

THE BIRCH BARKER



TODAY IS THE BIG DAY. BOAT PARADE STARTS AT 6:30.

IF YOUR BOAT ISN'T DECORATED, YOU BETTER GET BUSY.

LINE UP AT THE PUBLIC LANDING NEAR THE YACHT CLUB PIER. THE MARINE DEPUTY WILL GIVE YOU A NUMBER. THE SOCIAL COMMITTEE INVITES YOU TO COME TO THE YACHT CLUB IMMEDIATELY AFTER THE PARADE, BRING YOUR FRIENDS FOR THE PRESENTATION OF THE TROPHIES AND -----

EAT WATERMELON

20 CENTS PER BIG SLICE

ANNUAL ELECTION OF OFFICERS WILL BE HELD AFTER THE BIRCH LAKE YACHT CLUB DINNER AT THE GRANGE HALL IN JONES, MICHIGAN

AUGUST 17

DINNER 5 to 7 P.M.

RESERVATIONS MUST BE IN BY FRIDAY NOON. GET YOUR TICKETS NOW.

ADULTS \$2.50

CHILDREN \$1.50

--THEN--

DANCE TO THE MUSIC OF THE GREMLINS

TED PEAK SAYS-----

So far (knock on wood) we have had a safe and accident-free summer. The people of the lake are to be commended on the manner in which they have been operating their boats.

One of the bright spots of the summer was the fact that 41 Birch Lake teenagers completed the boating safety course. The Sheriff's Dept. would like to think this might have had something to do with the safe summer we had.

There is one thing that seems to be becoming a habit with some people lately. That is, riding on the side of the boat or the back of the seat while driving. Michigan state law states, "Except when necessary for the safe navigation or operation of a boat, neither the operator nor his passengers may sit, stand, or walk on any part of the boat which is not designed for such purpose." A quick turn of the wake of another boat can flip a person into the water quickly. This could be a dangerous situation. Many people give the excuse they can see better by looking over the windshield rather than through it. If you can't see sufficiently through your windshield, it should be removed--it may be a safety hazard.

Reckless operation is defined as anyone who endangers all water users--including himself. You may be found guilty of reckless operation even if you are the only one on the lake.

THE JIB SHEET

BLYC NEWS BULLETIN

On Saturday, August 3rd nine Sunfish represented Birch Lake in the Annual Sailfish-Sunfish Regatta at Diamond Lake. Fifty-six Sunfish from all over the midwest competed.

Our boats finished as follows:

| | |
|-----------------|------|
| Jeff Troeger | 6th |
| Tom Troeger | 12th |
| Keith Claro | 15th |
| Mike Machelleck | 17th |

Also competing were Scott Troeger, Bill Carpenter, Dick Cowan, Kevin Kruggel, and Bob King. All of our young skippers did very well against some real tough competition.

The yacht club was open Thursday, August 1. About twenty kids enjoyed a nice time. Our thanks to Mr. and Mrs. Price who chaperoned.

I would like also to thank Mr. and Mrs. Tunnecliffe, Leslie Weesner, Mrs. Brown, Mrs. Hartranft, and Mr. and Mrs. Scofield who have given up their time to come and chaperone us kids. We don't say much, but we do appreciate it and everything else the grown-ups have done for us.

After August 8, the Junior Yacht Club has no chaperones for either Tuesdays or Thursdays. If no one volunteers to chaperone, the yacht club doors will be closed. If you would like to chaperone, contact Darlene Scofield at cottage #185 or call at 476-9629. We need your help to have a good time.

Thank-you.
Darlene Scofield

BLYC MEETING MINUTES--AUG. 2, 1968

The meeting was called to order by Comm. Fulmer at 8 P.M. Present were H. Howard, L. King, L. Jensen, M. Eberhart, G. Stout, and R. Cowen.

