

Omena- Traverse Breeze

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

Volume II

OMENA, MICHIGAN, APRIL, 1950

Number 1

Tentative Race Sked For 1950

Sunday, July 2—Charter Day Regatta; Lightnings race for Charter Day Jug, Stars- Opening Day Race, Cruising Division—Suttons Bay to Omena in the morning.

Tuesday, July 4—Annual Race Day at Suttons Bay.

Sunday, July 9—Omena (Lightnings and Stars).

CHERRY FESTIVAL REGATTA

Sunday, July 16—Omena (Lightnings and Stars).

Wednesday, July 19—Supper at Clubhouse with Venetian Night after.

Sunday, July 23—Suttons Bay.

*Sunday July 30—Omena (Lightnings and Stars).

Sunday, August 6—Suttons Bay.

August 11, 12, 13; Fri., Sat. and Sun.—OTYC Lightning Class Invitational Regatta.

August 20, Sunday—Suttons Bay.

August 26, Saturday—Cruising Class Race; Traverse City—Ford and, and return.

August 27, Sunday—Traverse City Suttons Bay.

Sept. 3, Sunday—Omena (Lightnings and Stars).

Sept. 4, Monday—Labor Day Race at Suttons Bay.

*This weekend may be given to the Northport Yacht Club for their annual Lightning Regatta.

This schedule is subject to revision by members of other Grand Traverse Bay clubs in cooperation with our organization.

The sailing classes will meet every Saturday afternoon as per article in this issue of the OTB.

Good-bye Summer

Summertime goes all too fast,
I wish that it would last and last.
All too soon our stay is o'er,
So to the dry dock, our boat to moor.
No more sailboats on the bay,
At last comes dreaded Labor Day
No more speedboats whizzing fast
No more races, to come in last.
The Yacht Club dances through
for the year,
The Clubhouse stands, all lonely
and drear.
All the cottages boarded up tight,
Not letting in a crack of light.
And hurrying back to Chicago
we go,
Leaving "The Point" buried in
snow.

The Commodore's Corner

Every year about this time, I think it's a good thing to stop for a moment and review our progress to date. Two years ago the first issue of the Leelanau Yacht Club News was published. It was a mimeographed tabloid devoted largely to an account of how two eager young members of our infant organization bailed their way across the lower reaches of Lake Michigan in a howling gale. At the time the club existed in name only and our main claim to fame was a lot of enthusiasm and plans. I guess most organizations begin in a like manner.

That first summer we held some races, incorporated, secured a lease on the clubhouse and slowly the Omena-Traverse Yacht Club began to take a concrete form. Last summer our Lightning fleet increased and so did the interest in the club by ALL of the members. Instead of being the labor of love of a few, it became an interest and activity of everyone connected with it. Committees began to function with more and more success. A good waterfront program took shape with the building of the new dock. The club paid for its building and now we are planning to improve our newly acquired real estate. Our first two years of operation were second to none in their success.

But what of the future? Can and will we continue to improve and expand? The answer is a firm and definite yes. All of us have much to gain in the club. Whether sailing in the races or serving at a pot-luck banquet the club offers an opportunity for fellowship and relaxation that no other type of organization can accomplish with so relatively little effort. The future is as bright as we wish to make it and by continuing to pull together we can make our club second to none.

Respectfully submitted,
Your Commodore

OTYC Delegates At LMYA Meeting

On Nov. 19th, the Lake Michigan Yachting Association held its fifty-fifth annual meeting at the Kenosha Yacht Club in Kenosha, Wis. Our club which was accepted to the association during the past summer, was represented by Mr. S. V. Ayars of Evanston and Omena, Mr. George Knight of Portland, Maine, and your Commodore. Mrs. M. S. Foltz was scheduled to go but since she was unable to make the trip, I appointed my old friend and shipmate, Mr. Knight as her proxy.

The meeting gave us a chance to meet delegates from many of the forty-four member clubs as well as become acquainted with the LMYA's organization. As many of you know, the main purpose of the association is to integrate the various phases of yachting on Lake Michigan, promote inter-club activity, and to provide a clearing house for information relative to boating in the region.

At the conclusion of the meeting, Secretary Jim Fahey presented us with our membership certificate which will be placed in the lounge of the clubhouse next year.

A New Class For Our Club?

