

Omena- Traverse Breeze

OFFICIAL PAPER OF THE OMENA-TRAVERSE YACHT CLUB, Inc.

OMENA, MICHIGAN, APRIL 1949.

Number 2.

SAXTON FIGHTS BACK

Motor Boat Association Threatens Suit

By R. Saxton

The dignity of all the noble owners and operators of modern nautical conveyances has suffered a serious affront. I refer, of course, to the article in the last edition of the *Breeze* by one Finn, in which this character cast derogatory comments at the aforementioned clan of power boat owners. He even referred to us as "Stink-boat Admirals", a phrase that ignites the soul of a true lover of the churning wake to incandescence. This, obviously cannot be tolerated, so brothers we must adopt a plan of action — instant-ly! As you all know, there are two common methods, viz., the fight and the policy of education. Also, as you all know, neither of these is worth a damn, for these lethargic individuals lie on their backs and thrust all four feet on the water when challenged, and education fails utterly, for it is obvious that power-boating requires much more cerebral exercise than does drifting with the current of sitting out in front of a benevolent breeze. It is a belief among them that thinking is harmful, and that the quick reactions and co-ordination necessary to control a bounding outboard are injurious to the soul and therefore eternally damn one.

They walk about with their heads in the clouds, and re-live the days of the sail, their poor, archaic minds incapable of grasping the fact that one must keep pace with the times.

As the horse and buggy, so the sailboat! They curse the speeding craft as a menace to navigation as the bearded carriage-driver curses the speeding automobiles which pass him on the highway and frighten his horses.

Brothers, how shall we relieve their pitiable plight? We cannot come right out and use the language which describes them and their interests most effectively, for such words are barred from polite speech and are even called by some "obscene".

The only thing to do is to show them how much more fun power-boating is than is sailboating. I know, this appears as if we are bending over backwards. We really don't want the type of character who is a menace to navigation.

MINSTRELEERS.

Hear Ye!

Hear Ye!

Next season of 1949 all young people of Omena and Ingalls Bay—bring your old costumes or any Gay Nineties clothes that might be stowed away under the eaves at home. We hope to organize a group of children and teentimers; ages 2 years to ??, for amateur theatricals just for fun, and maybe to put on a show to boost the Yacht Club. Be thinking of a suitable name to call the youthful talents.

—Mrs. E. A. Barker.

that the usual breeze-chaser exemplifies, but by making a genuine, sincere effort to help them, perhaps shall be able to make men of them, and after a training period of some length, perhaps they shall improve enough that we may open our arms and welcome them to us. Now some of us have tried before to show them how much more enjoyable is our sport, but no degree of success has ever been met with. We have buzzed their boats, only to be the target of beer-bottles, shoes, anchors, masts, booms, and what-not, apparently as a sign of ingratitude, but actually it's jealousy.

Now they are just getting a slight glimpse of us, since we seldom come closer than 20 feet, and they cannot see the expression of perfect felicity on our faces, but they do realize that our craft are much more enjoyable than are theirs. The thing to do then, is to show them the whole truth, and turn their jealousy to awe and they will be overcome by a desire to hop right down and trade in their sailboats for an outboard.

The procedure, brothers, is not to buzz their boats from 20 feet, but to give full-throttle, and skim by them, clearing their gunwales by a scant half-inch. That, to my belief, is the only way to show them how outmoded and ludicrous their bulky craft actually are, and how much more sporting is the outboard.

I might append here that I shall send flowers to any brother who meets with strong resistance in the form of an oar, bottle, rock, or what have you. They are quite prone to throw things, and this is a dangerous business, not with-

out its element of danger. However, be not afraid! It's for the cause!

Ed. Note — Atomic beer bottles are now available from Rogers Marine Service for use against these close-cutting screwballs.

COMMODORE PLANS EMBARCATION ON LONG CRUISE WITH NEW MATE (or is it Skipper)

If you have heard any rumors about one of the sailors in the organization planning the acquisition of a new FIRST mate, it's probably true. Your youthful Commodore has gotten himself in love (sigh) and IF all goes well, he'll no longer be footloose and fancy free come the latter part of August. The luckless woman? Oh, yes, Miss Esther Carolyn Hagen of Northport, Michigan.

Look out, you Lightning competitors!! She's crewing for me next summer and, well, GOD SAVE THE "LITTLE LUFFER".

ERRATA ISSUE NO. 1

Mr. George Smith's name was accidentally left off the membership list in the last issue. Address: Omena, Michigan.

Mrs. Kitty Smith's address in Florida is No. 50 Nurmi Drive, Ft. Lauderdale, Florida.

NOTICE

If you haven't paid your subscription for the four issues of this tabloid, please do so. Send \$1.50 to Frank Kalchik at Omena. Make checks payable to the O T Y C.

