



19th
Annual
Regatta

**INTER-LAKE
YACHTING
ASSOCIATION**

JULY 15-20, 1912



FLAGSHIP "THELMA"
I.L.Y.A.
1912

FILE _____ PHOTO _____
NO. _____ DATE _____
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PLACE HELEN BROOKS
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YEAR BOOK AND PROGRAM



*The Inter-Lake
Yachting Association*

Regatta at Put-in-Bay, Ohio, July 15 to 20, 1912

W. R. HUNTINGTON,
COMMODORE OF THE INTER-LAKE YACHTING ASSOCIATION
1912



Committees of the Inter-Lake Yachting Association—1912

Officers Inter-Lake Yachting Association—1912

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FLEET CAPTAIN

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CARLTON WILBY, D. B. C. Y.

Power Boat Regatta Committee

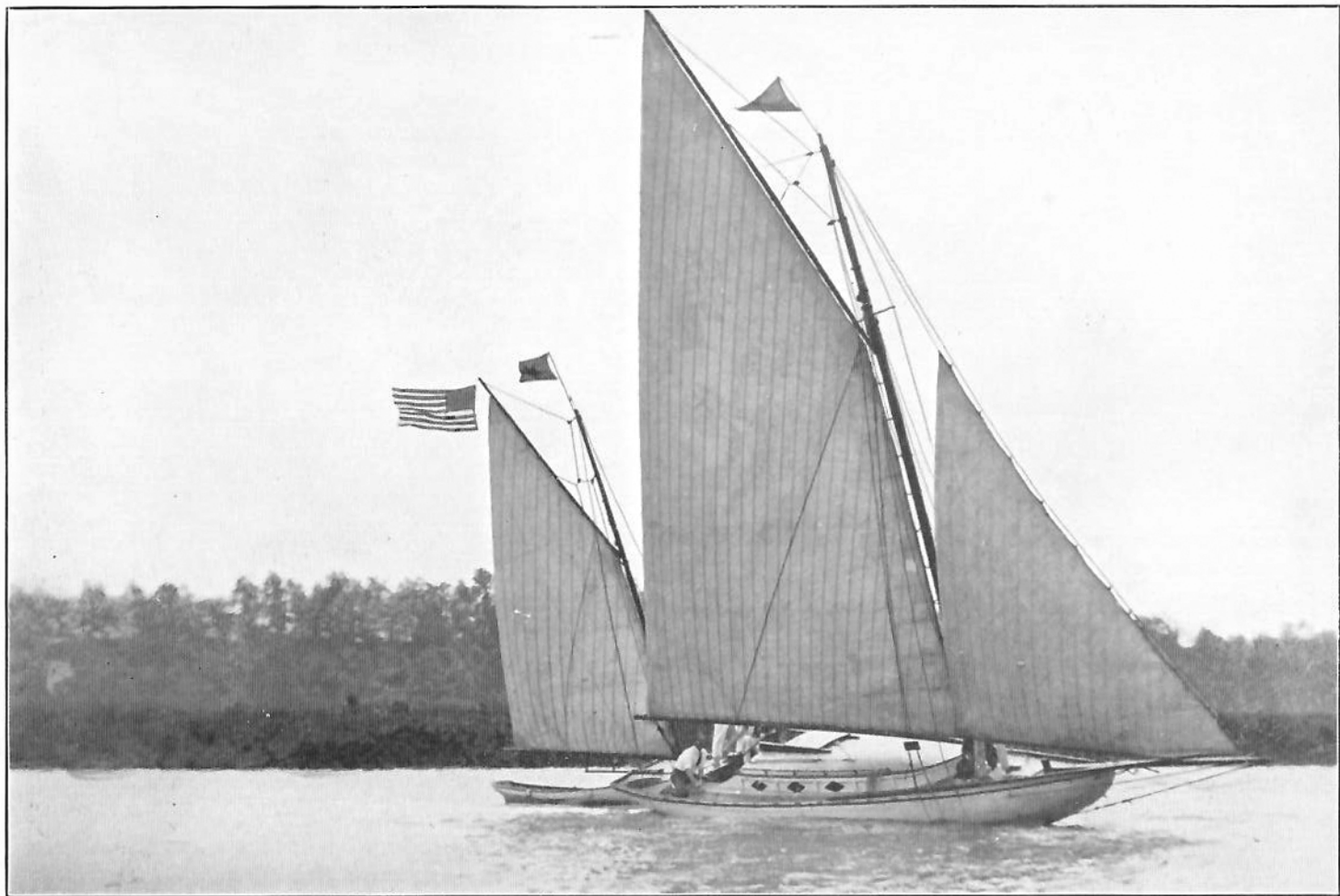
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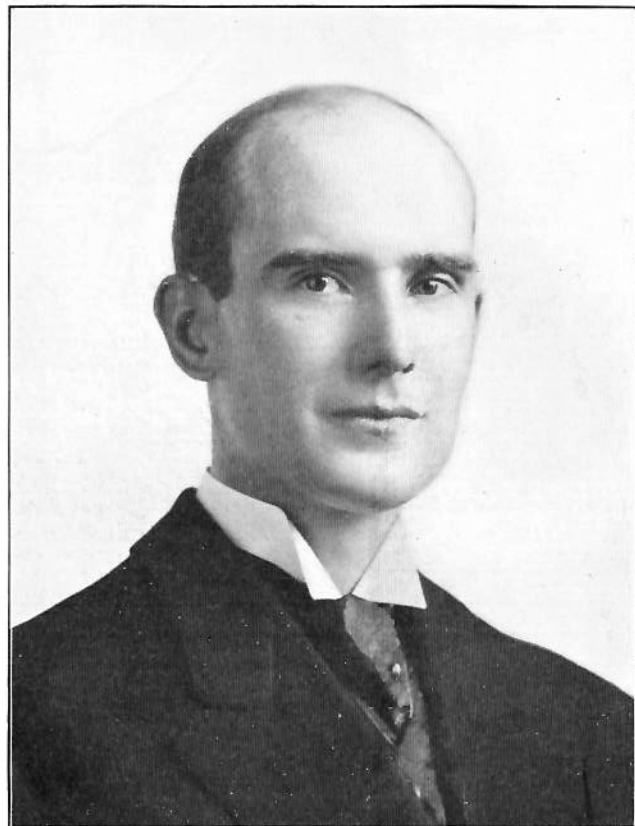
BOBOLINK

VICE-COMMODORE R. M. STARR, M. R. Y. C.

Membership of the Inter-Lake Yachting Association

Buckeye Lake Yacht Club.....	Columbus, O.	Lakewood Yacht Club.....	Lakewood, O.
Buffalo Yacht Club.....	Buffalo, N. Y.	Monroe Yacht Club.....	Monroe, Mich.
Cleveland Power Boat Club.....	Cleveland, O.	Motor Boat Club of Buffalo.....	Buffalo, N. Y.
Cleveland Yacht Club.....	Cleveland, O.	Maumee River Yacht Club.....	Toledo, O.
Country Club of Detroit...Grosse Pointe Farms, Mich.		Ottawa River Yacht Club.....	Point Place, O.
Detroit Boat Club Yachtsmen.....	Detroit, Mich.	Put-in-Bay Yacht Club.....	Put-in-Bay, O.
Detroit Yacht Club.....	Detroit, Mich.	Port Clinton Yacht Club.....	Port Clinton, O.
Edgemere Yacht Club.....	Detroit, Mich.	Sandusky Yacht Club.....	Sandusky, O.
Erie Yacht Club.....	Erie, Pa.	Solvay Boat Club.....	Detroit, Mich.
Gordon Park Yacht Club.....	Cleveland, O.	Toledo Yacht Club.....	Toledo, O.

A. J. PRENTICE, L. Y. C.
REAR-COMMODORE INTER-LAKE YACHTING ASSOCIATION
1912



Inter-Lake Yachting Association

General Order No. 1

Sandusky, Ohio, July 1, 1912.

The fleet will rendezvous at Put-in-Bay on Sunday, July 14.

Captains on arrival will report on board the flagship Thelma and register. The anchorage will be in charge of the fleet captain, who will see that every yacht is provided with a berth, and when once located yachts are expected to retain the same place during the regatta.

Particular attention is invited to the Association rules and regulations regarding yachting etiquette, the use of flags, guns or whistles, the motor boat law and the pilot rules.

Captains and their guests will be welcome on the flagship at all times.

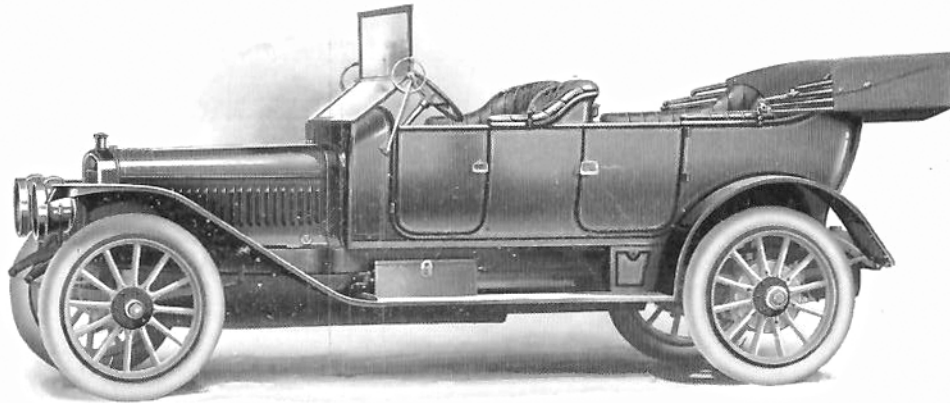
WILLIAM R. HUNTINGTON, Commodore.

