  
Lake Yacht Club's regularly elected twentieth trustee.

Ten stalwart sailors still sailing sturdy, seasoned BLYC  
steadily sunward!



## BEYOND THE HORIZON

BUCKEYE LAKE YACHT CLUB is a man's club; but how could man be, or do, without woman? And, furthermore, this is a young man's club. Imagine it, after these fifty years, as still made up only of its venerable charter and other older members.

There have been times when some of the Club have viewed the turnover of its membership as inimical to its progress and wellbeing. But without the leavening of its older with newer and younger blood, the Club soon would have become impotent to progress and persist.

Such infusions have sustained that continuity without which the Club never could have attained its present state of development.

Buckeye Lake Yacht Club is an entity far greater and finer than its constitution, by-laws, corporate charter, club facilities, or even its membership merely as a group of human beings. Important as these are to the life of the Club, they constitute only the club.

The Club is endowed with character developed through its fifty years of ideals, traditions, precedents, efforts and accomplishments. It is a composite of the labors, influences and souls of its past and present members.

Not flouting such heritage, Buckeye Lake Yacht Club can and will sail on and on and on and on--ad infinitum.

## A P P E N D I X A

OFFICERS and GOVERNORS of  
BUCKEYE LAKE YACHT CLUB

1906 – 1956

Officers also are Governors

For Season Ending In  
SEPTEMBER

OFFICERS	1906	GOVERNORS
Commodore	Lawrence A. Sackett	Dell Fisher
Vice Commodore	Edwin S. Browne	Harry M. Gates
Rear Commodore	Albert Corrodi	Guy A. Sackett
Secretary	Charles D. Lynch	
Treasurer	James T. Haynes	
OFFICERS	1907	GOVERNORS
Commodore	Charles D. Lynch	Frank R. Justice
Vice Commodore	William Foos* Caleb McKee#	Caleb McKee Lawrence A. Sackett
Rear Commodore	A. Theobald Jr.* Fred G. Speer	Prof. G. C. Earnist#
Secretary	L.C. Smith* Frank A. Chase#	
Treasurer	James W. Haynes	
OFFICERS	1908	GOVERNORS
Commodore	Charles D. Lynch	Arthur Hatch
Vice Commodore	J.F. Cherry	Frank R. Justice*
Rear Commodore	Fred G. Speer	Lawrence A. Sackett
Secretary	Frank A. Chase	John S. Maclean#
Treasurer	James T. Haynes	
* Resigned	# Appointed	

OFFICERS	1909	GOVERNORS
Commodore	Charles D. Lynch	Arthur Hatch
Vice Commodore	J.F. Cherry	John S. Maclean
Rear Commodore	Fred G. Speer	Lawrence A. Sackett
Secretary	Frank A. Chase	
Treasurer	James T. Haynes	
OFFICERS	1910	GOVERNORS
Commodore	Fred G. Speer	Charles D. Lynch
Vice Commodore	George F. Mooney	John S. Maclean
Rear Commodore	Harry D. Freeman	George Urlin
Secretary	Frank A. Chase	
Treasurer	James T. Haynes	
OFFICERS	1911	GOVERNORS
Commodore	George F. Mooney	Edwin S. Browne
Vice Commodore	Harry D. Freeman	Dan Can-oil
Rear Commodore	J. F. Cherry	Charles S. McKee
Secretary	B.F. Reinmund, Jr.	
Treasurer	James T. Haynes	
OFFICERS	1912	GOVERNORS
Commodore	Harry D. Freeman	Dan H. Alspach
Vice Commodore	J.F. Cherry	Ward O. Chaffee
Rear Commodore	J.A. Auld	Walter L. Whitacre
Secretary	L.B. Schneider	
Treasurer	Charles S. McKee	
OFFICERS	1913	GOVERNORS
Commodore	Harry D. Freeman	William Frisbie
Vice Commodore	J.F. Cherry	Harry Holbrook
Rear Commodore	Walter L. Whitacre	B.F. Reinmund, Sr.
Secretary	F.W. Hoffman	
Treasurer	L.B. Schneider	
OFFICERS	1914	GOVERNORS
Commodore	Harry Holbrook	L.C. Burnham
Vice Commodore	Walter L. Whitacre	Harry D. Freeman
Rear Commodore	William Frisbie	W.E. DeRango
Secretary	F.W. Hoffmann*	
	L. B. Schneider**	
Treasurer	L.B. Schneider**	
* Resigned	** Held both offices.	

