



FROM THE CBYC ARCHIVES



Yacht Yak Release #6

By Leigh Lyon, Charter Member

July 13, 1981

This is the last in a six part series, which has covered a few of the important (and some not too important) highlights of the club's activities in the past forty years. This chronicle has been necessarily brief in order to better fit the Yacht Yak's format. However, the information presented has been accurate and, hopefully, will give members a closer look at the club's continuing struggle to meet objectives set forth in our Constitution – "and to provide and maintain a suitable clubhouse and anchorage for the recreation of its members".

In the summer of 1956, after locating what was to become our future home on Ten Mile Lake and learning we could purchase the area for \$7,500 — well, we started to get a little apprehensive! The price was a bargain, but would the property be available at a later date when the club would consider changing locations? Everybody knows about Murphy's Law! "Nothing is as easy as it looks, everything takes longer than you think and if anything can go wrong it will!"

To forestall any possibility of Murphy's Law from becoming more than a threat, on July 28, several members, with Horace Byler acting as trustee, privately executed an earnest money receipt on the property. These members had a mutual understanding that the CBYC would become owner if the club so desired.

In the following month, the CBYC voted to purchase the lake property for \$7,500. The warranty deed for the purchase was executed August 31, 1956. The down payment of \$2,750 in cash was subscribed by interested members and repaid later.

In the following month of September, the club voted to sell the moorage on Coos Bay for a price of "no less than \$30,000". This offer to sell was first advertised in the October 1, 1956 edition of the Coos Bay Times (later to become "The World").

Commodore Byler has such a busy and successful year that he was "rewarded" with an unanimous ballot for a second term! As our treasurer used to say, "We're overpaying him but he's worth it"! ???

Now with all the "nitty gritty" out of the way, there was nothing left to do but the hard work! And it seemed like everything had to be done at the same time. Winter was coming and we needed everything you might think of – roads, floats, trails, shelter, power, water, restrooms, clearing, etc., etc. Clearing and burning become one of our major projects – with so many areas to clear, including the old house site, the point and a strip of brushy shoreline that later would become our beach and launching site. All this kept the work crews busy during the fall and winter of 1956 and spring and summer of 1957.

George Vaughan brought in some of his logging equipment and personnel to build the road. Today we hardly give the road a second thought, but it was a carefully planned access to our moorage from the County road 400 feet above. The lowest

possible percent of grade, good drainage, southern exposure and low maintenance were all a result of good planning. The sharp curves along the lakefront are due to rock out-croppings and were reduced to some extent by blasting. Vic Demarest, with years of road building experience, was in charge of grading and graveling. This project took so much time that Vic and Betty moved their trailer house to the site and became the first members of this popular colony.

While all of this was going on, an old pioneer friend of ours, Alfred Jstrom, was hired to build our floats. Alf and his crew built about 300 feet of floating sections designed to fit together like a big capital H lying parallel to the shoreline. These floats were built on the lake between the old Currier Village (now Lakeshore Lodge) and what is now the county launching ramps. Towing these completed sections to Schooland Bay in March of 1957 was, to put it mildly, an exhilarating experience! With the floats in position, we felt that we had finally "moved in", and were now bona fide residents. With the 'first rustle of spring" and summer approaching, the club members were eager to return to sailing activities.

A partial status report of the club in this summer of 1957 includes the following:

- Roads graveled and useable
- Agreement completed with Central Lincoln P.U.D. for electric services
- Temporary shelter and rest rooms completed
- Beach completed with the addition of 57 truck loads of sand
- Gravity water system working
- Water purity certified by State Board of Health
- First Ten Mile Lake Regatta scheduled for Labor Day weekend 1957
- First Year Book 1957-58
- And the inevitable – dues and initiation fees increased to \$24 and \$100 respectively. Family memberships remain a bargain at \$1.00 extra.

In writing this series, the writer found it very difficult not to eulogize our club leaders who have guided us through both the good and the difficult years. But if praise is to be given, it should be given to all the members who have given so much in support of the club. Probably some members gave more simply because they had more to give.

The total membership has been the all-important factor in the club's sustenance, and these members will find their most valuable dividends in later years when their children take over the helm of the club.

So, to this generation and the next, and all those that will follow — Godspeed and fair sailing!

Signed, Leigh Lyon, 7/13/1981