FRED ZINN, Fleet Captain.

H. W. PARSONS, S. Y. C.
SECRETARY-TREASURER INTER-LAKE YACHTING ASSOCIATION
1912



WINTON SIX

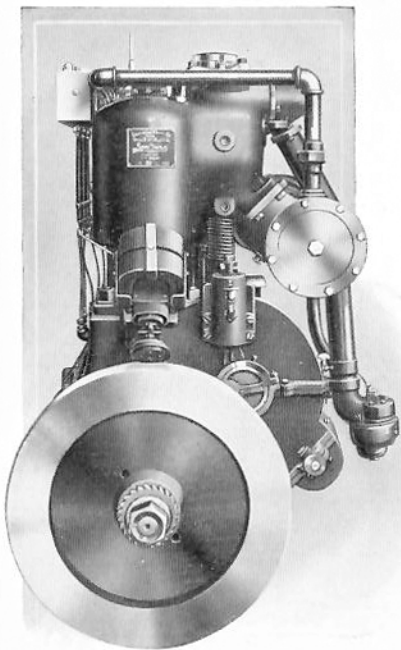


This car has changed high-grade demand

This self-cranking Winton Six for 1913 is the same model we have been making since June, 1907, without a single radical change.

It is slightly larger than before, has a more spacious body, and carries electric lights. It is *the car* that has changed high-grade demand from four- to *six*-cylinder cars. The price has not been increased from \$3000.

The Winton Motor Car Co.
Cleveland



Speedway Gasoline Engines **AND BOATS**

GUARANTEED IN EVERY PARTICULAR

Design and Construction Unequaled

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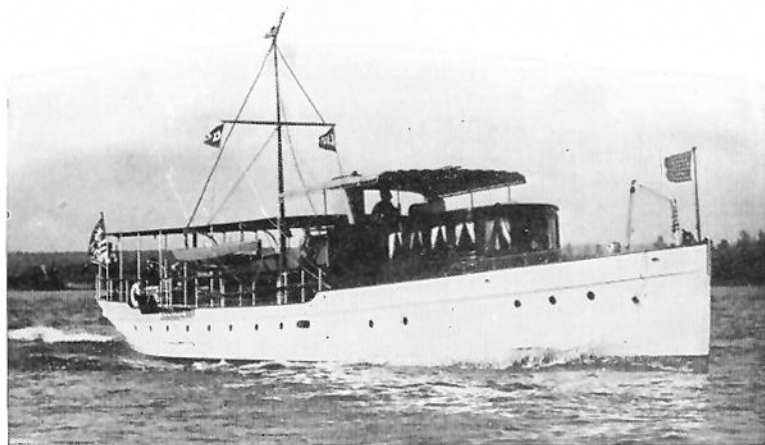
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Yachts, Launches and Marine Machinery**

CATALOGUE SENT ON REQUEST

**Gas Engine & Power Co. and
Charles L. Seabury & Co.**

CONSOLIDATED

Morris Heights, New York City



DEPARTMENT OF COMMERCE AND LABOR

OFFICE OF THE SECRETARY

WASHINGTON

June 21, 1912.

Mr. H. W. Parsons,

Secretary-Treasurer Inter-Lake Yachting Association.

Sir: The Department has received your letter of the 19th instant, requesting that a revenue cutter be detailed to patrol the course during the yacht races of your association on July 15 to 19, 1912, inclusive.

The Department has taken pleasure in requesting the Secretary of the Treasury to detail a revenue cutter as you desire. The rules which will govern the course are those contained in Department Circular 223.

CHARLES EARLY,
Acting Secretary.

TREASURY DEPARTMENT

OFFICE OF THE SECRETARY

WASHINGTON

June 26, 1912.

Mr. H. W. Parsons, Secretary-Treasurer,
Inter-Lake Yachting Association,
Sandusky, Ohio.

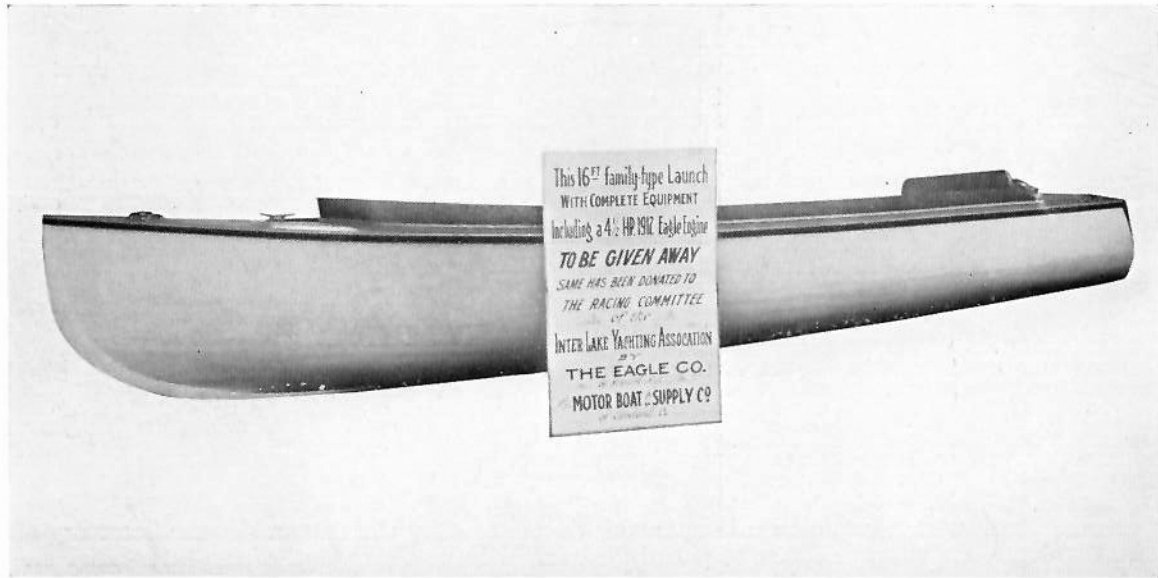
Sir: In accordance with a request made upon this department by the Honorable, the Secretary of Commerce and Labor, for the detail of a revenue cutter to patrol the course during the regatta of the Inter-Lake Yachting Association at Put-in-Bay, Ohio, June 15 to 19, inclusive, I have to inform you that the revenue cutter Morrill has been designated to perform the duty herein specified.

The commanding officer of the Morrill has been instructed to confer with you relative to this matter.

Respectfully,

E. S. BERTHOLF,
Captain Commandant.

Special Wild Power-Boat Race Prize



General Program

Sunday, July 14th

Assembling of yachts.

Captains on arrival are requested to report to the Fleet Captain on board the flagship Thelma, who will assign anchorages for the yachts in the squadron.

Headquarters of the Secretary-Treasurer will be open from 1 to 6 P. M.

Monday, July 15th

Entries for all races must be filed with the Regatta Clerk at the Secretary-Treasurer's headquarters as follows:

Sail Boats before 5:00 P. M., Monday, July 15th.

Power Boats before 10:00 A. M., Tuesday, July 16th.

There will be a bulletin board at headquarters where changes in program and special instructions will be posted throughout the week.

Captains who have not reported to the Fleet Captain on board the flagship Thelma are requested to register and be assigned anchorages.

2:00 P. M. Other Sports.

8:00 P. M. Annual Banquet at Hotel Commodore.

Cordial invitation is extended to all members of the Association and their friends.

Headquarters of the Secretary-Treasurer will be open from 8 A. M. to 6 P. M.

Tuesday, July 16th.

Sail Yacht Races—All Classes.

8:30 A. M. Warning gun. Yachts at anchorage are requested to hoist colors for the day.

8:55 A. M. Starting gun for Class F.

CLASS F start 8:55 A. M.

CLASS R start 9:00 A. M.

CLASS A start 9:05 A. M.

CLASS H start 9:10 A. M.

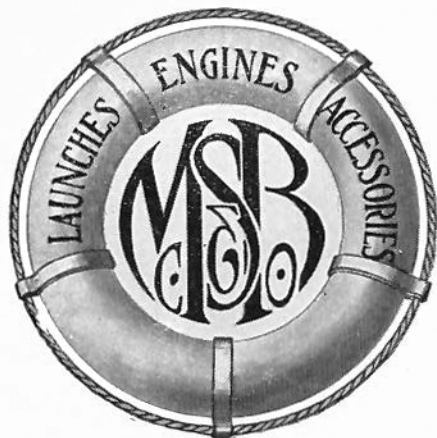
CLASS J start 9:15 A. M.

CLASS D and Y start 9:20 A. M.

CLASS L start 9:25 A. M.

CLASS K start 9:30 A. M.

See Sail Boat Regatta Program for starts of other classes.



CALL ON US IN OUR NEW QUARTERS

WE carry a full line of marine hardware. Write for our interesting, handsomely illustrated 160-page catalogue. New discount sheet with revised prices mailed any party on request, holding our last year's catalogue.

Launches, Engines and Accessories

We are the donators of the handsome 16-foot Boat given to the Interlake Yachting Association.

MOTOR BOAT AND SUPPLY COMPANY

1411-15 W. Ninth St., Corner Frankfort, CLEVELAND, OHIO

GENERAL PROGRAM—Continued

Captains of racing yachts are requested to consult bulletin board before the scheduled time for races.

2:30 P. M. Power Boat Races, all classes. Preliminary gun 2:30 P. M.

CLASS D start 2:35 P. M.

CLASS A start 2:45 P. M.

CLASS C start 4:00 P. M.

CLASS B start 4:10 P. M.

Captains of racing yachts are requested to consult bulletin board before the scheduled time for races.