NEWS

FROM THE MEMBERSHIP

Aside from that rather dubious lead article from Brother Saxton, the editor has received several other notes and letters from various members.

Mrs. Barker, who is in charge of Junior Activities, contributed the notice found in this issue concerning the proposed "Follies" for next summer. Take heed, ye Thespians, and let's put on a good show next season.

Miss Ada Newman writes from Chicago with best wishes and the hope for a successful year. From all indications the Newmans will be at Omena for most of the summer. Let me publicly thank you, Miss Newman, for the undeserved praise of "Breeze" issue number one. It takes a real friend to say THAT one was good.

Bill Renz dropped me a line from Howe Military School asking about the plans for the Snack Bar. Bill has been appointed to take charge of that department and although it's a thankless job, I'm sure he'll do a fine job.

This column should be the largest in the paper. Come on, people, drop me a line.

COMMODORE RETURNS FROM SUNNY (12' DRIFT VARIETY) CALIFORNIA

Throwing exams and textbooks to the winds, yours truly took a three week trip to the land of liquid (and frozen) sunshine. During the preceding semester I managed to pick up two cases of pneumonia plus a liberal amount of allergy troubles. (Some say the strain of becoming engaged was just too much). At any rate poor suffering little me struck out toward the Golden West and San Francisco. By lucky coincidence my cousin, who is a Naval Reserve flier, was driving out to Alameda, which is just outside of Oakland. Thus bidding farewell to beautiful northern Michigan, we hit the trail. The trip was reasonably uneventful. When we reached the blizzard-stricken prairies, Jim kept saying, "Just wait until we come to the California border. That sunshine will knock you over". Well, we came to the border all right, and about 15 minutes after we had gotten into "Sunny California", we hit the worse snow storm that we had had throughout the whole trip. Twelve foot drifts up on either side of the road, and the

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(Continued from Page One)

next day we found out that they had closed Donner Pass half an hour after we had come through.

After settling myself in a hotel room in San Francisco, the first place I visited, naturally, was the yacht harbor. The city has a beautiful basin on the north end of the city near the Golden Gate bridge. After wandering around for a few minutes, I struck up a conversation with a fellow who was working on a 42' Nova Scotia schooner. He had purchased the boat in Nova Scotia and had it shipped all the way out to Frisco on a flat car. He was designing and installing his own interior as well as doing the customary spring work on the exterior. I volunteered to give him a hand during my visit and he readily accepted. This gave me quite a chance to toughen up my few muscles during my three week stay.

The next logical place for me to go was the St. Francis Yacht Club, (the largest one in the area). The reception I received was very fine. Their House Manager invited me for dinner and the following meal was well prepared and served as any I had during my trip. Their Club House is of Spanish Colonial design, overlooking the Bay. I believe they have a membership of about 500, although that figure may be low. However, it appeared that they were more interested in the social side of yachting than the actual sailing or (heaven forbid), power boating.

The last day that I was in the city, I was stricken by an acute attack of hives and so instead of continuing the trip to Washington State I flew to Chicago and then came home.

Although the trip was not as exciting as another trip which I reported in the old Leelanau Yacht Club News of 1947, it was quite enjoyable and gave me a chance to see among other things a part of the SAILING activities on the Pacific coast.

NOTICE

Your 1949 dues are now payable. A check made payable to the Omena- Traverse Yacht Club and sent to Frank Kalchik at Omena will do the trick.

1949 LIGHTNING RACING SCHEDULE

July 2, 3, 4 Northport, Suttons Bay, Omena
July 10 Omena
July 17 Traverse City
July 24 Omena
July 31 Suttons Bay
August 7 Omena
August 14 Northport
August 21 Traverse City
August 28 Northport
September 4 Suttons Bay
September 8 Labor Day Omena.

TELLTALE

By Finn.

Memo to the Editor: Except for the Chinese Edition, let us remain in accord with tradition and print the first part of this column, first. Much oblige.

Down the ways: The Admiralty Office has announced the launching of a Lightning Class craft to be commissioned in the near future as Little Luffer II — out of Northport and under the command of Esther Hagen with total crew of two officers and men. Among others of social prominence, in the crew, is Assistant Boiler-Room Helper, Seventh Class, Augustus J. Rogers III.

A newer look: Parts of the Club House are being revitalized by the able hand of Architect Mary Foltz, in consultation with Frank Lloyd Rogers.

Radical News and Views: We have been given to understand that the leading literary figure and exponent of the "Hydro-Hot- rods" (extremist arm of the Stinkboat group), R. Saxton, is about to yowl in this issue regarding treatment accorded in last edition of "Breeze". We are being threatened with a plague—"Searing of the gunwales". Symptoms of this disease are very easily read — plague is accompanied by a profusion of swamped Stinkboats. May we use our better judgement, however.