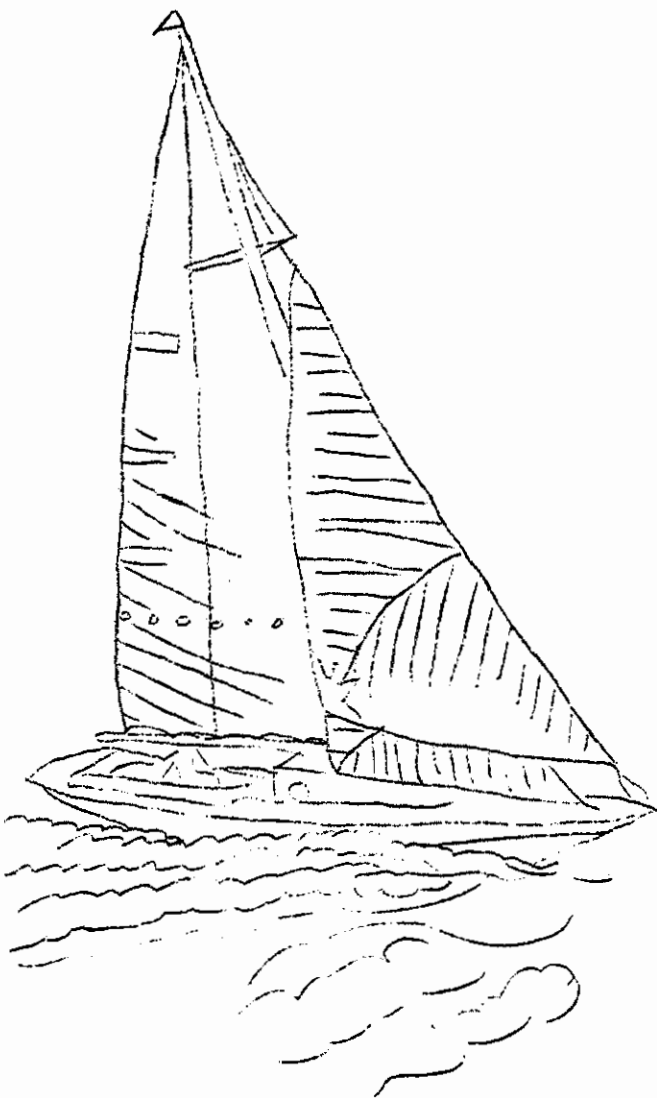
Minutes of the July 26th meeting were read and approved.

The annual dinner to be held Aug. 17 at the Grange in Jones was discussed. The menu will be: Col. Sanders Fried Chicken, Cole Slaw, Baked Beans, Potato Salad, Ice Cream, and Coffee or Milk. A dance will be held after dinner.

Discussion was held concerning a slate for next year's officers.

The meeting was adjourned.

Dick Cowen, Acting Sec.



We have a new editor again this week. Barbara Myers, who is well qualified and experienced having been editor of the Constantine High School's Falcon Flyer will be attending Central Michigan University this fall.

I wish to thank Evelyn and Martha Asire who came to the rescue and acted as co-editors of the past three issues.

We regret that Helen Bowers was unable to continue as Senior Editor due to the illness of her daughter, Francis Holder and I.T.'s mother who they are caring for in their home now. Many thanks, Helen, for your efforts with the first few Birch Barkers.

Floyd H. Fulmer

The Dave VanBuren's had as their guests on Saturday--Mr. and Mrs. Clyde E. Williams Jr. and Missy of South Bend. On Sunday Mr. and Mrs. Ed Handlin of South Bend were guests.

Mrs. and Mr. Albert Hartkoff and daughters, Jean and Vicky and Mrs. Judy Smolin spent the weekend with the Habichs. Mrs. Judy Smolin cooked an immense chicken cacciatore dinner--Those also invited to try this delicious meal were Mr. and Mrs. John Cleveland and Mr. and Mrs. Ralph Gillis.

Mr. and Mrs. Robert Doolittle entertained the Doolittles from St. Joe, Mich. over last weekend. Mr. and Mrs. Doolittle, their daughter and son-in-law, Mr. and Mrs. Steve DeWitt enjoyed the pleasant weather and swimming. Rick Doolittle joined them for breakfast Sunday morning.

Sunday the Kruggel's had a family reunion celebrating Grandma Kruggel's 82nd birthday.

Guests of the Clarence Specks were the families of the Kalamazoo Valley Outboard Club. Some members stayed throughout the week, others will be back over the Aug 11th weekend.

Mr. and Mrs. Lloyd Hillring visited Mr. and Mrs. Carl Hillring Sunday.

Starr Wentworth is convalescing at their cottage after surgery last week at St. Joseph Hospital in Mishawaka.

