

COMMODORES REPORT

To the Members of the Omena-Traverse
Yacht Club at the Annual Meeting
August 22, 1951.

At the last annual meeting of the Omena-Traverse Yacht Club, held August 10, 1950, your directors presented a condensed but complete statement covering the affairs of your club to that date. This statement was published in the BREEZE. All of you therefore are familiar with the organization of the club, its activities, how the club facilities were secured and improvements made.

The activities of the current season are fresh in your minds, so the purpose of this report is to record briefly what has been done since the last annual meeting and to make proper acknowledgement to those who have served us so well.

The Commodores Ball held at the close of last season was a brilliant affair and a most enjoyable one. The committee in charge did a wonderful job in decorating the club house, furnishing the music for dancing and entertainment both pleasant and amusing.

We got off to a good start this year on July 4th with the opening dinner, a real turkey dinner, with all the "fixins" served here at the club house to nearly 100 guests. Those who were unable to attend missed a real treat and a grand time.

The Wednesday evening suppers, which have been held each week throughout the summer have proven most successful and popular. Highlighted by Mrs. Louise Basler's "Chili Supper" which is an annual event, no fewer than 83 have attended at any time with the number near 100 several times.

On two Wednesday evenings, through the good offices of Frank Anderson, we were privileged to see some beautiful pictures. Mr. Sweeny, Superintendent of Public Schools at Suttons Bay showed colored scenes of Leelanau County in the Summer, Fall, Winter and Spring. On another evening Mr. Cluff of the Conservation Department of the State of Michigan showed pictures of "Better Fishing in Michigan" and of "Wild Bird Life" in color and sound. These beautiful and interesting pictures were enjoyed and appreciated by everyone.

The Flower Show and Art Exhibit held early in July in conjunction with the Leelanau County Garden Clubs was a great success. In beauty and artistry it would have done credit to any metropolitan area.

Saturday nights have been given over to special parties and at other times to entertainment for the young people. The

special parties have been most enjoyable occasions. Humphrey Jackson's "Paper Party" for the benefit of the "BREEZE" was unique, interesting, amusing and a wonderful success, affording an evening of delightful entertainment and of great assistance to the BREEZE financially.

Mrs. Saxton's "Bingo Party" is a MUST on our calendar and this year it surpassed all previous ones in the good time had by all, as well as being a financial success. The "Nurses Brigade" with their songs and music added greatly to a perfect evening.

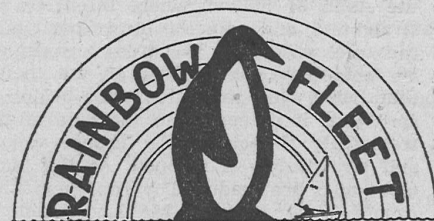
The "Card Party" and Auction, another MUST on our calendar, directed this year by Miss Stella Newman, kept pace with the high standards set by all our featured affairs throughout the season.

Your officers and directors are deeply grateful to you for your enthusiastic support of the social activities of the club. Sincerest thanks and appreciation of all of us must go to Mrs. Helen Smith, chairman of the social committee who has so ably planned and managed all of our social affairs. Mrs. Smith is tireless in her efforts and astounds us at the smoothness with which every detail is carried out.

We acknowledge with sincere thanks the many services rendered the club by "rat" Smith and Mary Helen Ayars. They have ably assisted the social committee, made the rounds to every cottage each week either to sell tickets for special events or to inform members regarding the Wednesday evening suppers. They have operated the Snack Bar which has returned a nice profit to the club. A large part of this profit was due to the efforts of Mary Helen who personally made the delicious fudge sold at the Snack Bar. These two have looked after the opening and closing of the Club House and performed with skill any other duties assigned to them. We could not operate without these girls.

The lack of Yachting activity during the past season in no way indicates that yachting interest is waning. Vice-Commodore Paul Hill has worked diligently to provide some racing events here during the season, but conditions beyond his control have prevented his doing so. It is hoped that another season will see harbor improvements that will attract members of other clubs to enter their craft in contests here at our club. Plans for these improvements are being developed. There is considerable interest among our younger folk in getting together a flotilla of smaller craft which plans if consummated should provide a series of interesting contests to supplement the racing of "Lightnings", "Stars" and similar craft.