Although the Lightnings and Stars are providing sailing competition for many of our members, many of us can't see our way clear to invest between one and two thousand dollars for a sailboat. This problem is anything but unique. Wouldbe sailors all over the world have met this problem and many have found the solution in what is known as a sailing dinghy. This is nothing more than a small boat usually 10 to 15 feet overall rigged with a single sail. Not only is the craft inexpensive to purchase but it is also very easy to maintain and handle.

Mr. W. I. Livingston of Suttons Bay has designed and is now building such boats. Their cost complete with sail is \$225. f.o.b. Northport. It would seem that this might be something for us to look into as a new class for the club. If we can get as few as three boats, we would have enough to provide some very interesting racing at a minimum cost. Anyone who might be interested may get more information by contacting A. J. Rogers III, Route 2, Box 3, Lansing, Mich.

Sailing Classes Planned at Club

In the past years, many of our own boats have been skippered and crewed by non-members because many of the boat owners have lacked the training to successfully race their own craft.

At several different times we have tried to remedy this situation by establishing a sailing class. In the past, this has failed largely due to improper organization of time by the instructor (yours truly).

This summer I hope to establish classes to be held every Saturday afternoon throughout the season. As it is now planned, there will be two separate divisions, namely, a beginners class and a class in racing tactics. The one in fundamentals will begin at 1:00 p.m. and last until 3:00 p.m. while the racing tactics class will begin at 3:30 and last until 5:00. Since the preparation and teaching of this class is going to require considerable work in both preparation and execution, I am planning to charge students one dollar an hour for instruction time. In other words, for the eight weeks season, one taking the beginners course would be charged sixteen dollars and one taking the racing tactics course would pay twelve dollars. If at any time during the season, a person in the fundamentals class feels that he or she is capable of "graduating" into the advanced course, they may take a "comprehensive examination" which will include both a written exam plus an examination of sailing skill. All persons taking the advance course will be required to take this exam at the beginning of the course.

If any of you have any criticism or suggestions about this plan I would appreciate hearing from you at your earliest convenience. My winter address is A. J. Rogers III, Route No. 2, Box No. 3, Lansing, Michigan.

New Addition To Sailing Fleet

The Rogers Marine Service of Northport, Mich. has announced the construction of a 48' ketch for Mr. A. J. Rogers II of Beulah, Mich. The keel for the vessel was laid the first of Nov. and it is hoped that she will be in commission by late spring. Mr. William I. Livingston of Suttons Bay, her designer, states that although she is of the cruising type, she should show a good turn of speed under sail.

- - You Think It's A Snap, Huh? - -

The following is the correspondence involved in getting out this sheet. See why it's late? . . .

Oct. 17, 1949

Dear Bob,

The winds are howling like the devil, football is in its heyday, and the time approaches when the "Omena- Traverse Breeze" should be rearing its journalistic head into the homes of OTYC members. And you, poor lad, have been given the miserable task of perpetrating the crime. Alas!

First—Obtain a copy of the membership addresses from Mary Foltz, Omena, Mich.

Second—Write Mr. Paul G. Hill, Attica, Ind., and ask him to contribute an article. I'll write a bit myself and send it on. Mary Foltz should also write a report on what she thinks should be done next summer on the building and the grounds. Mrs. George Smith may write something on this year's social season as well as plans for next year. The first issue will probably require a lot of your own inventions but get it out FAST at all costs. Once it's started more people will contribute.

Third—Check with Mr. Wheeler, (Omena) and see how much you have to work with in the way of finances. (I think you've got quite a bit.)

Fourth—Try to have it printed down there where you can talk things over with the printer. Gus Smarey is O.K. but he's slower than sin.

Anyway, get it out! Good luck me boy and if I can help you let me know.

Sincerely and with sympathy
Gus

23 October, 1949

Dear Gus:

Thanks for your letter and I'm sorry that I'm just now getting around to answering it. I'm finding college life a bit pressing these days, what with comparative anatomy, analytical chem, and a host of other time-consuming subjects. The fact of the matter is, that I have not even considered the Breeze yet, and it looks now as if it will be a product of Thanksgiving vacation.

I was thinking of revising the format, and having it done up in magazine form, but I have not investigated prices and convenience yet. I've got to get on that right away. Any suggestions that you may have will be greatly appreciated.

