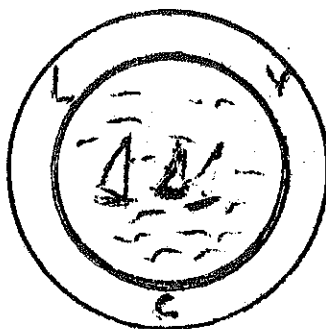


LEELANAU
NEWS



YACHT
CLUB

VOL. I

Oct. 21, 1947

No. I

"Shamash"

CRUISE PROVES THRILLING BUT
SUCCESSFUL

About the time you people decided to leave for Ohio and points south, the Shamash and crew were preparing for their annual "long Cruise". Some of the die hards of the club had the rather dubious pleasure of being on board during the first leg of said journey.

At 11:30 AM on Saturday August 29th, "38ES1" crewed by Messers Rogers, Dressel, and Gillespie, pulled out of Darrows harbor under full power. As luck would have it, there was no wind. Marilyn, Jeanne, Don, and Lou, as well as two of the members of the Traverse City Lightning Ass., made up the arm-chair admirals of the day. We deposited the Omenaites on Mr. Carmichel (sp?) dock and after taking some supplies on board, we were again on our way. An uneventful night followed without wind but with beautiful weather and at 4:00 Sunday morning, we pulled into Frankfort harbor. After a brief sleep, we were met by mother and dad, and the rest of the morning was spent in making last minute requisitions and repairs. It was decided that dad would go with us as far as he could and still make

Returns

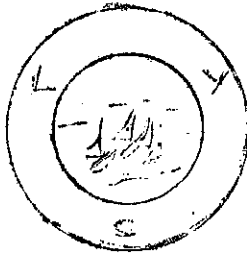
YACHT CLUBS THROUGHOUT GREAT
LAKES AREA OFFER ADVICE TO LYC
* *****

During the cruise described herein, the crew had the opportunity to visit many different yacht clubs of various size and financial backgrounds. Some had beautiful club houses and others had just a small one room meeting place. However, they all had one thing in common, namely, a terrific spirit and a willingness to work to better themselves.

Naturally, we told them of our new-born efforts to establish a club and they all volunteered advice. In general, the results can be summed up in the following points.

- (1) Work hard and don't discourage too easily.
- (2) Build slowly and firmly; don't build ahead of your capabilities and needs.
- (3) Keep interest up by having plenty of activities.

It is the editors' opinion that by following the above mentioned points and by keeping them in mind constantly, the club cannot and will not fail.



The Leelanau Yacht Club News

Entered at the Post Office of
Ann Arbor, Michigan as Third
Class Material.

EDITORIAL

Interest This Winter

In any organization such as ours, The greatest danger to success comes in the lagging interest of the winter months. Being barely organized increases this hazard to an even greater extent.

There is only one way at present in which to combat the existing problem. If this paper functions as a club instrument and not just the thoughts and ideas of a few, the members as a group will have a common bond in which they are all participating and which will form a solid foundation on which to build next summer's activities.

Your ideas, not only pertaining to the paper but also to plans for next summer, can be expressed and "hashed over" by the use of the LYCN. Let's all get behind and push. Make "Letters to the Editor" the biggest and best section of this publication.

AJR

[Signature]

-2-

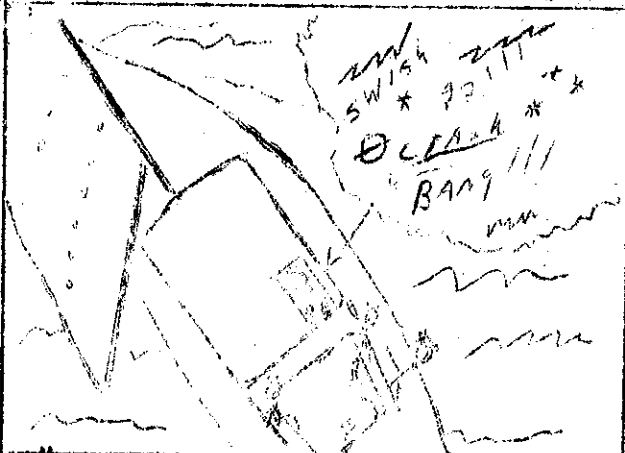
(cont. from Page 1)

it back home by wednesday. As most of you know, one of the main stays of our crew was seriously injured in an automobile accident the middle of August. However, this loss was adequately made up for in the person of Phil Lockhart. Phil was in the Merchant Marine during the war and is a very capable sailor.