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THE RAINBOW FLEET

There is a new exciting air stirring around the members of the O. T. Y. C. who are planning on an eventful 1952 season at Omena. There has been much letter writing, hurried visits to Northport and Omena, family discussions, talk with friends. Some have purchased books on sailing, are studying nautical terms and exploring the complexities of boats, particular emphasis upon the Penguin racing dinghy.

There is a reason for all this hubbub, and it can be summed up in these few words, THE O. T. Y. C. IS TO HAVE A FLEET OF PENGUINS. Already it has been named THE RAINBOW FLEET as most of the owners desire to identify their boat by a definite color as well as name. For many of the owners it will be their first sail boat, and hence the excitement and anticipation.

Have you ever tried to name a boat? It's like naming a pet, at first you jokingly suggest a few hairbrained names, others join in and say why not call it the "Hullaballou", the "Hokey-Pokey" or the "Breezy Sneeze". And then the fun begins. By the end of an hour you have exhausted all the possibilities, or so you think, only to have someone suggest in the middle of a meal, "The Sprite's Flight".

From thoughts far away, you say, "What's that?", — then you both begin to laugh realizing that subconsciously you have both been thinking of a name for your Penguin.

There are eight boats being built for the fleet. The owners, Ayars, Heidrick, Jackson, Livingston, Lyon, Pike, Renz and Smith. The Ayars' boat will be yellow. The Pikes have chosen to name their Penguin "Squalus Acanthus" and will have their boat painted white. The Heidrick boat will be blue and will carry the name of "The Blue Heron". Jackson's will christen their Penguin "The Whiff 'n Poof" and have chosen bright red for her color. The Smith's will have a black boat and think their boat will be the "Pride of the fleet", and well it might be in its formal black and white full dress.

(Continued on Page 2)

RAINBOW FLEET (Cont.)

Mr. Livingston has selected a wonderful spruce for the masts of the Penguins. It is the same stock as used by the Parsons Corporation of Traverse City for building the rotors on helicopters. It is called Sitka Spruce, which grows to heights of 80 to 125 feet. This species is the strongest wood for its weight known. It has been used for masts on fine vessels, and later for aircraft construction. The spruce being used was selected from the center of the stand of timber, where the trees are straightest, and only the upper portion of the tree was used. The trees are cut off 30 feet above the ground, on the theory that below this point the grain begins to spread as it extends into the bole of the tree. Only timber of the proper weight and straightness is shipped. At the plant more tests are made. "They do everything except X-ray it", says Mr. Livingston.

Work on improving the docks at the Club is progressing satisfactorily. It is the aim to have a dock floating in the water on one end and hinged securely on the other end so that boats may be taken from the water by the ramp formed by its construction.

You can see from all this activity that the Penguin Fleet is bringing new life to the O. T. Y. C. This fleet of boats, though not so elegant as some other classes of boats, promises to afford color, action, fun and interest for owners as well as members of the Club.

Neophytes of sailing, man your boats, hoist your sails and let the gentle breezes of Omena Bay carry you gracefully across the water as you learn to master the art of navigation. We look forward to the 1952 season and to seeing the RAINBOW FLEET whose color will bring a festive air to Omena Bay and the O. T. Y. C.



MAPS OF OMENA

Small 8 x 10 inch maps of Omena are available to members of the O. T. Y. C. at \$1.00 each. These maps would make suitable gifts to friends who have visited you at Omena. Send your orders to Geo. S. Smith, 219 East North Water St., Chicago 11, Illinois.



OMENA

To the tune of "Ramona"

Written by Miss Helen Tangeman of Cincinnati, Ohio

Omena, your waters blue
and whispering pine.
Omena, I bless the day
that made you mine.
Enduring, alluring, the memories
of friendships fair,
With laughter and music
come drifting on the silent air.
Omena, your crystal water ever flow.
Omena, your sunset colors ever glow.
Far be the day
when I no longer can return.
Omena, I love you, I do.

COMMODORE'S REPORT (Cont.)

Our thanks and appreciation to Mr. Carmichael who so generously presented to the club the ships lanterns and Running Light which now adorn the entrance way.

You have noted our building is receiving a much needed coat of paint. This is possible through the generosity of Fred Schaeffer who has donated the paint. Thank you a lot Fred.