Sunday Mr. and Mrs. Clifford R. Cowen attended the funeral of Clifford's cousin, Guy B. Davis of Calver, Indiana.

Mr. and Mrs. Starr Wentworth, Mr. and Mrs. Clifford Cowen and Mr. and Mrs. Joe Cranmer attended the annual meeting of the Fruit Belt Electric Cooperative Saturday at the Marcellus High School. The Wentworth's and Cranmers were lucky to hold winning tickets and each received Westinghouse Coffee Makers.

The Haydens of cottage 300 have had a visitor from Ocerland Park a suburb of Kansas City, Jeff Miller nine years old has had a great time visiting Sally Hayden for the past few weeks.

Jack, Evelyn and Marty Asire flew to Dallas, Texas last Friday to spend the weekend with WOC Jeff Asire who is in flight school at Fort Wolters.

John Scofield and son Mike enjoyed a canoe trip on the Au Sable River last week. They covered 20 miles of the river and camped out 3 nites.

Shirley, Sharon and Kenneth Van Breen have returned from Petoskey Michigan where they spent two weeks visiting Mrs. VanBreen's parents.

Thirty-four members of the Shewman family attended the Shewman reunion at cottage 303. They also celebrated Dee's birthday and presented him with a bird feeder.

Gary Campbell of Lowell, Indiana spent 2 days of swimming and fishing. He was the guest of Gards' cottage #99. He is looking forward to coming back.

Mrs. Thomas Pugh and kids of Lowell, Ind. were guests of the Gard #99. They enjoyed a week of swimming, water skiing, and sailing. Mrs. Pugh is the sister of Mrs. Gard.

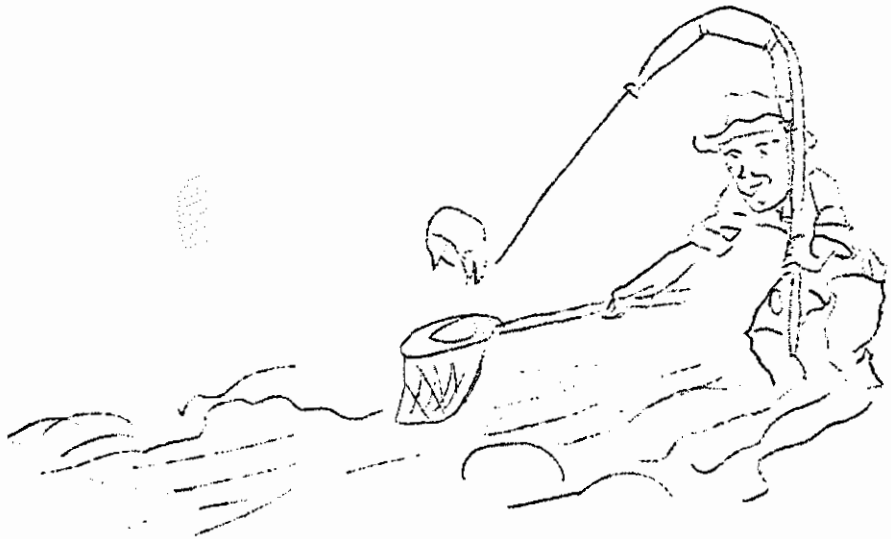
BIRCH LAKE

Recent guests of Nancy and Norm Monroe cottage 133 were Mrs. Ted Vass Gro and children of Winnetka, Jerry Flatland Sudbury, Mass., Mr. and Mrs. Tom Flatland of Northbrook, Ill., and Mr. and Mrs. Oojo Flatland of Delroy Beach, Fla. Birch Lake was a welcome sight for all.

Rev. Stauffer and his group from Auten Chapel Church of South Bend had a potluck dinner and lake activities at the home of A. R. Reith with their daughter and son-in-law Carol and Larry Inman as host and hostess.

Mrs. Wm. Curl and daughter Bonnie of Paris, Illinois were weekend guests of the Reiths while Bonnie was getting lined up for college at the Elkhart Dental University.

After a hectic July, the Myers' are hoping for a restful August. Dean is at Camp Eberhart for 2 weeks and Barb is "Packing her bags" for college. She had 2 days of registration and orientation at Central Michigan U. and is raring to go, come September.