After much ado, we left Frankfort bound for Sturgeon Bay, Wis.; 58 miles of nothing but Lake Michigan. There was a ten mile sou'wester blowing and we made good time. Upon reaching the other side, however, a thick haze reduced visibility to about 2 1/2 miles. Bob was having kittens because we couldn't see any recognizable landmarks. However we finally found ourselves 2 miles south of our landfall. The error (we found out later) was caused by a 5 gallon gas can (coarse copper gas) which yours truly placed too near the compass thus causing a 30 degree error in compass reading.

The following morning (Monday) we set sail for Milwaukee. The weather, however, put a crimp in the plans. We pulled into Manitowish, just avoiding a vicious line squall at 1400. The squall turned out to be a short storm so we lay over in port until

LIFE ABOARD



"Dressel, are you sure you secured the cabin"?!!?

14-3
the next morning.
Tuesday began with scattered clouds and a 17 mile Nor'easter but we decided to give it a try anyway. It was a little rugged about noon so father thought it best to pull into Sheboygan. This we did, luckily, because just after we got in the wind picked up to about 25 mph. Dad called a consultation and the result was that he decided to leave for home and so turned the command over to us. Here begins the tale.

The crew spent the evening enjoying the hospitality of the Sheboygan Yacht Club. The following morning dad left for Michigan and at noon we (Bob, Ed, Phil, and myself) shoved off for Milwaukee. The storm had abated but the waves were still rather large. An Army Engineer's tug went out just before us and soon turned back. But not us! We took it in our stride and made quite good time. As the afternoon went on, the wind dropped to a mild breeze and at 1900 we hooked a mooring at Milwaukee Yacht Club. The Shamash was polished within an inch of her life and with the crew decked out in white dress, we really looked sharp. (You bet I'm bragging) The evening following proceeded without mishap. (Why I'll never know) Thursday was spent in rest and relaxation and Thursday night we painted the town. Friday morning (1100) we finally left Milwaukee with many foggy memories of the illustrious city. The Coast Guard weather forecast gave us clear sailing to Muskegon. The first four hours out we logged $7\frac{1}{2}$ knots under canvas alone and since we were all dog tired, we turned in and let her sail herself. At 1400500 we were awakened by flapping canvas. The wind had increased quite a bit and a double reef in the main seemed in order. However, by the time we had the main down to reef it the wind had picked up to a little less than half-gale. Obviously we left it down all the way.

ABOUT THE COSTS OF LYON

Since the stencils and paper that produce this tabloid are not free and since postage also costs money, the LYON will cost its readers five (5) cents (the twentieth part of a dollar) I'll try to get 5 issues out this year so your subscription will cost \$.25 for this year.

Please people, don't forget to remit same.

The above is a paid advertisement but nevertheless represents the views of the staff.

At first there wasn't much sea but as time went on and the wind increased, the waves increased proportionally. About this time Bob glanced down into the cabin and came up with the disturbing news that there was water on the cabin floor. I dashed down to the cabin, reached down under the motor box and when my hand hit the automatic electric bilge pump, my heart sank. It was red hot. This meant that the only means we had of getting water out was a very inefficient hand outfit. When any boat is in a sea, it is bound to take in a certain amount of water because of the tremendous strain and besides this, we discovered the packing in the rudder post had blown out thus allowing a one inch stream of water to come in at all times. We took the floor boards out of the cabin and tried to pump. However, the motion of the boat threw us around so much that pumping was impossible. The next best thing was bailing, so a chain gang was formed with one man dipping it out of the bilge, another man handing it to a third man in the cockpit who throw it overboard. A half hour of backbreaking work lowered the water below the danger point.

CRUISE
(cont. from page 3)

We all went back on deck, a little sick from being in the cabin so long, and no sooner had we gotten the hatches closed and battened down than a freak "tidal" wave hit us broadside. We were heeled at about 30 degrees when it hit and the combined force of the wind and the wave rolled us over to approximately 85 degrees. The spreader on the main mast was about 6 ft. off the water and the cockpit was partially under water. We hung on and prayed. She lay on her side for what seemed an eternity and suddenly slipped down a little. We were all sure that the end had come but slowly she began to come up again and in a little time she had resumed her normal list.