OFFICERS	1915	GOVERNORS
Commodore	Harry Holbrook	L. C. Burnham
Vice Commodore	Walter L. Whitacre	B. F. Reinmund Jr.
Rear Commodore	William Frisbie	C. C. Philbrick
Secretary	L.B. Schneider**	
Treasurer	L.B. Schneider**	
OFFICERS	1916	GOVERNORS
Commodore	Walter L. Whitacre	Dan H. Alspach
Vice Commodore	L. C. Burnham	William Ball
Rear Commodore	Harry C. Doane	Harry Holbrook
Secretary	Garfield B. Nutter	
Treasurer	George W. Pierce	
OFFICERS	1917	GOVERNORS
Commodore	L. C. Burnham	Edwin S. Browne
Vice Commodore	Harry C. Doane	William Frisbie
Rear Commodore	George W. Pierce	H.H. Rounsevel
Secretary	R.E. Holbrook	
Treasurer	Charles F. Fast	
OFFICERS	1918	GOVERNORS
Commodore	William Frisbie	
Vice Commodore		
Rear Commodore		
Secretary	Charles F. Fast	
Treasurer		
OFFICERS	1919	GOVERNORS
Commodore	William Frisbie	
Vice Commodore		
Rear Commodore		
Secretary	Charles F. Fast	
Treasurer		
OFFICERS	1920	GOVERNORS
Commodore	Lawrence A. Sackett	H. M. Baumgardner
Vice Commodore	George W. Pierce	C.H. Holbrook
Rear Commodore	Charles F. Fast	H.H. Rounsevel
Secy.-Treas.	Otto F. Nehrenst	

\*\* Held both Offices.

OFFICERS	1921	GOVERNORS
Commodore Vice Commodore Rear Commodore Secy.-Treas.	Lawrence A. Sackett	
OFFICERS	1922	GOVERNORS
Commodore Vice Commodore Rear Commodore Secy.-Treas.	George W. Pierce Guy A. Sackett Charles B. Cornell George O. Clum	L.K. Browne Ed. P. Kelley Charles Stafford
OFFICERS	1923	GOVERNORS
Commodore Vice Commodore Rear Commodore Secy.-Treas.	Guy A. Sackett	
OFFICERS	1924	GOVERNORS
Commodore Vice Commodore Rear Commodore Secy.-Treas.	Charles B. Cornell	
OFFICERS	1925	GOVERNORS
Commodore Vice Commodore Rear Commodore Secy.-Treas.	Edw. W. Gettrost	
OFFICERS	1926	GOVERNORS
Commodore Vice Commodore Rear Commodore Secy.-Treas.	Trafford Talmadge	
OFFICERS	1927	GOVERNORS
Commodore Vice Commodore Rear Commodore Secy.-Treas.	George O. Clum	

OFFICERS	1928	GOVERNORS
Commodore	Charles F. Fast	Gorge O. Clum
Vice Commodore	Gordon A. Brawley	Allen Johnston
Rear Commodore	E. M. Stevens	Guy A. Sackett
Secy.-Treas.	C.H. Robinson	R.F. Wolls
OFFICERS	1929	GOVERNORS
Commodore	Gordon A. Brawley	
Vice Commodore	E. M. Stevens	
Rear Commodore	C. H. Robinson	
Secy.-Treas.		
OFFICERS	1930	GOVERNORS
Commodore	Sydney N. Lord	
Vice Commodore		
Rear Commodore		
Secy.-Treas.		
OFFICERS	1931	GOVERNORS
Commodore	C.H. Robinson	
Vice Commodore		
Rear Commodore		
Secy.-Treas.		
OFFICERS	1932	GOVERNORS
Commodore	Gorge O. Doyle	
Vice Commodore		
Rear Commodore		
Secy.-Treas.		
OFFICERS	1933	GOVERNORS
Commodore	George O. Doyle	George O. Clum
Vice Commodore	R.J. Woodward	Charles F. Fast
Rear Commodore	R. F. Lietch	Edgar T. Wolfe
Secy.-Treas.	C. H. Robinson	
OFFICERS	1934	GOVERNORS
Commodore	George O. Doyle	
Vice Commodore	Edgar T. Wolfe**	
Rear Commodore		
Secy.-Treas.		