5:00 P. M. Other Sports Committee. On-shore sports for gentlemen.

8:00 P. M. Smoker and Vaudeville Entertainment, Palm Garden, Hotel Commodore.

Headquarters of the Secretary-Treasurer will be open from 7:00 A. M. to 5:00 P. M.

Wednesday, July 17th.

Sail Yacht Races—All Classes.

8:30 A. M. Warning Gun.

8:55 A. M. Class F starts.

See schedule of Tuesday for starts of classes.

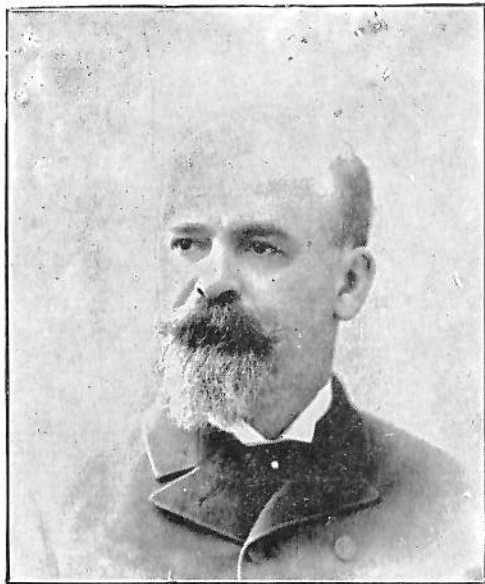
Changes in schedule will be posted on the bulletin board.

2:30 P. M. Power Boat Races—All Classes.

5:00 P. M. Other Sports Committee. On-shore sports for ladies.

8:30 P. M. Venetian Night.

Headquarters of the Secretary-Treasurer will be open from 7 A. M. to 8 P. M.



CHEW

BEEAMAN'S

(THE ORIGINAL)

PEPSIN GUM

GOOD FOR DIGESTION

FOR SALE EVERYWHERE

GENERAL PROGRAM—Continued

Thursday, July 18th.

8:30 A. M. Other Sports Committee—Canoe Events, Water Baseball.

2:30 P. M. Squadron Sail.

4:30 P. M. Other Sports Committee—Ladies' Cat Boat Race.

Headquarters of the Secretary-Treasurer will be open from 7 A. M. to 6 P. M.

Friday, July 19th.

8:30 A. M. Sail Yacht Races—All Classes.

8:45 A. M. Class F starts.

See schedule of Tuesday for starts of classes.

Changes in schedule will be posted on the bulletin board.

8:30 P. M. Distribution of prizes and entertainment at the Hotel Commodore. Ladies welcome.

GENERAL INSTRUCTIONS

Upon arrival at the Bay, all captains will register at the I. L. Y. A. headquarters.

Entries for all Sail and Power boat races must be made with the Regatta Committee at headquarters before 5:00 P. M., Monday, July 15th.

Sail and Power Boats must have measurer's certificate from Home Clubs. This must accompany all entries. Watch Bulletin Board at headquarters for notice of special events, time changes, etc.



ROSLYN Equipped with 2 30-H. P. RALACOS

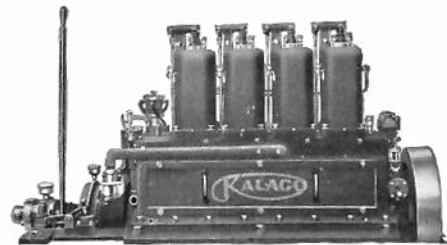
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601 Segur Avenue

Toledo, Ohio

For the better class
of cruising and working
boats, no engine will give
the constant, reliable
and dependable power of
a RALACO



Built in sizes from 10 to 75 H. P.

Power Boat Races, I. L. V. A., July, 1912, at Put-In-Bay

Class A—Cruisers above 42 feet over all.

Class B—Cruisers under 42 feet over all.

Class C—Open boats under 15 miles per hour.

Class D—Open runabouts between 15 and 22 miles per hour.

Races—Tuesday, July 16th, and Wednesday, July 17th, at 2:30 P. M.

Course—Two and a half miles to a leg, two times around, starting outside of harbor, and extending to a point opposite Ballast Island. Start must be made between flags (which will be white marked with a "P" in black letter in center to distinguish from sail boat flags), then passing all flags to port and finishing between flags in opposite direction to start. Course 10 miles.

TUESDAY, JULY 16th, 1912

Preliminary Gun 2:30 P. M.

2:35 P. M. Start Class "D" Open Runabout 15-22 miles.

PRIZES
1st. \$20.00.
2nd. \$15.00.
3rd. \$10.00.

2:45 P. M. Start Class "A" Cruisers over 42 feet.

PRIZES
1st. \$30.00.
2nd. \$20.00.
3rd. \$15.00.

4:00 P. M. Start Class "C" open boats under 15 miles.

PRIZES
1st. \$20.00.
2nd. \$15.00.
3rd. \$10.00.

4:10 P. M. Start Class "B" cruisers under 42 feet.

PRIZES
1st. \$30.00.
2nd. \$20.00.
3rd. \$15.00.



Daily Express Steamers between
CLEVELAND and BUFFALO

To November 30th

Service between
Cleveland, Erie and Buffalo

June 22nd to September 9th

Cleveland, Put-in-Bay and Toledo

June 15th to September 10th

New steamer now building for service June,
1913. Largest on inland waters in the world.

For fares and all information, address T. F. Newman, G. M., H. R. Rogers,
T. M., or W. F. Herman, G. P. A., 1290 W. 11th St., Cleveland, O.

The Cleveland and Buffalo Transit Co.

WEST HOUSE

SANDUSKY'S LEADING HOTEL

Opposite Boat Landing. All Interurban and
City Cars pass the Doors.

We are the originators of the
famous Fish Dinners served
both noon and evening.

**AMERICAN PLAN—Rates \$2.25
\$2.50 and \$3.00 PER DAY**

JOS. F. WAGNER
Proprietor
WALTER J. SMITH
Manager



COMMODORE GEORGE W. GARDNER—DECEASED
FOUNDER OF THE INTER-LAKE YACHTING ASSOCIATION

POWER BOAT RACES—Continued

Wednesday, July 17th, repeat same program as on Tuesday, also same prizes.

A cup and championship flag will be given in each class, based upon points in the two-days' races. In case of a tie for position, the boat winning by the best corrected time will be awarded the higher position.

All boats will be rated under the AMERICAN POWER BOAT ASSOCIATION RATING RULES.

Measurements from Measurer of home club must be presented for entry, but the Regatta Committee reserves the right to remeasure.

Any protest must be made in writing within one hour after race.

RACING RULES

All boats to be measured by the Official Measurer of their Home Club. Regatta Committee to be furnished with the rating of each boat at time of entry.

All boats shall be measured under the general rules of the American Power Boat Association, and that there may not be any misunderstanding by Club Measurers, the rating is to be found by using the following formula:

$$\text{Horse power: } \frac{A \times N \times S}{C} = \text{H. P.}$$

A=Area in square inches of one cylinder or piston.

N=Number of cylinders receiving direct explosion.

S=Stroke in feet.

C=1 for 4 cycle engines and .85 for 2 cycle engines.

Rating:—

$$18 \sqrt[3]{\frac{L. W. L. \times H. P.}{M. S.}} = \text{rating.}$$

LWL=length of boat on water line, when loaded for racing, expressed in feet.

H. P.=horse power when computed by the above formula.

M. S.=area of midship section expressed in square feet.

American Made Sails LEAD THE WORLD

Some of the prominent Yachts for which we have made sails:

Schooner Yachts

ELMINA II	DERVISH	CORONA	INVINCIBLE
ALCYONE	CONSTANCE	ESPERANZA	HESPER
CONSTELLATION	MERLIN	VISITOR II	CORONILLA
ARIADNE	AMERICA	VALMORE	SHIYESSA IV
ENDYMION	KATRINA	EMERALD	HOPE LESLIE
QUISSETTA	VERGEMERE	ARBELLA	SEAFARER

Yawls

AILSA	PETREL	HADASSAH
NAVAHOE	COMANCHE	WAYFARER

Sloop Yachts

AMORET	ODYSSEUS II	WIANNO	SOYA II
CADILLAC	EELIN	TIMANDRA	CIMA
MEEMER	LITTLE HASTE	HAYSEED II	ATHENE
DORIELLO	LITTLE HOPE	BOBITWO	MASSACHUSETTS
SPIRIT	TYRO	BAT	LITTLE RHODY II
DOROTHY Q	NUTMEG	TROUBADOUR	WINSOME
ELLEN	MIMOSA II	TOMAHAWK	ACUSHLA II
MAVOURNEEN	LADY MARY	SPIDER II	
SAYONARA	PATRICIA	WANDERER VI	

CHERRY CIRCLE, WINNER OF LIPTON CUP
ALL THE NEW MASSACHUSETTS 31-RATERS
MR. ROBERT E POWER'S "PSAMMIAD"

AEROPLANE WORK A SPECIALTY

WILSON & SILSBY ROWE'S WHARF
BOSTON, MASS.

Our Cable Address is "WILSAILS," BOSTON, W. U. C. C.



JOHN E. GUNCKEL OF TOLEDO
COMMODORE OF THE INTER-LAKE YACHTING ASSOCIATION, 1895

Sailing Races

The Sailing Yachts will be divided into classes as follows:

- Class A—Modern Cruisers.
- Class D—Veteran Cruisers.
- Class F—21 Footers, Restricted.
- Class H—18 Footers, Restricted.
- Class J—16 Footers, Restricted.
- Class L—14 Footers. See rules.
- Class K—Cat Boats, Restricted.
- Class R—Class R Yachts.
- Class Y—Yawl Class.