While all this was going on the passenger liner "Milwaukee Clipper" was passing only a few hundred yards to port. The decks were lined by sadistic spectators just waiting for us to go down. Thank God they were disappointed.

The following 5½ hours were a little piece of hell. We bailed a half hour off, and a half hour on for the rest of the trip. Three other freak waves hit us but none rolled us like the first one. At 22:30 we noticed a faint glow in the eastern sky. Since the wind had been in the northeast all this time, we figured we must have been considerable south of Muskegon; around Saugatuck somewhere. Obviously, we headed for the glow and after another hour we could see lights. However they didn't check with our Coast Guard light list for any port south of Muskegon.

At 23:30 we entered a channel and saw a Coast Guard station along side. We yelled until someone came out whereupon we politely asked where we were. The poor character must have thought we were either drunk or crazy but finally told us we were in Muskegon. There were four

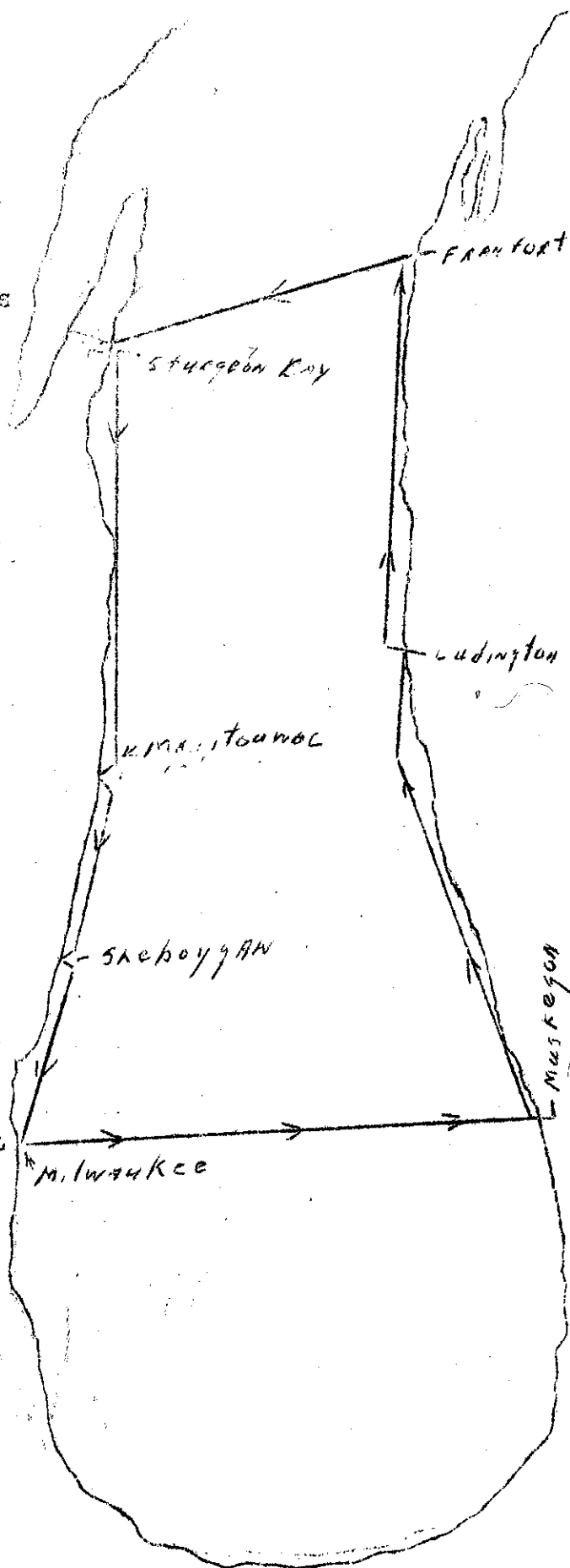


CHART OF THE CRUISE OF
the "SHAMASH"

*Edmund
pp. 5-10*
dull thuds as we all passed
out in amazement. We had made
our landfall!!!!

