

VOLUME
III
NUMBER
II



OMENA
MICHIGAN
MAY
1951

O.T.Y.C. MAP OF OMENA

by HELEN SMITH

During these winter months George Smith has drawn a map for O.T.Y.C., showing points of interest in and around Omena. This map extends from the Foltz home on the south to Frank Anderson's summer home on the north, and from the Frank Kachik home on the west to Grand Traverse Bay on the east. Believe it or not, there are eighty-three homes in this small area.

Paul Hill has drawn a very fine plat of the O.T.Y.C. racing course which is one of the highlights of the map.

The map is drawn to scale twelve inches equal one mile, and the whole map measures twenty-three by twenty-nine inches. It will be copyrighted by the Omena Traverse Yacht Club and will be displayed at the Clubhouse this summer.

We expect to have the map printed and for sale by the Club and all money from the sale of the maps over and above its actual cost will go in to the O.T.Y.C. treasury.

The selling price of the map has not been determined but it will depend somewhat on the number of maps we sell as to what the price will be.

Be sure and look at the map carefully when it is displayed at the club and let Mr. Smith know of any corrections that should be made before the map is printed.

Jean June Myall, a very well known artist on Chicago's North Shore, has done the pen and ink work for Mr. Smith and has done an excellent job.

"Rat" Smith took a photograph of the map to Cincinnati this week, where she is spending her spring vacation, to get our Commodore's approval on it, and we quote from Dave DeVore's letter which arrived this morning. "I think the map is a masterpiece, perfect in detail and contains a tremendous amount of interesting and surprising information."

With comments like this from such an eminent critic, we know you will all come to Omena early this summer to be in on the first showing of this "masterpiece" and of course to get your order in for a map. This will be a limited edition.

PROSPECTS FOR YACHTING

by Vice-Commodore PAUL G. HILL

With the outbreak of hostilities in Korea, the boating industry suffered an initial setback due to artificial shortages and general fear of the future. Priorities threatened bronze and other non-ferrous metals used in construction as well as high grade boat lumber. Prospective buyers held back waiting to see whether or not boating would be in the picture for them in the next few seasons. However, now things have relaxed somewhat and although somewhat higher prices prevail, materials and therefore boats are available and will probably continue to be in the future season unless a full scale conflict develops.

What does this mean to us at the O.T.Y.C.? It means that both interclub and intra-club racing and sailing will probably again be on the increase after the rather slow season just past. If the law of averages comes into play at all, we should have reasonably decent weather which was the main cause of the slow season this year. People in the club and in the region in general, will be able to get new boats should they so desire and will be able to get necessary materials to maintain their present boats. The draft will probably not affect very many of us in the next year, so men (and women) power should be available for club activities.

As for suggestions for a better program, I submit the following:

(1) Increased emphasis on *intra-club* boating; more family-sailings, and informal racing between members of the club.

(2) Better facilities for our boats at the club to include permanent mooring and some dredging in back of the present slip.

(3) Diversification of responsibility for the management of racing and other boating activities; get the shore sailors on the race committee.

(4) Planning *now* with other clubs for next season's schedule, and have all aspects of the activities planned well in advance with the approval of the majority of the sailors.

These points make a start toward suggestions for a better *yacht* club. Further ideas from other members whether actively interested in boating or not, will help to make the coming season a successful one. The main thing is to do the *thinking* and *planning* now so that our actions will not be waste motion but will have been carefully thought out in advance.

THE COMMODORES COLUMN

by DAVID G. DEVORE

This issue of the "Breeze" reaches you at the time summer vacations are much in our minds. We picture ourselves arriving in Traverse City, picking up route M-22, a beautiful drive over a fine highway into Sutton's Bay, then on through Peshawbestown to Omena or to Northport.

Some turn off and wind around through the wood to Ingalls Bay, others skirt along Omena Bay until they come to the roadway that leads down to their cottage. Arriving at last, though a bit weary, at the spot of many pleasant memories.