Sincerely,
Bob

Nov. 29, 1949

Dear Bob,

Enclosed is my contribution to this issue of the Omena- Traverse Breeze. I hope you can use it. I hope with equal fervor that the tabloid will be published in the damn near future. Believe me, I don't envy your job but we all have a cross to bear.

Good luck, lad, and if I can be of any further help, just let me know. Until such time, I remain
Sincerely,
A. J. Rogers III

January 6, 1950

Dear Gus;

As you told Bob in your letter of November 29, we all have a cross to bear. Well, it seems that I've inherited the "cross", namely editing the Breeze, and I'm writing to you for a little information on the hows and what-fors of the job. Please let me know all the information as soon as you can, or I won't be able to guarantee anything.

First of all, just exactly what am I supposed to do with this little epistle? Write three-quarters of it, edit it, and have it published all by myself? As far as articles go, we have your contributions and one poem from Helen Ayers. That's it.

Next, what in the screaming hell do I do about having it printed? Am I supposed to set it up prior to printing or does the printer do that? As you no doubt realize by now, I know about as much of the stuff I need to know as an Australian aborigine. So, please, if you expect to have an issue of the Breeze out before the general exodus to Omena begins, tell me what to do right quick.

Best of everything to you and Esther.

Sincerely,
Sabra

Jan. 12, 1950

Dear Sister Jones,

Sorry to delay answering your kind plea of Jan 6, but yours truly has been suffering an acute case of first-of-the-term snowstorm.

I don't care if you have to write each little letter of the Sneeze with your own bright red blood, but GET IT OUT!!!

What with a few sly remarks from you, you should have almost enough stuff to get out some kind of a first issue. Mr. Wheeler at Omena has the scoop on how much money you have to spend.

No doubt your brother gave you the membership list which should be part of the first edition. If not, write to Mary Foltz (Omena) and have her send it, but pronto.

Good luck, and if I can be of further trouble, just write.

The best to you and yours,
Hornblower

January 20, 1950

Dear Gus:

If I might be so crude as to say so, you are about as much help as a third leg. I'm pathetically sorry to hear of your "first of the term" illness, and all that rot, but I also have about fifty thousand things I must do, and getting the Sneeze out isn't any of them; therefore, unless I get a few answers, mach schnell, I'll not promise a paper before March. I don't mean to sound bitter and callous or anything of the sort; it's just that I don't know anything about this job, and can't seem to find anybody that does.

I conclude from your letter of Jan. 12 that I am left to my own resources as far as the printing end is concerned—which is just dandy as there isn't a printer in Bloomington that can print his own name decently. I have an idea that I'll ship the manuscript to Bob in Crawfordsville and have him get it done there. But what I want to know is what about setting the thing up prior to printing. Do I have to lay it out myself, or do I just give it to the printer and let him set it up? That is my principal worry right now.

Please get the "snowstorm" out of your hair and write, quick, and I may get the paper out yet.

Sincerely,
Sabra Jones

January 24, 1950

Dear Madame,

In reply to your letter of the 20th, at the moment it seems that the most practical solution to the whole mess is to have you send me the bloody manuscript and I'll have Ben Taylor print it up on the weekend of Feb. 3rd.

Enough for now and send me the material. May the good Lord take a likin' to you (and me too).

Wearily,
Horatio Alger

MEMBERS-1949

Gus Rogers, Beulah, Michigan
Waldo Abbot
Washtenaw-Oxford Rds.
Mary Moore, 2204 LaFayette Rd.
Dr Earl Moore 2204 LaFayette Rd
Ann Arbor, Mich.
Don Porter, 537 Grave St.
Sewickley, Pa.
Craig Smith, 1314 Asbury Dr.
Evanston, Ill.
Marianne Schaefer, 1650 5th Ave.
Frederick Schaefer, 1650 5th Ave.
Youngstown, Ohio

Mrs. Mary Schaefer Foltz,
Mr. H. M. Carmichael
Mr. Horace Wheeler,
Nancy Jo Wheeler,
Mr. Frank Anderson,
Mr. John Putnam,
Mr. Myles Kimmerly,
Frank Kalchik,
Craig Smith and George Smith,
Mrs. Hazel C. Taylor,
Omena, Mich.