We dropped our hook in
the Muskegon Yacht Club yacht
basin a few minutes later and
took inventory of the damage.
Everything was soaked including
us. We had nothing that even
resembled dry clothes or bedding
and we were so tired that we
could hardly move. The dinghy
was launched and all of us
drooped ashore. Our reception
committee was a charter member
of the club and had a 47 ft.
power boat moored to the dock.
He very kindly offered us the
use of four warm dry bunks
which we accepted without
hesitation. A telephone call
was first made thus relieving
the minds of several very
worried parents.

From here the story is
routine. The next day was
spent in putting the boat in
shape. The following night
we went to Ludington
where we were met by the family
on Sunday mornig. From here
we took her to Frankfort.

This, along with several other
incidents have convinced
several of us that the "Shamash"
is just about the finest boat
in the world. Of course we're
prejudiced but why shouldn't we
be? She isn't fancy but she's
sound and can take it in the
pinches. Thus, dear readers,
when Bob and I start to
spout off about her, shut
your ears but bear with us.
Remember, she's our one and
only true love.

fine! The End

That's not fine, either!

Send us a letter. The Editors

Smith, Perc.
Deko House
Green Castle, Ind.

Welky, Joanne
645 Judson Ave.
Evanston., Ill.

CONT
FROM
Page VI

(I'm sorry)

Notice Notice Notice

There are many prominent
members of this noble organization
whose names do not appear in the p
preceding roster. If anyone can
help us locate them, do so!!!!!!

CONSTITUTION

A mimeographed copy of the
Lyc constitution will be sent
to each of you in the near
future. As yet, it has not been
fully ratified. If you have
any suggestions to add or subtract
from said document, send same
to me and they will be presented
to the club as a whole through
the LYON.

The Old Sail



"Can't you think it's about time
we reduced carvas, A. J.?"

OUR EXCUSE

The grammar is lousy, the
makeup is bad,
But we've done the best
with what we've had.
The issue next will sure be
better.
If you'll just take time to

See Serial 1-1-6

ADDRESSES

After much
the addresses finally arrived
from Janio. However the list
is very incomplete. If you
know the address of any member,
please let me know immediately
so they may have the honor of
getting the LYON.

Ayers, Alice
1130 Sheridan Rd.
Evanston, Ill.

Basler, Betty
3601 Observatory Rd.
Cincinnati, Ohio

Basler, Jane (Sec.)
Graham, Eckes School
Palm Beach, Fla.

Biehl, Don
Aspen Ave.
Cincinnati, Ohio

Cartwright, Chas.
2979 Observatory Rd.
Cincinnati, Ohio
Cone, Bob
2711 Hampshire Rd.
Cincinnati, Ohio

Dressel, Bob (Race Comm. Chair.)
227 Crest
Ann Arbor, Mich.

Farrill, Jack (Vice Commodore)
1142 Herschel Ave.
Cincinnati 8, Ohio

Frazier, Don
320 Resor Ave.
Cincinnati 20, Ohio

Flett, Marilyn
3048 Springer Ave.
Cincinnati, Ohio

Hall, Janice
1030 E. Rockwood Dr.
Cincinnati, Ohio
(Hubbard House, Smith College
North Hampton, Mass.)

Lindner, Sholly

551 Howell Ave.
Cincinnati, Ohio
(Haven House, Smith College
North Hampton, Mass.)

Malcolm, Rusty
501 Northwest B St.
Richmond, Ind.

Moore, Mary
Chatham Hall
Chatham, Va.

Morse, Jane
22450 McCauley Rd.
Shaker Heights, Ohio

Morse, Tommy
Western Reserve Academy
Hudson, Ohio

Porter, Bill and Don
800 Second Ave.
Pittsburg, Pa.

Reed, Helen and Bob
Price, Jim
29 College Ave.
Swarthmore, Pa.

Rogers, A. J. (Commodore)
325 Wenley House
West Quadrangle
Ann Arbor, Mich.
(Box K, Beulah, Mich.)

Rerdona, Lou
554 Howell Ave.
Cincinnati, Ohio

Rule, Jonnie
4320 Erie Ave.
Cincinnati, Ohio

Saxton, Bob
#2 Cornell Apts.
Richmond, Ind.

Saxton, Sabra
George School
Bucks County, Pa.

Skinner, Bob
% Mrs. Richard Johns
3354 Ruthers Ave.
Cincinnati, Ohio

Smith, Craig
1314 Asbury Ave., Evanston, Ill.

*CONT. ON
PAGE II*



Perc. Smith
Deke House
Green Castle, Ind.