Everything is just about as we left it last fall. Everyone pitches in to get everything in shape as quickly as possible, so we may settle down to enjoy another delightful summer in Northern Michigan.

We now wonder how things are at the Yacht Club, and hope everything came through the winter in good shape. We remember the good times we had at the Club last year and look forward to beginning where we left off last fall. That we may do so, your Officers, Directors, and Chairmen of the several committees have given much thought and made many plans.

There has been much correspondence between us throughout the winter in which we have exchanged ideas and formulated plans. You will find in other sections of this issue of the "Breeze" reports from the several committees, outlining some of the plans made for your pleasure and entertainment.

Vice Commodore Paul Hill has worked very hard in arranging a series of events which I am sure will prove exciting and interesting. However, regardless of the untiring efforts of your officers and committees, full value of well worked out plans can only be gained by the hearty cooperative effort of all the members. I, therefore, urge each of you to support in every way you can, your Officers, Directors, and Committee Chairmen in their efforts to make our Club progressively more interesting and the envy of all the other vacation spots in this part of the country. We have the potential facilities to do this. All that is required is the enthusiastic support of those who are trying to provide entertainment and good times for the summer vacationers and citizens of our community.

(Continued on Page 2)

THE COMMODORE'S COLUMN

(Continued from Page 1)

I sincerely trust that times and events have dealt kindly with all of you since we said our good-byes last fall. I look forward with happy anticipation to meeting with you again early in the coming summer.

SOCIAL COMMITTEE REPORTS

by HELEN SMITH

Dave and Humphrey have urged me, as Social Secretary, to write a short report of this year's activities and a prophecy of events for next season. A report on last summer's goings on is not necessary because you all know what we did and how much fun we had. The success of all our parties was due entirely to the members, not the Social Committee, for no one ever refused to do what we asked.

I presume that next summer we will follow the same pattern with square dancing, pot-luck suppers, a bridge party, a bingo night, and last but not least, the Commodore's Ball.

We expect to start the season with the annual Yacht Club Dinner on Wednesday, July 4th. The time and place are a secret; nobody knows, but I'll let you know in plenty of time for you to collect your pocketbooks and fire crackers to come to the best get-together we have ever had.

What we need is suggestions of what you would like to do as a club on the social side of the calendar. Anything you suggest, we will try to carry out and we will depend on you to help us.

Wally Cox

Some of you may have heard Wally Cox on television in December. He was a former Omena summer resident, living in the house the Egglers now own on Omena Bay. His mother wrote the best seller, "*Seedtime and Harvest*" under the name of Eleanor Blake. His grandmother, Eleanor Atkinson, was the author of the classic children's book, "*Greyfriars Bobby*." Wally has also appeared in Broadway productions and received favorable comment.

by PAT VERDERY.

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WINTER ACTIVITIES OF JUNIOR MEMBERS

by MARY HELEN AYARS

School activities and travel have contributed to make the winter pass pleasantly and quickly for many of our junior members. Marianne Schaefer, Craig Smith, and Alice Ayars have been going to Northwestern; Bob Saxton to Washash; Jane Morse to Smith, and Joan English to Lawrence College. Carolin Smith, Caroline Gleason, Jim Jackson and Bill Renz have been busy in high school activities. Jim attended band festivities at Ypsilanti and Ann Arbor. Caroline Gleason had a glimpse of New York City, Wellesley College, Cincinnati and Princeton University. Tom Morse vacationed in Bermuda with Mr. and Mrs. Robert Morse. Around Christmas Joan English visited the University of Illinois and attended her pinning sere-nade.