J. Crampton Finn, Jr.,
Suttons Bay, Mich.

Bill Renz, Howe Military School
Company B, Howe, Indiana
Jane Basler, 3601 Observatory Rd.
Betty Basler, 3601 Observatory Rd.
Dr. Andrew C. Renz

R.R.6, Box 63 B,
Eben Barker,
2981 Observatory Rd.
Mr. David De Vore,
3135 Victoria Ave.

Jack Farrell, 1142 Herschel Rd.
William T. Feeley

Mr. Frank Huss, 5524 Madison Rd.
Dr. Wm. Graf, 2934 Vernon Place,
Miss Mathilda Hutzman,
3289 Observatory Rd.

Coulter Rule, 4320 Erie Ave.
Mrs. Edith Heidrich,
2981 Observatory Rd.

The Clouds, 3805 Earls Court View
The Fletts, 3048 Springer Ave.
Dr. Lyons, 1 Dexter Place
Cincinnati, Ohio

Mr. Sidney Morse,
Northfie

Miss Alice Ayars,
Mr. S. V. Ayars, 1130 Sheridan Rd.
Evanston, Ill.

Mr. John H. Kinsey,
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Grand Rapids, Mich.

Mr. A. J. Rogers,
Box K Beulah, Mich.

Mr. Vern Osterberg,
816 Sparrow Ave.

Bob Osterberg, 816 Sparrow Ave.
Lansing, Mich.

Miss Ada Newman,
Mrs. May Griffin,

71 East Bellevue Place,
Mrs. Wm. Milroy, 5438 S. Harper
Chicago, Ill.

Mrs. Lestra Saxton, Richmond, Ind
Mr. Robert Morse,
Miss Jane Morse,
Tom Morse

22450 McCauley Rd.
Shaker Heights, Ohio

Mrs. Kitty Calvert Smith,
(Florida address)

Paul G. Hill, 402 S. Perry St.
Attica, Ind.

Humphrey Jackson,
1596 Hawthorne,
Grosse Pt. Woods 30, Mich.

Mr. Perry Bridge, Troy

Mr. Scott Bridge, Troy

Mr. John Bartle, Troy, Ohio

Bruce Smith, Northport, Mich.

Climwell Lay, Emma Willard Sch.
Troy, N.Y.

Rev. Robert Pfeiffer, 2750 E. Main
Richmond, Ind.

Eli G. Alcorn, 7601 Northaven Rd.
Dallas, Tex.

THE OMENA-TRAVERSE YACHT CLUB BREEZE

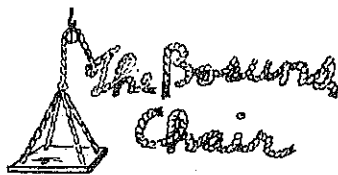
Omena, Michigan

Editor..... HUMPHREY C. JACKSON

Reporters..... PAT VERDERY

MARY HELEN AYARS ..

Other articles are signed by the
contributing members.



ADRIFT

by PAUL G. HILL

Broken loose, drifted aground or bashed against a dock or other obstruction, maybe another craft! Your boat may be the one. You may be sadly surveying the damage and thinking of the loss in cash, or if insured, the loss of the use of your boat for the next important race or cruise.

You can make embarrassed excuses of course and probably will, but in your own heart you feel that you have been the real cause, it was you who let the old girl down. You have not learned to tend your boat properly and to give her the security she deserves. But buck up, me hearty, you can do better from now on. Let's get some pointers from the Bos'n on the matter,—How's' about it "Boats?"

Well, during the past seasons of yachting activities on Traverse Bay, I personally observed many crafts which were damaged sadly due to improper or careless mooring and tying up.

We all appreciate our boat yards and splendid work which they do to help us keep up the repairs and shipshape condition of our pride and joy,—however, they too, I am certain, hate to see a fine craft damaged needlessly.

So called "acts of God" are more often the result of our own carelessness, lack of foresight or ignorance of proper procedure.

I wish to list a few DO'S and DONT'S in regard to the matter of mooring or tying up. I hope that these hints will save some one the inconvenience of loss of use and maybe even a little of his or her hard-hoed lettuce.

DO—

(1) Tie to secure points on your craft, a bowline around the mast or over a post or bit, proper cleating if you use cleats.

(2) Use proper boat fenders, if alongside a dock or other boat. Learn how fenders behave, it will be time well spent.