RACES

There will be three races for sail yachts, Tuesday, Wednesday and Friday, July 16th, 17th and 19th. All classes start each race.

STARTING TIME FOR SAILING RACES

Warning Gun, 8:30 A. M.

Preparatory Gun, 8:45 A. M.

Starting Gun, 8:55 A. M. Class F; 9:00 A. M. Class R; 9:05 A. M. Class A; 9:10 A. M. Class H; 9:15 A. M. Class J; 9:20 A. M. Class D and Y; 9:25 A. M. Class L; 9:30 A. M. Class K.

Five minutes between classes.

The starting gun for each class will be the preparatory gun for the next.

"Pyrene" Fire Extinguishers

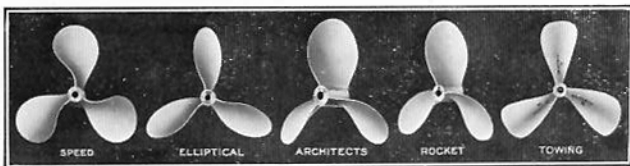


ARE

the only prompt and effectual means of extinguishing burning gasoline.

Approved by U. S. GOV. and MOTOR BOAT GENERAL INSURANCE AGENCIES.

The Pyrene Co.
32 S. Jefferson St.
Dayton, Ohio



"The Wheels that Win" **Columbian** SPEED PROPELLERS
Manganese Bronze

We have won our reputation as winners because we have the right style of wheel for each type of boat

Write today for *Propellers in a Nut-Shell and Accessories Catalog*—Free

COLUMBIAN BRASS FOUNDRY

620 Atlantic Avenue

Freeport, Long Island, New York



S. O. RICHARDSON OF TOLEDO
COMMODORE OF THE INTER-LAKE YACHTING ASSOCIATION, 1897, 1909

SAILING RACES—Continued

TIME LIMIT FOR SAILING RACES.

Classes A, F and R— $3\frac{1}{4}$ hours.

Classes D, H and J— $3\frac{3}{4}$ hours.

Classes L and K (short course)— $2\frac{1}{4}$ hours.

SAILING COURSE

The course for all races for sailing yachts in Classes A, D, F, H, J, Y, and R will be triangular, starting from a line between a stake off the east end of Gibraltar and the judges' boat off the west end of Middle Bass, to and around a stake three nautical miles N.N.W., thence to and around a stake three nautical miles S.W. $\frac{3}{4}$ S., thence three nautical miles E. $\frac{1}{2}$ S., to and across starting line between judges' boat and stake. In finishing yachts must cross the starting line in the opposite direction from which they start. All stakes must be passed to port, unless otherwise ordered by the Sail Boat Regatta Committee.

A special course for Classes L and K, starting from the same line, will be a shorter triangle with the same compass courses, but with $1\frac{1}{2}$ miles to the side.

Sail Yachts will be designated as follows:

Class A—A1, A2, A3, etc.

Class D—D1, D2, D3, etc.

Class F—F1, F2, F3, etc.

Class H—H1, H2, H3, etc.

Class J—J1, J2, J3, etc.

Class L—L1, L2, L3, etc.

Class K—K1, K2, K3, etc.

Class R—R1, R2, R3, etc.

Class Y—Y1, Y2, Y3, etc.

The Martin-Barriss
C O M P A N Y

Hardwood Lumber

*Cypress, White Oak, Mahogany and
Teak Wood*

2048 West Third Street
Cleveland, Ohio

Crystal Rock Beer

the product of the Cleveland and Sandusky Brewing Co. enjoys an ever increasing popularity with those whose tastes are discriminating. *Purity and uniformity does it.*

A two-cent stamp will bring a case to your door or to your yacht.



ALEX I. MCLEOD OF DETROIT
COMMODORE OF THE INTER-LAKE YACHTING ASSOCIATION, 1898

SAILING RACES—Continued

For determining the winner of the series the following table of percentages will be used. Percentage figured on greatest number of boats in any one race:

NUMBER OF YACHTS IN RACE

PLACE	1	2	3	4	5	6	7	8	9	10
1st	100	100	100	100	100	100	100	100	100	100
2nd		50	66 2-3	75	80	83 1-3	85 5-7	87 1-2	88 8-9	90
3rd			33 1-3	50	60	66 2-3	71 3-7	75	77 7-9	80
4th				25	40	50	57 1-7	62 1-2	66 2-3	70
5th					20	33 1-3	42 6-7	50	55 5-9	60
6th						16 2-3	28 4-7	37 1-2	44 4-9	50
7th							14 2-7	25	33 1-3	40
8th								12 1-2	22 2-9	30
9th									11 1-9	20
10th										10

SAIL YACHT PRIZES

For the Series of Three Races

Class A—First prize	\$75.00	Winner receives championship flag and cup. Presented by Detroit Boat Club.
Second prize	45.00	
Third prize	30.00	
Class D—First prize	\$40.00	Championship flag will be awarded the winner.
Second prize	25.00	
Class F—First prize	\$75.00	Winner receives championship flag and Commodore Geo. W. Gardner Cup.
Second prize	45.00	
Third prize	30.00	

Hotel Commodore

PUT-IN-BAY, OHIO

First class in every respect

Headquarters for the I. L. Y. A.

PATRONIZE
OUR
ADVERTISERS



GEORGE T. BLISS OF ERIE
COMMODORE OF THE INTER-LAKE YACHTING ASSOCIATION, 1899

SAILING RACES—Continued

Class H—First prize.....	\$40.00	Winner receives championship flag and silver cup, presented by Lakewood Yacht Club.
Second prize.....	25.00	
Third prize.....	15.00	
Class J—First prize.....	\$35.00	Winner receives championship flag and silver cup, presented by Toledo Yacht Club.
Second prize.....	25.00	
Third prize.....	15.00	
Class L—First prize.....	\$30.00	Winner receives championship flag and silver cup, presented by Maumee River Yacht Club.
Second prize.....	20.00	
Third prize.....	15.00	
Class K—First prize.....	\$35.00	Championship flag and a silver cup, presented by the Buckeye Lake Yacht Club will be awarded the winner.
Second prize.....	25.00	
Third prize.....	15.00	
Fourth prize.....	10.00	
Fifth prize.....	5.00	
Class R—First prize.....	\$75.00	Championship flag and a silver cup, presented by the I. L. Y. A. will be awarded the winner. Also see rules for this class for further information.
Second prize.....	45.00	
Class Y—First prize.....	\$40.00	Championship flag and a silver cup, presented by the Ottawa River Y. C.
Second prize.....	25.00	

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TOLEDO, OHIO



GEORGE F. ANDERSON OF SANDUSKY
COMMODORE OF THE INTER-LAKE YACITING ASSOCIATION, 1900

Sail Race Notices

There will be no entrance fees.

Starting guns will be fired promptly at the time given in program.

Entries for all races must be made with the Sail Boat Regatta Committee at headquarters before 6:00 P. M., Monday, July 15th.

Measurers' Certificates from home clubs must accompany each entry. This rule is imperative.

Alterations of the race programs or sailing course may be made at the discretion of the Sail Boat Regatta Committee. See Bulletin Board.

Numbers must be carried by each yacht on each side of its mainsail. These racing numbers will be supplied by the Sail Boat Regatta Committee.

Judges' boat will be the Steamer Grandon and will fly a white flag with blue letters R. C. thereon. No person other than the Regatta Committee, judges and clerks are to be allowed on judges' boat without the consent of the Sail Boat Regatta Committee.

IT is a fact of some significance that of all the celebrated trophies, cups, prizes, etc., so earnestly raced for at Inter-Lake Regattas, the most of them were furnished the donors by this Company.

When it comes time
for you to put up a
prize, bear us in mind

The Merrill & Broer Co.

Toledo, Ohio



C. C. WARREN OF SANDUSKY
COMMODORE OF THE INTER-LAKE YACHTING ASSOCIATION, 1902

Other Sports

Monday, July 15, 1912

1. Base Ball Game—On shore. 10:30 A. M.
To winners and umpire—
To losers—
2. Power Dinghy Race—For dinghys 12 foot and under. 1:30 P. M.
1st
2nd
3rd
3. Twenty-five yard swim—Amateur. 2:00 P. M.
1st
2nd
4. Fifty yard swim—Amateur.
1st
2nd
5. Fifty yard swim—Semi-professional. Entries confined to paid crews off yachts.
1st
2nd
3rd
6. Fancy Dive—Amateur.
1st
2nd
7. Back Dive—Amateur.
1st
2nd
8. High Dive—
1st
2nd

9. Water Horse Race—3:00 P. M.
1st
2nd
Consolation
10. Cat Boat Obstacle Race—4:00 P. M.
1st crew
2nd crew
Boats anchored in position 25 yards from shore—
canvas furled properly—main sheet coiled—center board up—dinghies tied to cleat on dock with clove hitch. Two men to crew. At starting signal, crew to have both feet on dock—get aboard dinghy and row to boat—anchor dinghy—unfurl canvas—tie in single reef using individual reefing points and get under way—round stake boat to port, and back to starting point—anchor boat—shake out reef—furl canvas properly—pull up center board—row ashore and tie dinghy to same cleat with clove hitch.
Winners—First crew with feet on shore.