Mr. George Smith and Carolin spent a few days in Omena where Carolin went fishing through the ice and caught six smelt. Between semesters Bob Saxton visited several medical schools in the east. During spring vacation the four Ayars drank up the sun in Gulfport, Mississippi. Pat Verdery has moved to Akron, Ohio. Bob Reed married Bibsey Thatcher last September. Peggy Gene Clark is engaged to be married in August. Mary Moore is going to school at the University of Michigan. Alice Ayars week-ended with Mary Moore early last fall. Mary is going to New York in June. Nancy Jo Wheeler graduated from the University of Michigan in February. She is now in New York City.

Summer Plans of Members

Among those who plan to start their vacation around the middle of June are the Humphrey Jacksons, George Smiths and Steward Ayars. The Fourth of July will find Mrs. A. C. Renz and Holly, and the Schaeferes around Omena parts. The Gleasons, Bill Renz and the Robert Morse's will be found in Omena on the fifteenth of August. Pat Verdery might be up for a week this summer. Mary Moore will be coming to Omena for several weeks in late May and also in September. Nancy Jo Wheeler may come to Omena in August.

Bill Renz and a friend are touring the west during July. Jane Morse is going to Europe on an N.S.A. tour, and will not be seen around Omena this summer. Bob Dressel is taking his vacation during June in Florida. Bob is working as an Industrial Engineer at King Seeley Corporation with a few night classes at the University of Michigan. Bob Saxton plans to go to Europe this summer.

**MOREYS FOOD MARKET
and LOCKER PLANT
SUTTONS BAY**

Improvements Dreamed Up

by MARY FOLTZ

Two lustrous white coats of paint—light grey porches,—a beautiful water-front with cribbed up edges and sod. Shrubs and petunias around the building. Elimination of all poison ivy. Parking lot improved. Good docking facilities and safe anchorage. Little boys and girls rooms completed. An electric cooler for drinks—there is a dandy in Traverse City for \$75. Entrance hall improved... Trophy case.

VITAL STATISTICS

A second girl has been born to Mr. and Mrs. John Roth, on March 28, 1951.

The Halbert White's son, Lyn, now established in his wholesale fabric shop. Daughter Carol Stine now in her new ranch style home. Both are looking back to summers spent at Omena as the happiest of their life and hope to bring their children to Idlecrest.

Omena Traverse Yacht Club

FINANCIAL STATEMENT

January 1, 1950, to December 31, 1950

January 1, 1950—Cash on hand \$155.51

INCOME

Dues and Initiation Fees	\$545.00	
Special Benefit Parties	326.28	
Contributions	516.41	
Snack Bar (net)	28.42	
Breeze Subscriptions	56.00	
Advertising	6.00	1478.11
		1633.62

EXPENSES

Lake Mich. Yachting Assn.	\$15.00	
Docks and Buoys	64.89	
Printing	29.66	
December Breeze	80.25	
Electricity	10.18	
Bldg. Repairs and Expenses	37.74	
Taxes	2.02	
Improvements (water Supply & Rest Rooms)	1011.73	
Insurance	87.80	1339.27

December 31, 1950, Cash on hand	294.35
	1633.62

STEWART V. AYARS

Treasurer, O.T.Y.C.

The work of the Treasurer could be greatly reduced and the position of the Treasury greatly improved, if upon receipt of this issue of the BREEZE you would send your 1951 dues of \$10.00 to Stewart V. Ayars, 1130 Sheridan Road, Evanston, Ill.

THE OMENA-TRAVERSE YACHT CLUB BREEZE

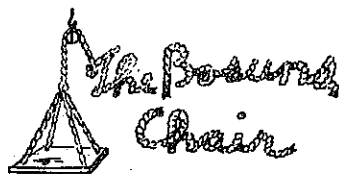
Omena, Michigan

Editor.....HUMPHREY C. JACKSON

Reporters.....PAT VERDERY

MARY HELEN AYARS ..

Other articles are signed by the
contributing members.



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*

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-earned 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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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 Egger 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 Leelanau.

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 3 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.

THE O.T.Y.C. BREEZE

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whether subscribers not not*

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