\*\* See Text

OFFICERS	1935	GOVERNORS
Commodore	R.J. Woodward	
Vice Commodore	James A. Beam	
Real-Commodore	W. S. Marshall	
Secy.-Treas.	George O. Doyle	
OFFICERS	1936	GOVERNORS
Commodore	James A. Beam	
Vice Commodore	W. S. Marshall	
Rear Commodore	Melvin G. Dressel	
Secy. -Treas.		
OFFICERS	1937	GOVERNORS
Commodore	W.S. Marshall	James A. Beam
Vice Commodore	R. W. Irwin	Norman Maclean
Rear Commodore	Chris J. Lambrecht	Edgar T. Wolfe
Secy.-Treas.	Henry T. Weaver	
OFFICERS	1938	GOVERNORS
Commodore	Robert W. Irwin	
Vice Commodore	Chris J. Lambrecht	
Rear Commodore	Clarence E. Smith	
Secy.-Treas.	Henry T. Weaver	
OFFICERS	1939	GOVERNORS
Commodore	Chris J. Lambrecht	Melvin G. Dressel
Vice Commodore	Clarence E. Smith	Ted J. Eaton
Rear Commodore	Paul W. Holstein	Edwin A. Shoemaker
Secy.-Treas.	Henry T. Weaver	
OFFICERS	1940	GOVERNORS
Commodore	Clarence E. Smith	Edwin A. Shoemaker
Vice Commodore	Paul W. Holstein	Clifford B. Sturgeon
Rear Commodore	Clark L. Beverly	Edgar W. Wolfe
Secy.-Treas.	C.C. Swisher*	C.J. Lambrecht (q.c.)
	Allen Johnston#	
OFFICERS	1941	GOVERNORS
Commodore	Clarence E. Smith	Kyle W. Armstrong
Vice Commodore	Clark L. Beverly	Robert Slattery
Rear Commodore	Edwin A. Shoemaker	Clifford B. Sturgeon
Secy.-Treas.	Allen Johnston*	C.J. Lambrecht (q.c.)
	William M. Inskeep#	

\* Resigned.

# Appointed.

(q.c.) Quasi constitutional.

OFFICERS	1942	GOVERNORS
Commodore	Clark L. Beverly	Kyle W. Armstrong
Vice Commodore	Edwin A. Shoemaker	George L. Crites
Rear Commodore	Dr. Harold K. Harris	Clifford B. Sturgeon
Secy.-Treas.	Melvin G. Dressel	C.C. Smith (q. c.)
OFFICERS	1943	GOVERNORS
Commodore	Edwin A. Shoemaker	Reginald F. Heber
Vice Commodore	Dr. Harold K. Harris	Taylor Kussmall
Rear Commodore	George L. Crites	John J. Ryan
Secy.-Treas.	Melvin G. Dressel	Clark L. Beverly (q.c.)
OFFICERS	1944	GOVERNORS
Commodore	Edwin A. Shoemaker	Kyle W. Armstrong
Vice Commodore	George L. Crates	Parke J. Chase
Rear Commodore	John J. Ryan	Paul Nangle
Secy.-Treas.	Melvin G. Dressel	Clark L. Beverly (q.c.)
OFFICERS	1945	GOVERNORS
Commodore	George L. Crites	Parke J. Chase
Vice Commodore	John J. Ryan	Paul Nangle
Rear Commodore	Kyle W. Armstrong	Everett Wood
Secy.-Treas. c.)	Melvin G. Dressel	Ed. A. Shoemaker (q.
OFFICERS	1946	GOVERNORS
Commodore	Dr. Harold K. Harris	Parke J. Chase
Vice Commodore	Kyle W. Armstrong	Bruce Crompton
Rear Commodore	Robert W. McAllister	John M. Herron
Secy.-Treas.	Melvin G. Dressel	George L. Crites (q.c.)
OFFICERS	1947	GOVERNORS
Commodore	Kyle W. Armstrong	Carl Barnes
Vice Commodore	Robert W. McAllister	Ed. J. Finneran, Jr.
Rear Commodore	Bruce Crompton	Gus. Schell
Secy.-Treas.	Melvin G. Dressel	Dr. H.K. Harris (q.c.)

(q.c.) Quasi constitutional.