The map of the area in and around Omena is indeed a masterpiece. Rear Commodore George Smith gave generously of his time and skill in the preparation of the map as did Humphrey Jackson in designing the attractive border. The entire proceeds from the sale of the map, after deducting only the actual cost of materials and printing go into the club treasury. These funds will go a long way toward defraying the labor cost of painting the club house.

Mary Foltz, chairman of the House and Grounds Committee, has always rendered us valuable service giving her time and skill without limit. We could hardly get along without Mary.

We are happy to report that Humphrey Jackson has agreed again to take on the job of getting out the "Breeze". This assures us of an interesting medium through which to keep in touch with each other during the "off" season. Few of us realize the great amount of detail work involved in getting out a publication like the "Breeze". In addition to the mechanics required, a great deal of correspondence is necessary. Everyone is urged to send to Mr. Jackson items of news of whatever nature you think might be of interest. Remember we are all interested in you.

At the beginning of this season a new schedule of fees became effective. Regular membership open to all, dues \$10.00 per year with a \$5.00 initiation fee for new members. Junior membership open to juniors over 14 years of age whose family hold regular membership, dues \$5.00 per year. Guest membership open to families who rent cottages for a limited time, dues \$5.00 per month with a minimum of \$5.00. Junior guest membership \$2.50 per month with a \$2.50 minimum. All classes of membership are entitled to all the privileges and facilities of the club, except regular members only have the right to vote on questions affecting the operation of the club house. Guests of members are welcome.

We are extremely fortunate in having Stewart Ayars as our treasurer. You can be assured the finances of our club are in good hands, and no expenditure will meet his approval unless necessary and justified. A few like Stewart down in Washington would help a lot.

It is our sad duty to note the passing of Mrs. Ella Comstock, one of our loyal and interested members. Mrs. Comstock passed away in early summer and has been greatly missed by her many friends in our summer colony.



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

I want to take this opportunity to express my sincere thanks and deep appreciation to all of you for the wonderful support you have given me, and for your enthusiastic response to all of the club affairs which has made this vacation season such a pleasant one.

David De Vore, Commodore.



LAKE MICHIGAN YACHTING ASSOCIATION

Gus Rogers, Stewart Ayars and George Smith represented the O. T. Y. C. at the annual meeting of the Lake Michigan Yachting Association at the Waukegan Yacht Club, Saturday, November 3. After dining at the University Club in Evanston as guests of the Ayars it was decided to take the train because of the ice and snow on the road. While at the meeting they attended the Sail Squadron Meeting and the combined Motor and Sail Squadron Meeting. Changes in rules were discussed and new officers elected. After these meetings cocktails and snacks were enjoyed followed by a very fine dinner prepared and served by the Womens Auxiliary of the Waukegan Yacht Club. Movies of two very interesting yacht races were shown after the dinner.



CLUB LOSES TWO MEMBERS

Members of the O. T. Y. C. will miss both Mrs. Elia Comstock and Miss Ada Newman who have passed on during the past year. News of Mrs. Comstock's passing came early last summer and her many friends were deeply shocked when they learned of it.

The second shock came to friends of Ada Newman upon learning of her passing early this fall. "One of the charter members of the club, Ada always was an enthusiastic booster for the club", said Dave DeVore. She was energetic in helping to make the club a success, although ill health the past summer curtailed to a large degree, her activity. Ada was always one to encourage others in carrying out club activities. The Newmans were pioneers in the vacation colony at Omena. Mrs. May Griffin, sister of Ada, said in a recent letter, "I only regret she will not be here to see the future things planned for our club and its enthusiastic members".

We all join in extending to the Comstocks and Newmans our deepest sympathy.

Northern
Lumber Co.

SUTTONS BAY,
MICHIGAN

If you have not already done so, would you please send \$2.00 to Humphrey C. Jackson for your subscription to the O.T.Y.C. Breeze.

THE OMENA-TRAVERSE YACHT CLUB BREEZE

OMENA, MICHIGAN

Editor Humphrey C. Jackson

Reporters Horace Wheeler

Mary Helen Ayars

Other articles are signed by the
contributing members.