Tuesday, July 16

ON SHORE

11. Sailor's Pipe Race—5:00 P. M.
1st
2nd
3rd
12. Sack Race—
1st
2nd
3rd
Consolation



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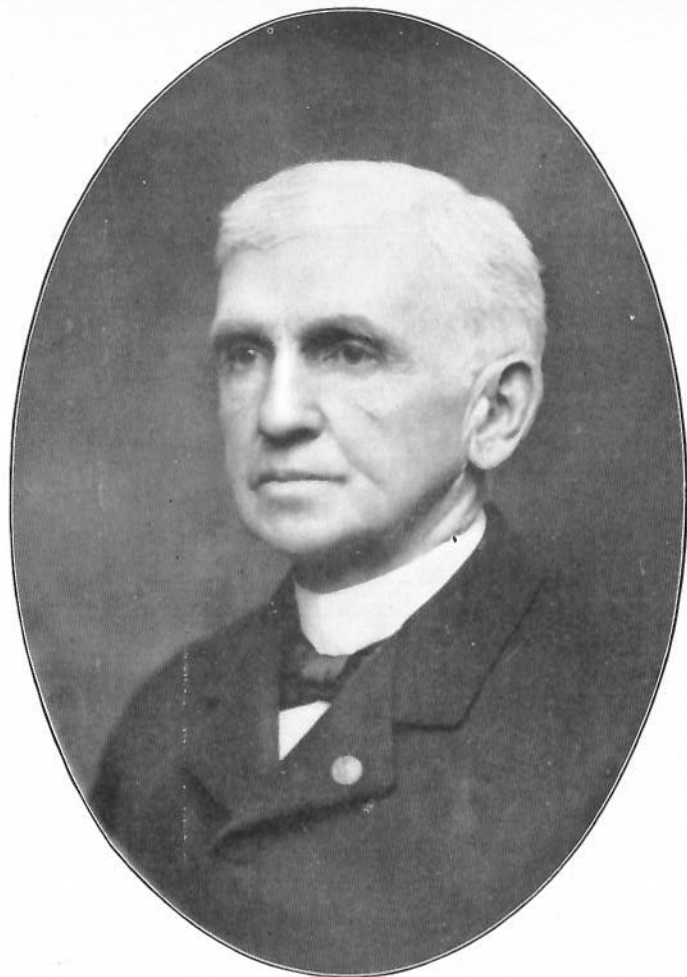
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The Motor Print Company
Philadelphia



HENRY TRACY OF TOLEDO
COMMODORE OF THE INTER-LAKE YACHTING ASSOCIATION, 1903

OTHER SPORTS—Continued

13. Tug o' War—Sailors vs. Power Boat men.
Winners
Losers

Wednesday, July 17

14. Ladies' Nail Driving Contest—5:00 P. M.
1st
2nd
3rd
Souvenir to each entrant.
15. Ladies' Pennant Race—
1st
2nd
3rd
Pennants as souvenirs to entrants.
16. Ladies' Potato Race—
1st
2nd
3rd
Consolation

Thursday, July 18

17. Single-canoe Paddling Race—Amateur.
8:30 A. M.
1st
2nd
18. Double-canoe Paddling Race—Amateur.
1st crew
2nd crew

19. Floating Paddle Race—
1st
2nd

Each entrant will be assigned two paddles with his number on each. Paddles will then be scattered in the water—numbers down—canoes will line up at starting point and at a signal get under way. First canoe back to starting point with his two paddles, wins.

20. Tilting Match—
1st crew
2nd crew
3rd crew

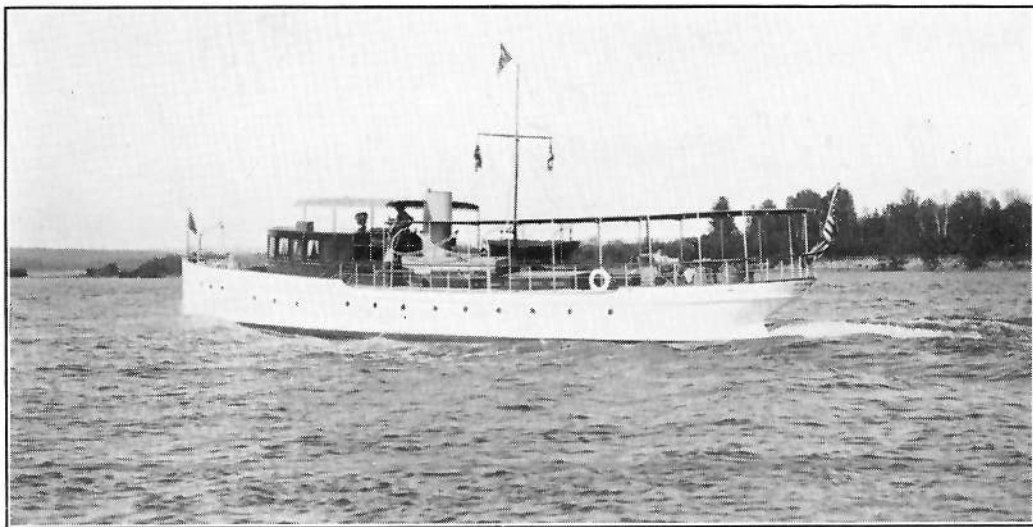
21. Upset Canoe Race—Amateur.
1st
2nd

22. Man Overboard Race—Amateur.
1st crew
2nd crew

23. Tail End Canoe Race—Amateur.
1st
2nd

24. "Tarpon" Fishing Contest 10:30 a. m.
Special Activity Prizes for Lady and Gentleman taking part in most events.

25. Water Base Ball Game—11:00 A. M.
Winning team
Losing team



THE MATTHEWS BOAT CO., PORT CLINTON, OHIO

OTHER SPORTS—Continued

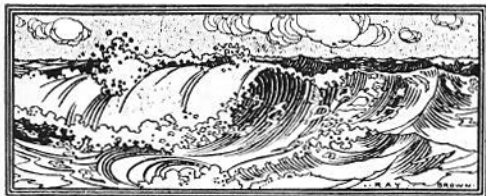
26. Ladies' Cat Boat Race—4:30 P. M.

1st
2nd
3rd

Souvenir to each entrant.

Friday, July 19

27. Chase for 16-foot power boat, running wild. Presented by Eagle Engine Company. Start will be at 3 p. m. The boat will be awarded to the owner of the pursuing power boat boarding and bringing it under control. Handicaps will be arranged by the I. L. Y. A. flag officers. Date of this event is subject to change.



Bear in Mind

THIS program is made possible through the cooperation of the men and concerns whose announcements appear in this book. You can show your appreciation of their assistance by patronizing them whenever the occasion presents itself.



I. L. Y. A. Officers Since Organization

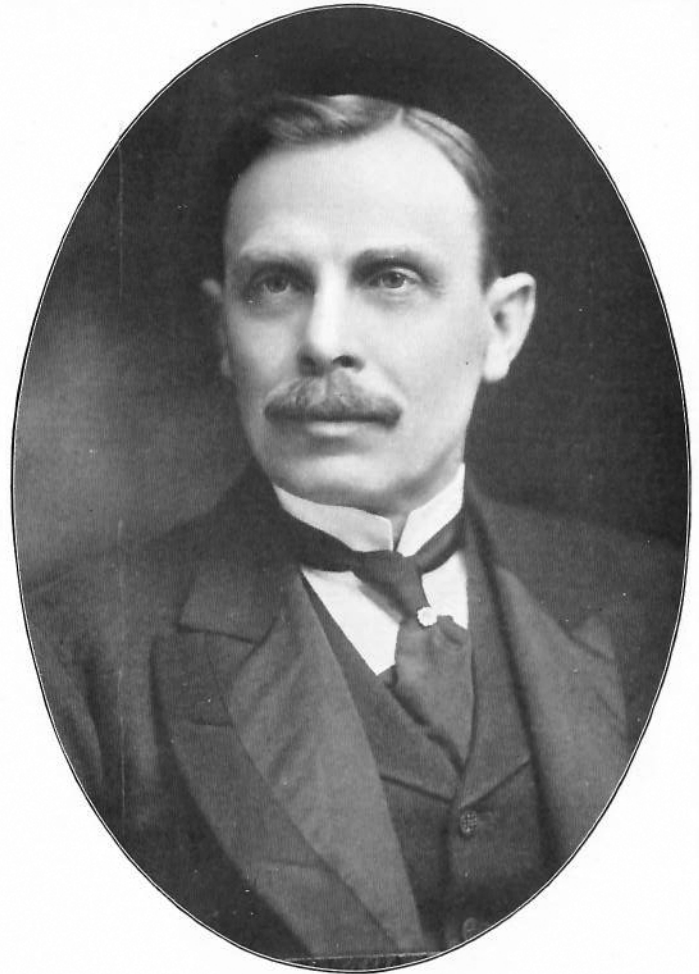
Commodores

NAME	CLUB	YEAR
*GEORGE W. GARDNER.....	C. Y. C.....	1894
JOHN E. GUNCKEL.....	O. Y. C.....	1895
GEORGE H. WORTHINGTON.....	C. Y. C.....	1896
S. O. RICHARDSON, JR.....	T. Y. A.....	1897
ALEX. I. MCLEOD.....	D. Y. C.....	1898
GEORGE T. BLISS.....	E. Y. C.....	1899
GEORGE F. ANDERSON.....	S. Y. C.....	1900
W. R. HUNTINGTON.....	C. Y. C.....	1901
*C. C. WARREN.....	S. Y. C.....	1902
*HENRY TRACY.....	T. Y. A.....	1903
JOHN H. SMEDLEY.....	D. B. C. Y.....	1904
GEORGE H. WORTHINGTON.....	C. Y. C.....	1905
JOHN F. CRAIG.....	T. Y. C.....	1906
FRANK W. FLETCHER.....	T. B. Y. A.....	1907
GEORGE H. WORTHINGTON.....	C. Y. C.....	1908
S. O. RICHARDSON, JR.....	T. Y. C.....	1909
C. G. JENNINGS.....	C. C.....	1910
ALEX. WINTON.....	L. Y. C.....	1911

*Deceased.

