

THE INDIAN LAKE SMOKE SIGNAL

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PREFACE TO BOARD OF DIRECTOR'S REPORT.

In reporting the Board of Directors meeting for the Smoke Signal, it is my desire to report the meeting as to what is said to the best of my ability. However, not being schooled in shorthand I attempt to write as much as I possibly can. In the last few meetings I attended the Tempo was hot and fast. This resulted in my not being able to cope with the speed which could be recorded if I knew shorthand. Persons attending the meeting may hear and formulate their own ideas contrary to the way I hear them. Therefore, if my report reads contrary to other persons ideas, I would welcome them to the meeting to state their objections after the minutes are read. In the past I have done what I could with what I have. The public apology that I made in the Smoke Signal should convince you that I am trying to give you the meetings as they are held.

Sincerely,

Ray M. Heinzen.

P.S. My report now follows.

BOARD OF DIRECTORS REPORT.

The Board of Directors met on Sunday, November 21, at 11 a.m. Seven board members were present. Also present were: Mr. Kirschbaum, Goodwin, Irwin, Powers, Repass, Kingsbury, and Wagner.

Doctor Brodie, our treasurer and vice-president in charge of finance, reported all bills paid. There is a bank balance even though we are still short on our 1965 assessments.

Bill Sanders reported on the progress of the South Side Beach. The railroad ties are placed four high, and they are ready to install plastic sheeting. Silt can be pumped immediately if weather would permit. The ties need additional support which will be taken care of before our next pumping season.

Lloyd Powers reported on the dredge. He states that the dredge is out of the water and could operate on short notice as it is in excellent shape. Mr. Powers stated that soundings were made of the Lake bottom and an estimated 14,000 to 18,000 cubic yards of silt were removed this past season. It was his and his committees conclusion that this could have been our best dredge operation to date. It is the opinion that the island has not grown any this year as it normally has done in previous years.

Mr. Jones reported on road conditions. He states that our roads have been kept up better than usual, however, our roads are subject to supply and amount of work that the road commissioner in this area is subject to.

Mr. Wagner read the Lake Use Committee Report, which follows. The undercutting around the steep banks in the Southwestern section and Dam area of Indian Lake is caused by both man made and natural causes. The extent of undercutting is attributable to one cause or the other and is very difficult to

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evaluate; however, it appears that the men made cause may contribute a good portion of the undercutting even though it is in effect only 1.5 per cent of a years time. The recommendations below will help to minimize this problem as well as allowing the Lake Use Committee to study the extent of undercutting due to natural causes.

There are two causes of erosion. The first cause is negligence of the property owners to use the proper precautions to hold the ground, and the second cause is land sliding to replace the undercut portion of lake shore. No recommendations have been given at this time concerning this problem of erosion. Two meetings were held to discuss these problems and trips were made to observe the shoreline of Indian Lake and Patton Lake. Patton's lake shore line was found to be comparable to ours. They have very steep banks and a soil slightly more erosive than ours. Undercutting was six inches to one foot, and extensive erosion was found on their banks. Possibly due to the erosion the undercutting was not as extensive as on Indian Lake. All boat speeds were limited to 10 m.p.h.

Recommendations:

The Lake Use Committee proposes that a study phase to solve the problem of lake shore undercutting be instituted in the following manner.

1. Establish a breakwater (begore June 1, 1966) whose location is shown on the enclosed map. (This was shown to the board)
2. Observe the lake shore in the Dam area for damage over the next winter and summer season.
3. Have a meeting of water skiers to discuss the proposed changes in the ski route for the purpose of Water Safety.
4. The Lake Use Committee will

meet to establish the specifications and cost of the breakwater.

5. Ask skiers to contribute to the work involved in establishing the breakwater.

6. Start building the breakwater.

7. When normal dredging around the creek mouth is finished, expand ski route as far to the east as possible.

A motion was made and seconded that the above report be further studied and reported back in complete form after a joint meeting of the Lake Use and Conservation Committee with the Water Sports Committee.

A committee has been formed to purchase a plaque for an ILIA member, who, in their estimation has contributed to the good and welfare of our association. This is a thought that our president, Mr. Nicholas, brought up last year, and the first plaque was paid for by Mr. Nicholas.

There was considerable discussion again by Mr. Repass relevant to the efficiency of the dredge. Mr. Repass read a newspaper article on ditch dredging in Boone County, their cost per mile as compared to our cost. This was a recurrence of a similar talk by Mr. Repass at a previous meeting. Our president, Mr. Nicholas, suggested that Mr. Repass explore the possibilities of getting firm bids for dredging our Lake. Mr. Repass declined at which time Mr. Powers volunteered to do this fact finding job. It was also stated by a board member that in the future discussions of this kind, which become heated in debate, should be referred to the proper committee for presentation to the Board.

There being no further business, the meeting was adjourned.

Ray M. Heinzen