

The Flagpole

The present flagpole has been on the property for many years - most of them as part of the greenery. It was a tall pine tree standing behind the clubhouse until the spring of 1960 when it was cut and shaped into its present condition. It stood in a tabernacle near where the present fireplace is for that spring and through the following fall. During this time it gained quite a reputation for leaning about ten degrees because of a crook in the lower section. After standing for that spring and fall it was painted and planted with about four and a half feet underground in its present location. (It was set straight at that time though the base does not go straight into the ground.) The six inches immediately below the topsoil are concrete with some wire and spikes for extra adhesion. The truck halyard is approximately 50 feet off the ground. During the summer of 1963 the truck halyard was broken and fell out. A freshman made the climb to the top to reeve a replacement -- guide - lines were used to steady the pole. The view from the yard is an impressive sight and for anyone with lots of ambition (and strong arms) it is recommended as the ultimate in being gung-ho!

The halyards are $\frac{1}{4}$ inch manila, short spliced into themselves. They are secured on a fife rail with four belaying pins. The ensign is flown from the gaff, the burgee from the truck, officers flags from the starboard yard (right, facing toward the lake) and all other laundry from the port yard.

Colors should be made upon arrival at the club and while sailing is in progress. When the colors are lowered all boats must report to their moorings as quickly as possible. The proper procedure for half-masting a flag requires that it be hoisted to the top first and then lowered half way -- the flag is struck (taken down) in the reverse order; hoisted to the peak and lowered slowly. Only the ensign is at half mast for national mourning and only the burgee is at half mast for someone in the club -- officers flags at half staff only for the particular officer.

Halyards should be inspected at least twice or three times a year, in the fall, just before winter (very important) and in the spring. When the line is badly chafed or the inside is no longer bright and fresh it should be replaced at once -- it is doubtful that the yard halyards can be replaced if they are ever lost. The pole itself should receive a coat of paint about every two years and with care, should last about five years. (Be sure to take a good look before anyone goes climbing for rot or cracks!) There are lots more trees where that one came from and a replacement should not be hard to make. The only tools needed are an ax and the draw knives. A crew of about ten was used to push it up into place. First a deep hole (4 - 5 feet) is dug and then the butt is slid into it before the raising is attempted. The use of guide lines (halyards will do) to hold it in place while the first few feet of dirt are placed is recommended. It is important to pour large quantities of water on the dirt as it is added to compress it and remove voids which would not provide a stable foundation. A curing period of four months is suggested before paint is applied to allow the sap to drain.