A local look: The last two nights the big Bay has skimmed over with ice which vanishes in the early morning. The last seven days have been virtually cloudless with very comfortable temperatures. No rain. But with all this fine weather, it's not difficult to still find small patches of snow. I hope all of this rushes "us strawberry growers" headlong toward a rewarding harvest. It's a long time between drinks in this business. Maybe I should say that the cherry producers are getting the grower's jitters about now, also. — That's it.

THE ART AND CRAFT OF SAILMAKING.

This 16 mm. sound film is available to yacht clubs and other groups gratis. The running time is 20 minutes. It is an interesting

demonstration of how sails are made. Free of objectionable commercials, it provides excellent entertainment for yacht club gatherings and junior activities. For details write to

Ratsey & Lapthorn,
City Island, New York.

FINANCIAL REPORT

March 15, 1949

Receipts:

| | |
|------------------------------|--------|
| 36 Fully Paid Memberships | 540.00 |
| 1 Partially Paid Membership | 10.00 |
| Donation | 6.00 |
| Party Benefits | 119.10 |
| Snack Bar Receipts | 21.80 |
| Money for Lightning Class | |
| Association | 14.00 |
| Subscriptions for Club paper | 13.50 |
| | 724.40 |

Accounts Receivable

| | |
|--------------------------|--------|
| Delinquent Dues | 35.00 |
| Delinquent Subscriptions | |
| Paper | 42.00 |
| Snack Bar Receipts | 43.27 |
| | 120.27 |
| | 844.67 |

Disbursements:

| | |
|---|--------|
| Materials, Bahle Store | 10.34 |
| Dance | 18.00 |
| Anderson's Store | 16.74 |
| Rogers Parsons Marine Serv. | 22.66 |
| Gus Rogers (Filing Fees, License, etc.) | 20.00 |
| Lightning Class Fees | 14.00 |
| Union Office Supply Co. | 1.44 |
| Northern Lumber Co. | 56.46 |
| Labor | 25.00 |
| Snack Bar | 27.00 |
| Payment on Lease | 2.00 |
| Marion Yoder Service | 60.00 |
| Insurance | 189.25 |
| | 468.89 |
| Surplus | 375.78 |
| | 844.67 |

CARE OF JIBS.

When breaking in sails with wire luff ropes set up on the halyard as hard as you like. Your sailmaker put in the wire to prevent the luff from stretching at all. Keep jib well hoisted at all times. Don't break in a new headsail on a windy day. If the jib has a hemp luff rope follow the instructions for mainsails. Note relieving line from miter to tack. Jib would not lower without it.

Set your sails as others see them — To check on the set of your sails and the lead of your sheets, get away from your boat and observe her while she is sailed about.

TO TIE IN A REEF.

The sequence of operations for tying in a reef is as follows: If sail is up get it down on boom. Lash down tack earing securely, finishing off with a draw knot so line can be cast off, if need be, even when wet. Next—Haul out on the leach earing so sail is hand taut along the line of reef points.

Tie leach earing with draw knot after passing several times around the boom. Now roll the bunt of the sail neatly and tie the reef points. Take care of your tie ends of same reef point to one another —sail may be torn if points are not properly tied. If sail is made to reef with a lace line of reef points, proceed as described above—except that instead of tying reef points, lace line will be secured at first reef grommet and will then be passed around the bunt (between foot rope and boom) from grommet to grommet and secured at end of reef.

CHECK LIST.

For use when preparing sails for storage.

Inspect for holes, tears and rips.
Is stitching chafed in the way of shrouds and other rigging?
Examine all corners and tabling for wear.

Do slides need releasing?
Is bolt-rope worn or in need of restitching?

Are snaphooks or jib-hanks loose?

How is the head of your spinaker?

If canvas is salt soaked rinse out well and dry before storing.

Do batten pockets need repair or new lanyards?

Take care to store your sails so they will remain straight.

Don't tie up sails with marline or string.

Fold your sails and be sure to store them in a dry and rodent-free space.

RANDOM NOTES.

Check-wires, which are put into the luffs of your larger sails, are properly adjusted when the sail leaves the loft. Hoist a new sail until the check-wire is taut. Ease off on wire about one inch each time the sail is set until the sail is fully hoisted. Don't slack check-wire beyond this point.

Bolt-ropes of cotton sails which have become stretched will shrink back to their original length temporarily if soaked in water. The rope will stretch again when dry.

WET WEATHER CAUTION.

Always slack off halyards and outhauls when it rains. In any event be sure to **slack off outhauls** when you furl your sails—night air is damp and it may rain before you come aboard. Dampness shrinks canvas. Failure to slack outhauls has spoiled many a good sail. Don't let this happen to you. Never furl a wet sail—bundle it up loosely and dry as soon as you can.

Send in your news items—It will make the paper more interesting.