Vice Commodores

JOHN E. GUNCKEL.....	O. Y. C.....	1894
HARRY C. KENDALL.....	C. Y. C.....	1895
C. J. LICHTENBERG.....	D. Y. C.....	1896
HENRY LOOK.....	C. Y. A.....	1897
HENRY TRACY.....	T. Y. A.....	1898
GEORGE F. ANDERSON.....	S. Y. C.....	1899
OTTO F. BARTHEL.....	W. E. Y. C.....	1900
F. B. RAWSON.....	S. Y. C.....	1901
J. N. RICHARDSON.....	L. Y. C.....	1902
JOHN H. SMEDLEY.....	D. B. C. Y.....	1903
W. C. STERLING.....	M. Y. C.....	1904
FRANKLIN H. WALKER.....	C. C.....	1905
FRANK W. FLETCHER.....	T. B. Y. A.....	1906
MYRON B. VORCE.....	L. Y. C.....	1907
C. G. JENNINGS.....	C. C.....	1908
C. W. KOTCHER.....	D. M. B. C.....	1909
H. V. BISGOOD, JR.....	B. Y. C.....	1910
CHARLES D. LYNCH.....	B. L. Y. C.....	1911



JOHN H. SMEDLEY OF DETROIT

COMMODORE OF THE INTER-LAKE YACHTING ASSOCIATION, 1904

Entertainment

Monday Evening, 7:30.

Banquet at Hotel Commodore. Geo. F. Mooney presiding. Tickets \$1.00 each. Can be had at Hotel Commodore, Hotel Crescent, Doller's Store, Entertainment Committee, or headquarters of the Secretary-Treasurer. Cordial invitation is extended to all members of the Association and their friends.

Tuesday Evening, 8:00.

Smoker and Vaudeville at Hotel Commodore Palm Garden. Chas. N. O'Brien presiding. Cordial invitation is extended to all members of the Association and their friends.

Wednesday Evening, 8:30.

Illuminations and Reception on the Three Flag Ships. Mr. T. B. Alexander in charge of the illuminations.

Thursday Evening, 9:00.

Annual Ball at The Colonial for members and their friends. Chairman Frank R. Frey in charge. Tickets can be secured at headquarters of Secretary-Treasurer or from the Entertainment Committee.

Friday Evening, 8:00.

Distribution of prizes at Hotel Commodore Palm Garden. Ladies welcome. Myron B. Vorce presiding.

I. L. Y. A. Officers Since Organization—Continued

Rear Commodores

NAME	CLUB	YEAR
H. C. KENDALL	C. Y. C.	1894
J. J. GILL	S. Y. C.	1895
HENRY TRACY	T. Y. A.	1896
GEORGE T. BLISS	E. Y. C.	1897
GEORGE T. BLISS	E. Y. C.	1898
OTTO F. BARTHEL	W. E. Y. C.	1899
E. P. SHARPE	B. Y. C.	1900
J. N. RICHARDSON	L. Y. C.	1901
F. R. FREY	T. Y. A.	1902
W. C. STERLING	M. Y. C.	1903
GEORGE W. MAYTHAM	B. Y. C.	1904
JOHN F. CRAIG	T. Y. C.	1905
C. G. JENNINGS	C. C.	1906
C. A. RUSSELL	T. Y. C.	1907
F. R. FREY	T. Y. C.	1908
H. V. BISGOOD, JR.	B. Y. C.	1909
CHARLES D. LYNCH	B. L. Y. C.	1910
ROLLIN M. STARR	M. R. Y. C.	1911

Secretary-Treasurers

E. W. RADDER	C. Y. C.	1894
F. R. FREY	T. Y. A.	1895
F. R. FREY	T. Y. A.	1896
OTTO K. SCHIMANSKY	S. Y. C.	1897
OTTO F. BARTHEL	W. E. Y. C.	1898
L. D. DAVIS	E. Y. C.	1899
WILLIAM F. SEITZ, JR.	S. Y. C.	1900
WILLIAM F. SEITZ, JR.	S. Y. C.	1901
WILLIAM F. SEITZ, JR.	S. Y. C.	1902
ALBERT N. MERRILL	T. Y. C.	1903
H. COY GLIDDEN	D. Y. C.	1904
WARREN J. BRODIE	L. Y. C.	1905
JOSEPH M. GRASSER	T. Y. C.	1906
JOSEPH M. GRASSER	T. Y. C.	1907
JOSEPH M. GRASSER	T. Y. C.	1908
JOSEPH M. GRASSER	T. Y. C.	1909
CHARLES P. SIEDER	D. Y. C.	1910
A. J. PRENTICE	L. Y. C.	1911



JOHN F. CRAIG, OF TOLEDO

COMMODORE OF THE INTER-LAKE YACHTING ASSOCIATION, 1906

Sail Yacht Racing Rules

Class A—Will sail under Yacht Racing Union Rules and time allowance will be figured as per Yacht Racing Union tables in I. L. Y. A. Manual for 1909.

Class D—Will be raced under following rule:

$$\text{Racing length} = \frac{\frac{1}{2} \sqrt{\text{Sail area} + \text{over-all length}}}{2}$$

Sail area will be measured in accordance with rules given in 1909 I. L. Y. A. Manual, and time allowance will be figured as per Yacht Racing Union tables in Manual.

Class F,H,J,L and K—Will sail under I. L. Y. A. restricted rules as printed in 1909 Manual (Rules for Class L are printed in 1912 program.)

Class R—Will sail under restricted rules for that class, which appear in 1912 program.

$$\text{Class "Y"} \left| \frac{\frac{\text{L. O. A.} + \text{L. W. L.}}{\text{B}} \times \left(\sqrt{\text{S. A.} \times \text{B.}} \right)}{\frac{7}{10}} \right.$$

Four per cent. will be added to actual sailing time of boats without engine.

RULES AND REGULATIONS FOR THE 14-FOOT CLASS.

CLASS L

Boats in this class are intended to be of the ordinary type, and any invasion in the shape of catamaran, double hull, square or snub-nosed bow, shall not be accepted. The total overhang shall not exceed 60 per cent. of the class load water-line length, and neither the forward nor the aft overhang shall exceed 65 per cent. of the total overhang.

Yachts in these classes shall be sloop-rigged. The sails shall be restricted to mainsail, jib, spinnaker, and balloon jib. The total area of the sails, abaft the main mast, shall not exceed 80 per cent. of the total allowed sail area. Cotton sails shall be used. The actual area of the jib shall be measured. Yachts in this class shall have solid spars.

The maximum length of the spinnaker boom shall be 75 per cent. of the length of the main boom. The spinnaker halyard block shall not be above the jib halyard block.

Measurements for load and water line length and free-board shall be made with all racing equipment on board and without crew.

Ballasted boats shall be fitted with air tanks or water-tight bulkheads sufficient to float fixed ballast. Metal center-boards shall not be considered fixed ballast. The maximum number of persons in the crew of each boat shall be limited to three persons. No pot lead allowed.

TABLE OF RESTRICTIONS

Maximum load water line.....	14 feet
Minimum free board.....	12 inches
Maximum sail area, excluding spinnaker.....	275 sq. ft.
Minimum beam.....	5 ft. 9 in.

SAIL YACHT RACING RULES—Continued

TABLE OF SCANTLINGS

Stem oak sided at head.....	2 inches
Stern post oak sided at tuck.....	2 inches
Section area keel, square inches.....	8
Frames sectional area, square inches.....	$\frac{3}{4}$
Frames spacing.....	8 inches
Floors wood sectional area, square inches.....	$1\frac{1}{2}$
Shelf or clamps oak or pine sectional area, sq. in.....	2
Bilge stringer oak or pine sectional area, sq. in.....	2
Deck beams main, sectional area, sq. in.....	$1\frac{1}{2}$
Deck beams auxiliary, sectional area, sq. in.....	1
Deck beams spacing, sectional area, sq. in.....	8
Planking to finish full.....	$\frac{5}{8}$ in.
Deck to finish full.....	$\frac{1}{2}$ in.
Metal centerboard thick.....	3-16 in.

CONDITIONS GOVERNING THE INTER-LAKE CORINTHIAN TROPHY FOR CLASS R.

1. Designation.

The name of this trophy shall be The Inter-Lake Class R Corinthian Trophy.

2. Trophy.

The Trophy shall be a solid silver cup of original suitable design, costing not less than \$200.00. On its quadrant faces there shall be four suitable shields, within one of which in each year shall be engraved in order, the names of the yachts, the skippers, and of the Clubs, of the yachts winning first, second and third places, together with the number of points of each such yacht in each race; and her total number of points for the series; and the place and time of each of the first four series of races. Such three yachts shall be declared the Successful Contestants of that year.

Surmounting the four shields shall be an appropriate encircling

space wherein shall be engraved the like particulars of the fifth, or final, series, and the final score of every final contestant.

3. ELIGIBILITY.

This trophy shall be open to competition by proper entry from any Corinthian member in good standing in a club holding membership in the I. L. Y. A.

Yachts eligible to compete for this trophy shall be only such as shall conform to the restrictions of Class R of the Universal Rule as adopted and amended by the I. L. Y. A. and in force prior to the 31st of May, 1911.

4. CONTESTS

The first series of contests for the trophy shall be an event in the Regatta of the I. L. Y. A. of 1911; provided that not less than three yachts are duly entered and start in the series, otherwise in the first year thereafter, when there may be such number of entrants and starters.

The second, third and fourth series shall be each an event in the I. L. Y. A. Regattas of the first, second and third years following the first series.

The fifth and final series shall be an event in the I. L. Y. A. Regatta of the fourth year, following the first series, and the contestants therein shall be limited to the Successful Contestants in the previous four series.