(3) Survey the general conditions of the location you propose to moor or tie up in. Is the dockside clean and free from nails or drifts or overhangs that might catch your boat or rig? Is there range room fore and aft? Any bottom obstructions near your craft? Select solid adequate points of structure or gear to make fast to.

(4) Use lines fore and aft at docks or spiles and spring lines if your craft is of any size or weight.

(5) Keep lines clear of the other fellow, remember he may wish to go out before you do. If you must change or handle any of his lines be certain beyond any doubt that you have secured them with every care and that properly done.

(6) Use anchors of proper type and tend them regularly. Permanent moorings are another problem and will be delt with in a future article.

* * * *

DON'T—

(1) Leave anything to chance or the other fellow. You as skipper of your own craft should personally inspect the safety and security of each knot, line, and objects which you tie up to, be it mooring, or dock, or spile, or bollard.

(2) Don't tie up with old or rotten line or line that is light for the job. If you don't know what size line to use, ask someone who does.

(3) Don't use any other knots than a bowline or on splices a clove-hitch locked with a half hitch. These knots are simple and anyone capable of taking a boat out should be their master, no less.

(4) Don't arrange lines where they will chafe on any object unless you protect things with chaffing gear. Many a line is sawed in two in a surprisingly short time with even little in the way of a sea. Your boat is as alive and active as a caged animal as long as she is afloat and will move with each puff and wave day and night, all the time you have forgotten about her capriciousness.

(5) Don't leave your boat unattended or alone over periods of time without going back every twenty-four hours for an inspection. Your luck will surely run out if you don't.

(6) Don't tie up without first deciding that you have picked the best lay, the most shelter from prevailing seas, that you have bottom room and range room in case of wind shift.

(7) Don't tie up on top of the next craft unless absolutely necessary. Then be certain the other man has tied up properly or he may break loose and come down on you.

(8) Don't ignore the prior rights of the other fellow, good seamanship and thoughtfulness in regard to other owners and their craft go hand in hand and increase our boating pleasure.

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Notes from the Editor's Desk

Those who attended the annual meeting last August will remember the admonition by former Commodore Gus Rogers that the members of the Club support all the activities of the Club wholeheartedly. He said further that in working out the various activities of the Club there would doubtless be differences of opinion in how things should be done, but that members should follow the leadership of those appointed to carry out these activities. This wise council was offered in the spirit of the best interest of the club and the editor wishes to recall his suggestions because at the time he was impressed with the soundness of this advice.

* * * *

The success of the pot-luck dinners and evenings of square dancing and the wish to continue this activity every week, would seem to indicate that members welcome activities of this kind. The "Canasta Party," Auction," and Bingo Party," together with the "Commodore's Ball," the Regatta, and even the afternoons of working together on the House and Grounds Committee, followed by a beach dinner cooked out-of-doors were enjoyable occasions to be long remembered by all who participated.

* * * *

One of the best recommendations which could be suggested by the membership committee to prospective members is the fact that no liquor is served at the Club and that none is permitted on the premises. Those responsible for the inclusion of this in the constitution of the Club were governed by experience which supports the fact that the lift of liquor is not needed if really satisfying entertainment is provided in an atmosphere of good fellowship.

* * * *

If sufficient interest is shown in sailing classes, Rogers III will again act as "schoolmarm." Interested parties should contact A. J. Rogers II, Rt. 2, Box 3, Lansing, Mich. Tuition will depend on the number of students.

The O. T. Y. C. needs A PIANO

*Suggestions as to where we can
get one second-hand or as a gift
will be appreciated*

BREEZE FROM OMENA

by PAT VERDERY

NOVEMBER—18 inches of snow to start things off right. We are learning the wild life tracks and habits. Toby brought home a quail that was quick-frozen one of the cold nights.

DECEMBER—Still snowing. Hugh (Ollie) Kersey has enlisted in the Air Force. Ernest Barth is putting an addition on his house and doing most of the work himself between blizzards. Christmas at Omena with icicles hanging from the eaves to the snow. Children's Christmas Eve Service at the little Omena church. Each child made a recitation and Santa Claus arrived with presents. (Chris provided comic relief with his rendition of Good King Wenceslaus.)