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SKIING SAFEGUARDS

For all its fast action and derring-do, water skiing is one of our safest sports, enjoyed by an estimated ten million skiers in the U.S. and Canada who range from intrepid tots to spry octogenarians. There are a few hazards, however, to an activity that gets us gliding over the water on a pair of boards at runabout speeds.

Skiing injuries commonly involve: collision with solid objects such as piers and rafts, floating debris, or a discarded ski; a fall into the water without contact with a solid object; entanglement with the towline; being struck by a boat. Common sense, the essence of any safety program, can help to prevent them all.

Collision with piers and floating debris accounts for most of the broken bones suffered by skiers. Misjudging distance and speed, and colliding with a pier, is a frequent mishap. The error may be the skier's, the boat driver's, or a combination of both. The most common driving error is to approach too close to the pier or landing area. A minimum for all but beginners should be 50 feet out. The skier has 75 feet of line to play with, and the 50-foot distance permits him room to maneuver, gives more decision time, and insures that the boat's wake doesn't reach the shore at the same time as the skier. Boat speed should remain constant through the landing approach.

Only with beginners is it wise to reduce speed and approach close to the landing area, dragging the skier in for an inglorious but safe landing. The skier may slow his speed after letting go of the line by crouching and placing both hands in the water palms forward. To reduce speed on a slalom ski shift weight to the back of the ski. To cover more distance, keep the weight forward. Always approach the landing area at a slight angle or parallel, never at a sharp or right angle.

It helps if you let your driver know what you want him to do. Hand signals developed by the American Water Ski Association, shown below, provide a reliable means of communication between the skier and the driver.



1. Speed up--open palm up, sweeping arm upwards.
2. Slow down--open palm down, arm extended and sweeping downwards.
3. Turn--with open palm, describe curve with hand in direction desired.
4. Whip off--point to direction, give quick, circular motion with extended finger.
5. Jump--signify soaring motion by sweeping hand forward and up.
6. Back to dock--with arm straight, bring extended forefinger downward sharply.
7. Cut motor--move extended finger across throat with cutting motion.
8. Stop--raise hand with fingers outstretched.
9. Okay--the traditional signal "o" made with finger and thumb.

To reduce injuries from striking a discarded ski, make sure that your skis have no sharp protruding metal parts or splinters. Vigilance is the only safeguard against a collision with floating debris. You should, of course, avoid skiing in waters where debris is common, but you should keep an eye open for it even in waters which appear to be smooth and clean.

Falls into the water without contact with a solid object tend to produce two types of injuries: dislocations from the force of water applied over a large area, and soft tissue damage from water forced into body orifices under high pressure.

Spills are a part of the sport no matter how advanced the skier, and occur so rapidly and under such varying circumstances that hard and fast safety rules would be difficult to state. For beginners, boat speeds should be kept as low as possible. For advanced skiers, a conditioning program would certainly help in reducing the possibility of injury. If it is possible, the skier should avoid falling forward. If this is impossible, a "tuck" position will reduce the body area and therefore the total force acting against the skier. Never attempt to dive from a fall; this accounts for many back injuries.

Falls into the water at high speeds may force water into body orifices, particularly the ears and nose. It is therefore wise for men as well as women to wear a swim cap while skiing. The protection afforded to the eardrums against injury is well worth the extra bother. Ordinary swimmer's earplugs should never be worn, since water under high pressure could force them deeper into the ears. If you attempt any high-speed slalom, jumping, or barefoot skiing, a rubber wetsuit can provide good protection.

Getting snarled in the towline is another source of injury. It is possible to get the equivalent of first-degree burns from the towline and, in some cases, broken limbs. Lines should never be dumped overboard in a heap during a dock start. This now only causes tangles, but makes it possible for the rope to be wound around the skier's leg or ski. Loosely coil the rope in the lead and pay it out one loop at a time as the boat pulls away.

When skiing two or more behind a boat, always use lines of the same length. If they are of unequal length and the skier holding the long line falls, the loose line could flip around the ankles of the other skier.

If a skier falls and is injured, it is wise to proceed with caution since an injury often can be aggravated seriously by pulling him into the boat. It is best to jump into the water and help support the injured skier until the nature of the problem is known.

By Clint Ward
MOTOR BOATING
August 1968

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