JUNIOR MEMBERS ON PARADE

October seemed to be a popular month to return to Omena to see the coloring. The Renz took a last glimpse of their cottage for the '51 season the week-end of October 5. The Ayars went to Omena twice during October in order to oversee the building of a small boathouse on the beach. George Smith, Rat and a friend of hers spent a fleeting visit in Omena the week-end of the 19th and the Jacksons drove to Omena the week-end of the 26th.

Sabra Saxton is working extremely hard at Methodist Hospital in Indianapolis, where she is attending Nurse's Training School. Tom Morse is a new Sigma Chi pledge at Wabash College. Mary Moore after being graduated from the University of Michigan in February will be married to Bill Huff on March 8, 1952.

Mrs. Carl Basler and Betty were in Chicago the week-end of October 12. During their brief stay they were entertained at the George Smith's. Janey is busy majoring in Home Economics at the University of Cincinnati.

Alice Ayars is pinned to John Linn, a Sigma Chi. Bill Renz was in Evanston the week-end of October 20 visiting the Ayars and looking over Northwestern University.

Mr. and Mrs. H. C. Jackson, Jim and Jo visited Cranbrook School at Bloomfield Hills on October 21 to see Frank Huss. Jim has been to Ann Arbor with the high school band when 96 different bands played and marched on the field at the Indiana game in the Michigan stadium.

Alice Ayars visited Mary Moore for the Northwestern-Michigan football game on November 17 in Ann Arbor. Rat Smith and Mary Helen Ayars both won awards for selling over \$100 worth of magazine subscriptions. Jane Morse had an appendectomy in Switzerland while she was touring Europe last Summer. Joan English was in Evanston the week-end of October 27. Joan is going to Lawrence College in Appleton, Wisconsin.

Note: The above was a "Labor of Love" says Mary Helen Ayars, junior reporter for the BREEZE. She is just learning to type but did a noble job. Mary Helen has been extremely busy at school both with regular work and extra activities such as being assistant director of the play "I Remember Mama".

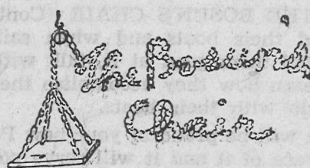
By Mary Helen Ayars.



HOYTS

DRUGS AND SUNDRIES

SUTTONS BAY



By Vice-Commodore Paul G. Hill.

HEY PADDLEFOOT!

So now you have your Penguin, bright and shiny in her spanking fresh paint and varnish! Graceful and delicate of line but endowed with strength where it is needed, she will do her job well for you if you do your part.

Perhaps she is your first real sail boat and in your mind as you gaze at her rises a multiplicity of disturbing questions, WHAT to do, WHEN to do, and HOW to do it.

Let's take her down to the beach, being careful not to scratch or mar the finish in the process, set her down gently, now let's step the mast (place it in its socket), sort out the shrouds and stays, the starboard and port wire braces, leading to the mast from the gunwales, set them up loosely to their turnbuckles, now the forestay leading to the bow (forward). Get out the boom and fix it to its fitting on the mast, et the trailing end lay on the stern transom. Be sure that the mainsail halyard is properly rove thru its sheave at the mast head. Have it in position for attaching the peak of the sail to it, it will be later used to hoist the sail and when peaked, and the halyard belayed, the sail will be held up in working position.

Examine the rudder and the tiller, see how the rudder is shipped in place, the pintles slipping into the gudgeons, and the key or pin to hold the assembly in place. Sometimes a track is used here but the mechanics are the same. Do not ship the rudder until the boat is actually in the water.

The following items should be aboard upon launching and before any attempt to take the boat out for a sail, each is very important and experience with the sea and boats calls for every one of them, so be sure you have —

(1) Bow and stern lines or painters as they are often called, lines of sufficient length for tying up your boat, when tied together long enough for an anchor line 80 feet, $\frac{3}{4}$ " line is heavy enough for general use in a boat of this size. Line should be new manilla, renewed as it shows signs of chafing or wear, or is over one season old.

(2) A small anchor, 5# Danforth is recommended as easiest to handle and stow, and most efficient type.

(3) A water scoop or bailing can or bilge pump, any one of the three, but be certain that you have that one.

(4) A good large sponge, one of the synthetic type is best.

(5) A life jacket or approved floatable cushion for each person on board. No more than two persons the first trip anyway.

(6) And last but not least important a small paddle, the wooden surplus type used with the rubber rafts would be excellent, a small canoe paddle second choice.