JANUARY—Still snowing. It has snowed nearly every day for the last 45 days. Open House New Year's Eve with the Carmichaels, Finns, Wheelers, Thearl Smiths, Mrs. Fauts, Lady Solle and Bud Van Pelts attending. The Ben Foltz spent Christmas and New Year's with Mary's brothers in Youngstown and the Frank Andersons were in Cleveland with daughter Jane and her family. Snowshoed with Mary Foltz around the Bay and Newton's Point. We see Bob Barth's tractor tracks as he comes each week to inspect the Bay cottages. Ernest has to walk around the Point to inspect his, for the Point Road is ploughed only as far as Bowers. The snowplow men are the real heroes of the winter and work late into the night to keep the highways clear. Gus stopped by and snowshoed to the clubhouse. The snow was several feet deep on drive from road in. Two days of January thaw, then snow again.

FEBRUARY—The drifts at the sides of the road by Solle's Lake are as high as the car. Dale Brown was married and inducted into the Army. Omena Bay is dotted with fishermen's huts. The catch must be good for more arrive every day. The Carmichaels are in Florida and have sold the *Mignon*. The Thearl Smiths are also in Florida. Marjorie Eggler Smith is assisting Dr. Ellis in his new offices at Suttons Bay and has resigned her nursing job at Munson. Chatham Brown spends his spare time pulling our car out of snow drifts and wears a gold halo in our estimation.

MARCH—Akron bound to accept a position as aero engineer with Goodyear Aircraft. The George Smiths week-ended at "Top o'the Hill." Easter week more snow—roads blocked for 24 hours.

APRIL—The annual parade of wild-flowers in the woods. Smith's hill on the East is a veritable carpet of hepaticas and dog-tooth violets.

MAY—Cherry Blossom time in Lee-lanau.

JUNE—Vacation days are here again! Hope to see you all this summer!

TRAVEL TALK

The Halbert Whites visited daughter Harriette Underwood at New Haven, Christmased in LaJolla, Calif., with daughter Lillian. Sailed in February on an 8 month's Mediterranean Cruise of the Oslofjord, Norwegian Liner, making twenty-one ports of call at such fascinating places as Madeira, Casa Blanca, Tangiers, Algiers, Alexandria, Istanbul, The Holy Land, Athens, Cannes, and Spain.

The Ben Foltz's holidayed in Youngstown, Ohio.

The Carmichaels wintered in the sun of Florida.

Humphrey Jackson flew to Pittsburgh in March to speak at the 29th Convention of the National Council of Teachers of Mathematics.

A number of O.T.Y.C. members visited in Chicago this winter. Among them were Gus and Esther Rogers, Dr. and Mrs. A. C. Renz, Bill Renz, Bill Livingston, Frank Huss, Commodore and Mrs. David Devore, Mr. and Mrs. T. F. Smith and children, Bob Dressel and the Wickemeyers. Mary and Ben Foltz spent a week or so in Chicago during the latter part of March.

The DeVores left Cincinnati early in December for San Diego, where Lt. j.g. Leonard Devore was stationed aboard the L.S.T. 735. He served aboard an L.S.T. in the Far East during the last war and was recalled by the Navy last September. Word has come that they were about to 'ship out,' so the senior DeVores thought they would have a final visit with him and his wife.

Because the Navy often changes its plans, "ship out" orders were indefinitely post-poned. However, the original orders proved a good excuse for a most pleasant two months on the West Coast, and the experience of being a part, temporarily,

of life on "land and sea" of the ship was of great interest.

After a month at LaJolla, they went to Santa Barbara, where they have many friends. While in Santa Barbara, a most pleasant cocktail hour was spent with Ada Newman, who was house bound at the home of her niece, at the time, as the result of a serious fall on her way out to the Coast.

Many in Omena know Catherine Griffin Forbes and if Ada were to be shut in anywhere, no nicer place could be imagined than in Katherine's lovely home, surrounded by three beautiful children and many friends.

On the trip West, the DeVores spent several hours with the George Smiths' and Stewart Ayars' in their gracious homes in Evanston; saw Alice busy with College "exams"—Caroline and Mary Helen literally blown in from school—a different and interesting contrast to play-time in Omena.

Regretfully they left, where "Old Sol" chooses to smile most benignly the year around, arriving home in February to be greeted by a nineteen below temperature—but in time to welcome Miss Diana DeVore Roth into the clan that lives on Ingalls Bay.

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whether subscribers not not

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