5. CUSTODY

Upon the conclusion of each series, the Trophy shall be delivered into the custody, as Custodian and Trustee, of the Club from which is entered the successful contestant having the highest score in the series. Such Club so receiving the Trophy in trust shall thereupon deliver to the Commodore of the I. L. Y. A. a Bond issued by a surety company authorized to do business in the State wherein the said Club is located, in the penal sum of \$500, conditional upon its

SAIL YACHT RACING RULES—Continued

due return to said Commodore or his successor in office. Such return shall be made not later than the opening of the next succeeding I. L. Y. A. Annual Regatta.

In the event that no challenger appears to contest the races of the series in any of the second, third or fourth years, the custody of the Trophy shall again vest in the Custodian from the previous year, under the like conditions, and the name of such Custodian shall be engraved on the shield for such year or years, under the words, "Won by Default."

Should any such club fail or be dissolved while acting as Custodian and Trustee, or should any such club desire to discontinue its Trusteeship, the Trophy shall at once be returned to the Commodore of the I. L. Y. A., who shall hold it as Trustee until the succeeding I. L. Y. A. Annual Regatta. Should any such club decline to accept the said Trusteeship, the Trophy shall be delivered to the Commodore of the I. L. Y. A. and his successor, in trust for the purposes hereof.

6. PRIZES

The successful contestant having the highest number of points of the Series in each of the first four years, excluding any year of default, shall be awarded a solid silver souvenir replica of the Trophy of a value of not less than \$25.00, and a cash prize. Other contributed prizes may be awarded. Each such award shall be made annually at the conclusion of the Annual Regatta.

7. RACES

There shall be three races of nine miles each in each year and which shall constitute a series. The first and last such race shall be triangular—three miles to the leg, and the yachts shall be sent around the triangle each time in such manner as in the judgment of the Regatta Committee will require the nearest approach to windward work on at least one leg. The second race shall be to windward and leeward, or leeward and windward, four and one-half miles to each

leg. The time limit for each race shall be two and one-half (2½) hours. No race shall be postponed for lack of wind until thirty minutes after the starting signal thereof.

All races in every series shall be held on the open water and the course shall be so laid out as to provide not less than 12 feet of water at every point as shown by the Government charts for this current year.

That in all matters pertaining to the supervision of races and the award and amount of prizes, authority shall be vested with the Regatta Committee of the Association; said Regatta Committee to be guided by the intent of the Rules Committee report.

Triangular courses shall have the starting and finishing lines marked by a suitable flag at each end, and the starting and finishing lines shall be at right angles to the first and last leg, respectively, and at an angle of 120° to each other.

There shall be no person or persons other than her Corinthian crew on any yacht from the time of the firing of the preparatory gun to the finish of any race. The helmsman of each yacht shall have been a Corinthian member in good standing of the club from which such yacht is entered for at least three months prior to the date of the first race of any series.

The Regatta Committee of the I. L. Y. A. are hereby invested with discretionary power upon unanimous vote and the approval of the Commodore, to nullify the entry of any yacht after a start, or to disqualify any yacht when they shall be satisfied that its start was not made in good faith to sail the race to win; or for the violation of any of the provisions hereof.

No score shall be awarded such yacht for such series but the series shall be used in ascertaining her divisor. Such action shall not affect such yacht for any other series.

If any yacht finishes within the time limit, the times of the others shall be taken and percentages awarded.

SAIL YACHT RACING RULES—Continued

The scoring shall be on the percentage system in effect for the Country Club Competitive Cup for the special 21 foot restricted Cabin Class. The score for each race shall be computed upon the number of yachts starting in that race.

8. AWARD

At the conclusion of the final series, the sum total of all the points in all the series of each contestant in the final series shall be termed the Dividend for that Contestant and shall be divided by the number of series in which such yacht was a successful Contestant, which number shall be termed the Divisor; the result so found shall be termed the Average for each yacht. To said average shall be added 5% of the said Dividend, and the resultant sum shall be the Final Score.

The yacht having the highest Final Score so found, shall thereby become the absolute owner of the Trophy, which shall thereupon be delivered to her designated owner.

In the event of a tie for first place in any of the first four series a sailoff shall determine the prize winner, and in the event that four or more contestants are tied for first place, the first, second and third boats finishing the sailoff shall be declared the successful contestants in that series. Ties for other than first place shall be determined by a similar procedure. Ties in the fifth series shall not be subject to sailoff.

9. AUTHORITY

The Racing Rules of the I. L. Y. A., subject to the limitations constituting Clause 3 hereof, shall govern all races for this Trophy.

The defacto Regatta Committee of the I. L. Y. A. are hereby invested with absolute supervisory powers over the Trophy from its inception to its final award. They shall act as judges of every race. A majority vote of the Committee shall decide all questions, subject only to appropriate appeal from any technical decision to the Council of the Y. R. U., and as provided in Clause 7. The member or members of the Committee present acting with the Commodore as a member ex officio, shall have power to appoint a substitute for any absent member, to act in any race, or for any series, but such substitute appointment shall cease upon the conclusion of the business of such series.



FRANK W. FLETCHER OF TAWAS
COMMODORE OF THE INTER-LAKE YACHTING ASSOCIATION, 1907

SAIL YACHT RACING RULES—Continued

Example of a possible class R series, with score determined by lot.

First Series	Second Series	Third Series	Fourth Series	Final Series
A B C D	A B C D E F G	B C D E G	A B C F G H J K	Previous Successful Contestants
A— 75	A—100	B—100.	A—100.	A— 50.
75	42.9	20.	25.	40.
25 175	71.4 214.3	40. 160	50. 175.	50. 140.
<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
B—100	B— 85.7	C— 40.	B— 75.	B— 33.3
25	14.3	40.	37.5	20.
100 225	85.7 185.7	80. 160	100. 212.5	83.3 136.6
<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
C— 25	C— 71.4	D— 60.	C— 87.5	C— 66.7
50	57.1	80.	62.5	60.
75 150	42.9 171.4	100. 240.	37.5 187.5	66.7 193.4
<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
D— 50	D— 28.6	E— 80.	F— 62.5	D— 16.7
100	100.	100.	75.	80.
50 200	57.1 185.7	60. 240.	25. 162.5	33.3 130.
<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
	E— 57.1	G— 20.	G— 12.5	E—100.
	85.7	60.	87.5	0.
	14.3 157.1	20. 100.	12.5 112.5	100. 200.
	<hr/>	<hr/>	<hr/>	<hr/>
	F— 42.9		H— 50.	J— 83.3
	28.6		50.	100.
	100. 171.5		62.5 162.5	16.7 200.
	<hr/>		<hr/>	<hr/>
	G— 14.3		J— 37.5	
	71.4		100.	
	28.6		75. 212.5	
	28.6 114.3		<hr/>	
	<hr/>		K— 25.	
			12.5	
			78.5 125.	
			<hr/>	

Cash Prize and Replica to B.

Cash Prize and Replica to A.

B and C sailoff;
C wins.
D and E sailoff;
D wins.
Cash Prize and Replica to D.

B and J sailoff;
J wins.
Cash Prize and Replica to J.

E does not enter the 2nd race, and score for it computed on basis of 5 yachts in race.

SAIL YACHT RACING RULES—Continued

A—1	—	175.
2	—	214.3
3	—	
4	—	
5	—	140.
<hr/>		
Divisor	—	3-529.3
<hr/>		
Average	—	176.43
529.3 x 5%	—	26.465
<hr/>		
Final Score	—	202.895
D—1	—	200.
2	—	185.7
3	—	240.
4	—	
5	—	130.
<hr/>		
Divisor	—	4-755.7
Average	—	188.925
755.7 x 5%	—	37.785
<hr/>		
Final Score	—	226.710

DIVIDEND		
B—1	—	225.
2	—	185.7
3	—	
4	—	212.5
5	—	136.6
<hr/>		
Divisor	—	4-759.8
<hr/>		
Average	—	189.95
759.8 x 5%	—	37.99
<hr/>		
Final Score	—	227.94
E—1	—	
2	—	
3	—	240.
4	—	
5	—	200.
<hr/>		
Divisor	—	2-440.
Average	—	220.
440 x 5%	—	22.
<hr/>		
Final Score	—	242.

C—1	—	
2	—	
3	—	160.
4	—	187.5
5	—	193.4
<hr/>		
Divisor	—	3-540.9
<hr/>		
Average	—	180.3
540.9 x 5%	—	27.045
<hr/>		
Final Score	—	207.345
J—1	—	
2	—	
3	—	
4	—	212.5
5	—	200.
<hr/>		
Divisor	—	2-412.5
Average	—	206.25
412.5 x 5%	—	20.65
<hr/>		
Final Score	—	226.875

E WINS TROPHY

GEORGE H. WORTHINGTON
COMMODORE OF THE INTER-LAKE YACHTING ASSOCIATION
1896, 1905, 1908
PROBABLE COMMODORE FOR 1913
PRESIDENT GENERAL, PERRY'S CENTENNIAL COMMISSION





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BY PERRY'S VICTORY CENTENNIAL COMMISSION

THE PERRY MEMORIAL

The Perry's Victory Centennial, and the Inter-Lake Yachting Association

The Inter-Lake Yachting Association will play an important part in the Perry's Victory Centennial at Put-in-Bay in the summer of 1913, for not only has the Perry Centennial Commission decided that the I. L. Y. A. shall be called upon to furnish at least one week of aquatic sport during the progress of the celebration, but George H. Worthington, President-General of the Commission, and past Commodore of the Association, will be the head of the I. L. Y. A. that year. Unquestionably it will be the greatest year in the history of the I. L. Y. A., for it will witness the assembling of the largest fleet of pleasure and racing craft ever brought together on fresh water. Every port on the Great Lakes, both on the American and Canadian sides, will be represented, and the heart of every patriotic yachtsman will be filled with pride in the thought that he has so important a part in the greatest peace event in the history of nations.