Now launch your boat being sure that the center board is up, the rudder off, and the bow and stern lines in place and fast. Don't drag her into the water over rocks or gravel, if you are on sand fire. If not take off your shoes and carry the boat into water deep enough to float her. Now tie the boat up to the dock or mooring, or set her at anchor. Set up the shrouds just tight enough that you can weave them three or four inches sideways when you grasp them in your hand and force them.

Ship the rudder, set the locking pin in place, try the rudder and tiller (the handle) to see that all is free and secure. Try the center board up and down, being sure that it is free also.

By now you will probably see a few trickles of water here and there coming into your boat, expect them, because the boat is dry and will need a soaking to take up. Unless you find a decided leak somewhere, all is well. You have a sponge and bailer anyhow. Rain can also put surprising quantities of water into the open boat, remember this if your boat is moored out during heavy rains, she may founder if you do not clean out the water now and then. You will soon learn how often to look at your boat and tend her lines.

Now I hope that all you have done to the sail is to take it out of the bag to look at it, don't worry about wrinkles in it and don't try to fold it up like your best bed linen, stuff it into the bag each time after use being certain that it is thoroughly dry and that the battens are out of it. Try to keep your sail clean and dry at all times, and don't try to wash it yourself, sail companies only, know how to do this and not ruin the set and draught of the sail.

If the breeze is light, and I do mean light, you are ready to reef your sail. Hoist it with the bow of the boat to the wind and set up the outhaul — the line fastened to the outer end (clew) of the sail and belayed to the boom cleat nearby. Do not stretch this line taut the first few times you sail as you have a new sail and it can be ruined by stretching too tight before it has taken its set. It is for the sail's sake and not yours alone that the first sailings shall be taken in a light breeze.

It will take at least four or five hours sailing time to break in a sail, so you can take two or three sailings to do it, perhaps each consecutive sail in a little stronger air. . . . This procedure breaks in the sail properly and lets you get familiar with the boat under proper and best conditions too.

We can talk about the sailing instructions in a later article and you can be studying up on them in the meantime. But no matter how much you read only the actual time spent in sailing will make you a capable sailor. Watch other sailors

(Continued on Page 4.)

Breeze from Omena

November 15, 1951

Omena has experienced a series of sad events since Labor Day. First the sudden and unexpected passing of Ada Newman followed a month later by Hector Carmichael's stroke. And still another month later storms accompanied by gales and heavy waves which have damaged the beaches and docks.

Mr. Carmichael was rushed to Munson Hospital in Traverse City where he is now convalescing. While he seems somewhat improved he is confined to a wheel chair, his right leg paralyzed. It would be thoughtful if O. T. Y. C. members would drop "greeting cards" to him as a cheery word always helps.

Adolph Jacobson has finished painting the Club House including porch floors and front doors, having brown stained the inside of the front doors. The job looks very good.

With the past ten days of "heavy weather" the wave action has damaged our dock facilities. In this connection however, contractor Mr. Boone had set piling around both sections and tied in and filled with stone the original straight section directly in front of the Club House. This section has stood well.

The Point is now deserted, Mrs. Carmichael having returned to her Home Cottage three weeks ago and Lestra Saxton and Christy MacDonald preceded her the week before.

The Fletts have been having their cottage re-juvenated with new things added. On their last trip they introduced their new friends to Omena and these friends are now interested in locating next door to the Fletts.

After closing her Summer Studio, Nancy Jo went to Chicago and started in on her first job. She is with Commercial Illustrators on N. LaSalle Street where she is happy in her new work. We received word yesterday that she donned cap and robe and sang with the Choir of St. Chrysanthemum Episcopal's Church on N. Dearborn and has been invited to the THREE ARTS CLUB.

Mary and Ben Foltz are in Chicago this week on business. They are now settled in their newly remodeled home.

The home folks are settling down for the winter with the local deer hunters on the prowl. The Dr. Robt. Swains, (he was guest minister for June at the Omena Church) are now located here, having bought a new house midway between Northport and Omena. He serves our church here each Sunday and at other times assists in the work at Solle's Bookshop.

The Wheelers spent their 25th wedding anniversary down East in September with Nancy Jo and Mrs. Fouts as co-passengers.

A Merry Christmas to all from Omena.

Sincerely, Horace Wheeler.