OFFICERS	1948	GOVERNORS
Commodore	Robert W. McAllister	Harold Miller
Vice Commodore	Bruce Crompton	Harry A. Nation
Rear Commodore	Carl Barnes*	Gus. Schell
	Melvin G. Dressel**	E.J. Finneran, Jr.#
Secy.-Treas.	Melvin G. Dressel**	
OFFICERS	1949	GOVERNORS
Commodore	Bruce Crompton	Newton S. Davis
Vice Commodore	Melvin G. Dressel	Ray Fisher, Sr.
Rear Commodore	Gus. Schell	Harry A. Nation
Secy.-Treas.	Clifford S. Dum	
OFFICERS	1950	GOVERNORS
	Melvin G. Dressel	Lon Bickel
Commodore		
Vice Commodore	Gus. Schell	Newton S. Davis
Rear Commodore	Harry A. Nation	Ed. J. Finneran, Jr.
Secy.-Treas.	Clifford S. Dum	Ray Fisher, St.
		Harold Miller
OFFICERS	1951	GOVERNORS
Commodore	Gus. Schell	Lon Bickel
Vice Commodore	Harry A. Nation	Newton S. Davis
Rear Commodore	Ray Fisher, St.	Harold Miller
Secy.-Treas.	Clifford S. Dum	Robert Slattery
		Norman Yoerger
OFFICERS	1952	GOVERNORS
Commodore	Harry A. Nation	Lon Bickel
Vice Commodore	Ray Fisher, St.	Roy H. Lovell
Rear Commodore	Newton S. Davis	Harold Miller
Secy.-Treas.	Clifford S. Dum	Robert Slattery
		Norman Yoerger
OFFICERS	1953	GOVERNORS
Commodore	Newton S. Davis	George Cooper
Vice Commodore	Clifford S. Dum	Dale Lawrence
Rear Commodore	Robert C. Mann	Dr. C. R. Lieberman
Secy.-Treas.	Charles F. Schulte	Arthur W. Schwoerer
		Ernest W. Wilson

\* Resigned.

# Appointed.

\*\* Held both Offices.

## OFFICERS

Commodore  
 Vice Commodore  
 Rear Commodore  
 Secy.-Treas.

1954

Robert C. Mann  
 Ernest W. Wilson  
 Arthur W. Schwoerer  
 Robert E. Dye

## GOVERNORS

Kyle W. Armstrong  
 Melvin G. Dressel  
 LeRoy A. Francis  
 Lowell Frost  
 Dr. C. R. Lieberman

## OFFICERS

Commodore  
 Vice Commodore  
 Rear Commodore  
 Secy.-Treas.

1955

Ernest W. Wilson  
 Arthur W. Schwoerer  
 Lowell Frost  
 Robert E. Dye

## GOVERNORS

Earl E. Fisher  
 George V. Fisher  
 LeRoy A. Francis  
 Gar. B. Nutter  
 George Offenber

## OFFICERS

Commodore  
 Vice Commodore  
 Rear Commodore  
 Secy.-Treas.

1956

Arthur W. Schwoerer  
 Lowell Frost  
 George V. Fisher  
 Robert E. Dye

## GOVERNORS

Lloyd R. Ballenger  
 LeRoy A. Francis  
 Dr. Charles E. Greiner  
 Dr. C. R. Lieberman  
 Gar. B. Nutter

\* Resigned

# Appointed.

\*\* Held both offices.

## APPENDIX B

## TRUSTEES OF BUCKEYE LAKE YACHT CLUB

1940 - 1956

Term Beginning In September .....		Term Ending In September .....
1940 .....	George O. Doyle .....	1941
1940 .....	Robert W. Irwin .....	1942
1940 .....	Edgar T. Wolfe .....	1943
1940 .....	George O. Clum .....	1944
1940 .....	Guy A. Sackett .....	1945
1941 .....	Clarence E. Smith .....	1946
1942 .....	Clark L. Beverly .....	1947
1943 .....	Ted J. Eaton .....	19~8
1944 .....	Edgar T. Wolfe .....	1949
1945 .....	George L. Crites .....	1950
1946 .....	Dr. Harold K. Harris .....	1951
1947 .....	Kyle W. Armstrong .....	1952
1948 .....	Clarence E. Smith .....	1958
1949 .....	Bruce Crompton .....	1954
1950 .....	Charles F. Fast .....	1955
1951 .....	Gus. Schell .....	1956
1952 .....	Robert W. McAllister .....	1957
1953 .....	Newton S. Davis .....	1958
1954 .....	Melvin G. Dressel .....	1959
1955 .....	Ernest W. Wilson .....	1960