Put-in-Bay is a hallowed spot because it was here that was achieved the final victory that wrested from the combined forces of British and Indians the Great Northwest and saved it to the American Republic. John E. Gunckel, one of the first Commodores of the Inter-Lake Yachting Association, in his history of the Maumee Valley, gives a concise account of the battle at Put-in-

Bay, or the Battle of Lake Erie, as it was called, from which the following is gleaned:

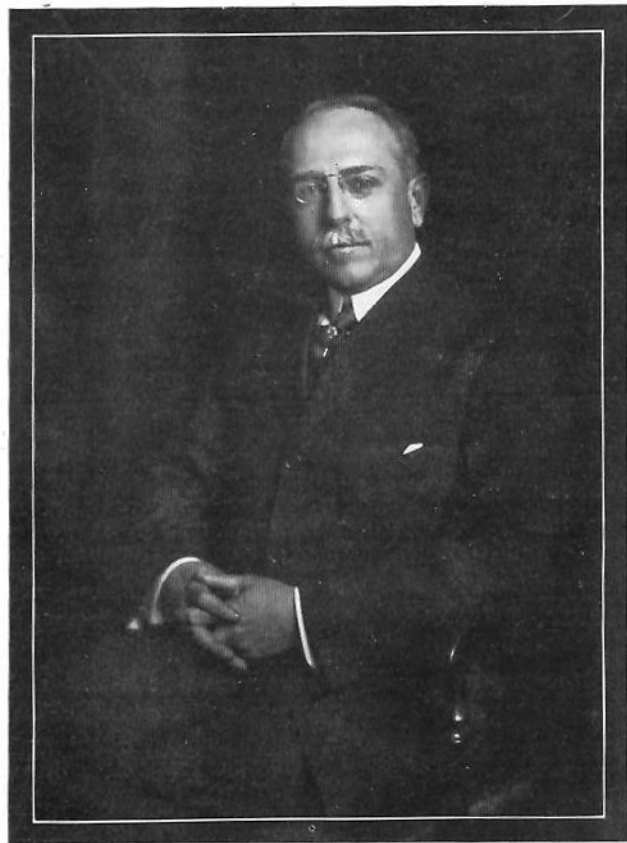
"At the time of the troubles on the Maumee, the British commanded the Great Lakes, and were preparing to carry on a war of conquest. The stringent order of General Proctor was: 'The resources of the enemy on the Great Lakes must be overcome.'

"The British fleet was commanded by Commodore Robert Harriet Barclay, an able officer who had served with distinction under Nelson. His fleet consisted of six vessels, 63 guns and 440 men. On the evening of September 9, 1913, the British fleet lay off Amherstburg, and on the morning of the 10th sailed towards Put-in-Bay to 'sweep the lakes.'

"Commodore Oliver Hazzard Perry, about 28 years of age, with an experience of 14 years' active service, commanded the American fleet of nine vessels, 54 guns and 416 men. Commodore Perry, after being advised of the plans of the British commander, retired to Put-in-Bay. 'We put in there,' wrote one of the officers, 'to get ready to lick anything that came our way.'

"At sunrise, on the morning of the 10th, Commodore Perry saw the enemy's fleet up the lake. We immediately got under way to meet them. At 11:00

C. G. JENNINGS OF DETROIT
COMMODORE OF THE INTER-LAKE YACHTING ASSOCIATION
1910



o'clock the British came down toward us with fair wind and colors flying. At 11:45 A. M., Barclay opened the fight. It was but a short time until the British were hemmed in and raked with grape and cannister, until every vessel had struck her colors.'

"As soon as the victory was assured, Commodore Perry wrote his famous dispatch to General Harrison, at Fort Meigs, with whom he had been ordered to cooperate, on the back of an old letter which he rested on his navy cap:

"'We have met the enemy and they are ours. Two ships, two brigs, one schooner and one sloop.

"'Yours with great respect and esteem,'

"'O. H. PERRY.'"

The Perry's Victory Centennial, in commemoration of the One Hundredth Anniversary of Perry's Victory on Lake Erie and the chief events of the War of 1812, will be held at Put-in-Bay Island and in all the principal cities bordering on the Great Lakes and in the city of Louisville, Ky., during the summer of 1913, from the 4th of July to the 5th of October. No industrial exposition is contemplated, but all indications point to the greatest historical, patriotic and educational exposition, or series of expositions, in the history of the world, during the period mentioned.

The central idea of the Centennial is the construction of the great Perry memorial at Put-in-Bay Island under the auspices of the National Government and the ten states participating in the enterprise, but in connection

with this achievement there will be a series of events at points distant from one another, entirely patriotic and educational in character, which will reach directly millions of American men, women and children whose attention could not be centered upon any exposition or celebration isolated in one locality.

The states now participating in the erection of the proposed memorial and in the celebration, by appropriations and the appointment of Commissioners to represent them, are, in the order in which they entered the movement, Ohio, Pennsylvania, Michigan, Illinois, Wisconsin, New York, Rhode Island, Kentucky, Minnesota and Indiana. Appropriations have been made as follows: Ohio, \$83,000; Pennsylvania, \$75,000; Wisconsin, \$50,000; Rhode Island, \$25,000; Kentucky, \$25,000, and the National Government has appropriated \$250,000, thus making a total of \$508,000 now available for the objects in view. During the winter of 1913, appropriations will be pending in the other states here mentioned which up to this time have participated in the Centennial enterprise only by the appointment of Commissioners.

The original conception of the Perry memorial and the scope of the centennial celebration has so expanded under the inspiration of widespread approval and encouragement that it is no longer deemed likely that the direct state and government appropriations will suffice for the dual objects in view. The Commissioners have therefore organized a bureau of public subscriptions, under the direction of Financial Secretary MacKenzie

R. Todd, representing their Inter-State Board, and additional funds are expected to be provided by organized methods among private citizens.

The Inter-State Board of the Perry's Victory Centennial Commissioners was organized September 10th, 1910, and has since been conducting active operations with headquarters at Cleveland. The Board is composed of all the Commissioners appointed by the National Government and several states. The general officers are Geo. H. Worthington, President-General, Cleveland; Col. Henry Watterson, First Vice-President-General, Louisville, Ky.; Webster P. Huntington, Secretary-General, Cleveland; A. E. Sisson, Treasurer-General, Erie, Pa., and Harry Cutler, Auditor-General, Providence, R. I. The National Commissioners, appointed by the President of the United States, are Lieut. Gen. Nelson A. Miles, U. S. A., Ret.; Rear Admiral Chas. E. Clark, U. S. N., Ret., and Gen. J. Warren Keifer, of Ohio. There is an Executive Committee consisting of the foregoing and one Commissioner from each of the participating states, a committee on Legislation, Promotion and Publicity, and a committee on Centennial Celebration. The President-General is a member ex-officio, and the Secretary-General is Secretary of all committees.

The design for the Perry memorial was adopted as the prize winner in the largest and most representative architectural competition ever held in this country, which was conducted at Washington, D. C., in January, 1912, under the supervision of the National Commission

of Fine Arts. The successful architects are Messrs. J. H. Freedlander and A. D. Seymour, Jr., of New York City, whose beautiful design is reproduced in connection with the present article. The official memorial is the Doric column shown in the center of the design, which, built of granite, will cost upward of \$400,000, but the memorial in its entirety will cost in the neighborhood of \$1,000,000.

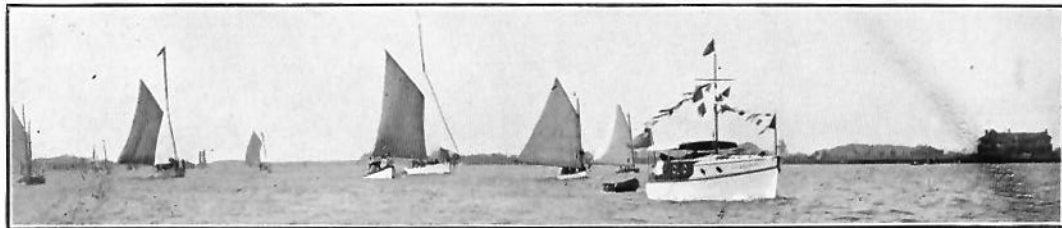
The Doric column, the highest single column in the world and the highest monument except the Washington monument at the National Capitol, is 45 feet in diameter at the base, 35 feet at the top, and 320 feet high. It is surmounted by a spectators' gallery and a massive bronze tripod holding a light of great magnitude. Electric elevators will convey visitors to the gallery.

The column stands in the center of a plaza 720 feet long and 500 feet wide at the widest point on the site of 14 acres at Put-in-Bay Island, located on the narrow neck of land extending toward Middle Bass Island from the business center of the Village of Put-in-Bay. The building on the left of the column, shown in the picture, is an historical museum, of Greek architecture, having a floor space of 3,000 square feet. The building on the right is an idyllic classic structure in commemoration of the one hundred years of peace between Great Britain and the United States, which will be concluded upon the centennial anniversary of the signing of the Treaty of Ghent, December 24th, 1814.

Indeed, amity and good-fellowship between the two great nations at war upon these waters one hundred years

ago is planned to be the inspiring theme of all the objects contemplated by the Commissioners in the erection of the Perry memorial and the Centennial Celebration at Put-in-Bay Island, and in the metropolitan centers of popula-

tion which will join during the summer of 1913 in commemorating one of the most important chapters in American history.



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