THE BOSUN'S CHAIR (Cont.)

around their boats and when sailing, if you find them good at it, talk with them and learn how they accomplish the things they do with their boats.

You will be proud of your new Penguin, take care of it and it will serve you well. Remember that a boat is a live thing once it is in the water, sail up or no.

Good luck to the "Rainbow Fleet" and your days in El Dorado, enjoying the greatest sport on earth, SAILING!!

Vice Commodore, Paul Grandison Hill.



NEWS ABOUT MEMBERS

Dr. and Mrs. Pike leave December 27th for two weeks in Mexico City. Dr. Pike will attend the International Medical Meeting which is held every four years. They are looking forward to spending New Year's Eve with friends in Mexico City. While there they plan to visit surrounding places of interest.

Mrs. Lestra Saxton and Mrs. McDonald were the last to leave Omena after the continuous summer stay. They were seen on the road Sunday morning, October 14th between Omena and Suttons Bay all packed and with sails set for Richmond, Ind.

The Stewart Ayars spent the week-end of October 11-14 in Omena. Stewart Ayars, George Smith and Gus Rogers were appointed delegates to the annual meeting of the Lake Michigan Yachting Association.

The George Smiths were in Omena the week-end of October 19-21. While there they visited the Boat Shop of William Livingston to see how the Penguins were coming along.

The Humphrey Jacksons were in Omena the week-end of October 26-28. They had an opportunity to observe the damage from the week of bad weather while there. The water seems about six inches higher. Banks have been washed away more and the new dock at the club was under several inches of water. Work was being done on the old dock, fill and new spiles have been placed in to anchor it securely. New spiles have also been placed to protect the new dock. The club house painting seemed to be completed.



KIMMERLY'S

OMENA, MICHIGAN

JOHN PUTNAM'S

OMENA, MICHIGAN



Love is like an onion
You taste it with delight
And when it's gone you wonder
Whatever made you bite.

NEW MEMBERS

Mr. George Anderson, Northport, Mich.
Mrs. C. S. Andrew, 3526 Zumstein Ave.,
Cincinnati 8, Ohio
Mrs. Ralph Bauer, Omena, Michigan
Mr. John R. English, 830 Hinman Ave.,
Evanston, Illinois
Miss Joan English, 830 Hinman Ave.,
Evanston, Illinois
Mr. R. L. Flett, 3048 Springer Ave.,
Cincinnati, Ohio
Miss Nettie P. Fordham, 12940 Clifton
Boulevard, Lakewood, Ohio
Miss Patricia Ann Hill, 402 S. Perry St.,
Attica, Indiana
Miss Marilee Milroy, 5438 S. Harper,
Chicago, Illinois
Miss Stella Newman, 71 E. Bellevue
Place, Chicago 11, Illinois
Miss Holly Renz, 319 Beach Ave.,
Wyoming 15, Ohio
Miss Carolin Smith, 1314 Asbury Ave.,
Evanston, Illinois



GUEST MEMBERS SUMMER 1951

Mr. Gibson Gleye, Cleveland, Ohio
Mr. Charles Gleason, 2520 Wellington
Road, Cleveland Heights 18, Ohio
Mr. John Roth, 2719 Hampshire Ave.,
Cincinnati 8, Ohio
Mrs. M. S. McDonald,
Mr. J. R. Harrington, Henley Road South,
Richmond, Indiana



FOR SALE — Aluminum Canoe, in good condition, almost new.

Mrs. Edith Heidrick.



NEW BARKER ARRIVES: Ann Grayson Barker arrived to make proud parents, Tom Barker and wife, most happy. Grand-parents, Mr. and Mrs. Eben Barker, and great grandmother, Mrs. Edith Heidrick and also proud as punch, Mrs. Edith Heidrick plans to spend Christmas in Texas with son Charles and family.

SMART SPORTS WEAR

Nationally Advertised Brands

The Friendly Little Store

INCH'S

FROCK & GIFT SHOP

SUTTONS BAY

QUALITY

CLEANERS AND DYERS

SUTTONS BAY — Phone 41

MOREY'S FOOD MARKET

and LOCKER PLANT

SUTTONS BAY

Members are asked to patronize merchants who have been kind enough to advertise in the Breeze. Let them know you are a member of the O. T. Y. C.