

PROPERTY OF
WLEHS

No. _____



44th
INTER-LAKE
REGATTA
--AT--
PUT-IN-BAY
AUGUST 9-10-11
1937

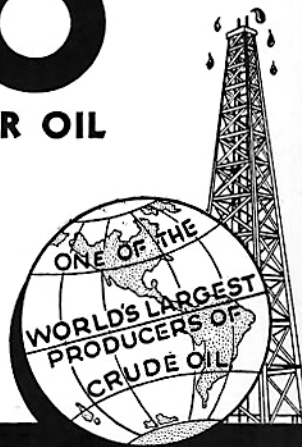
JOHN FISHER



Always in Front!

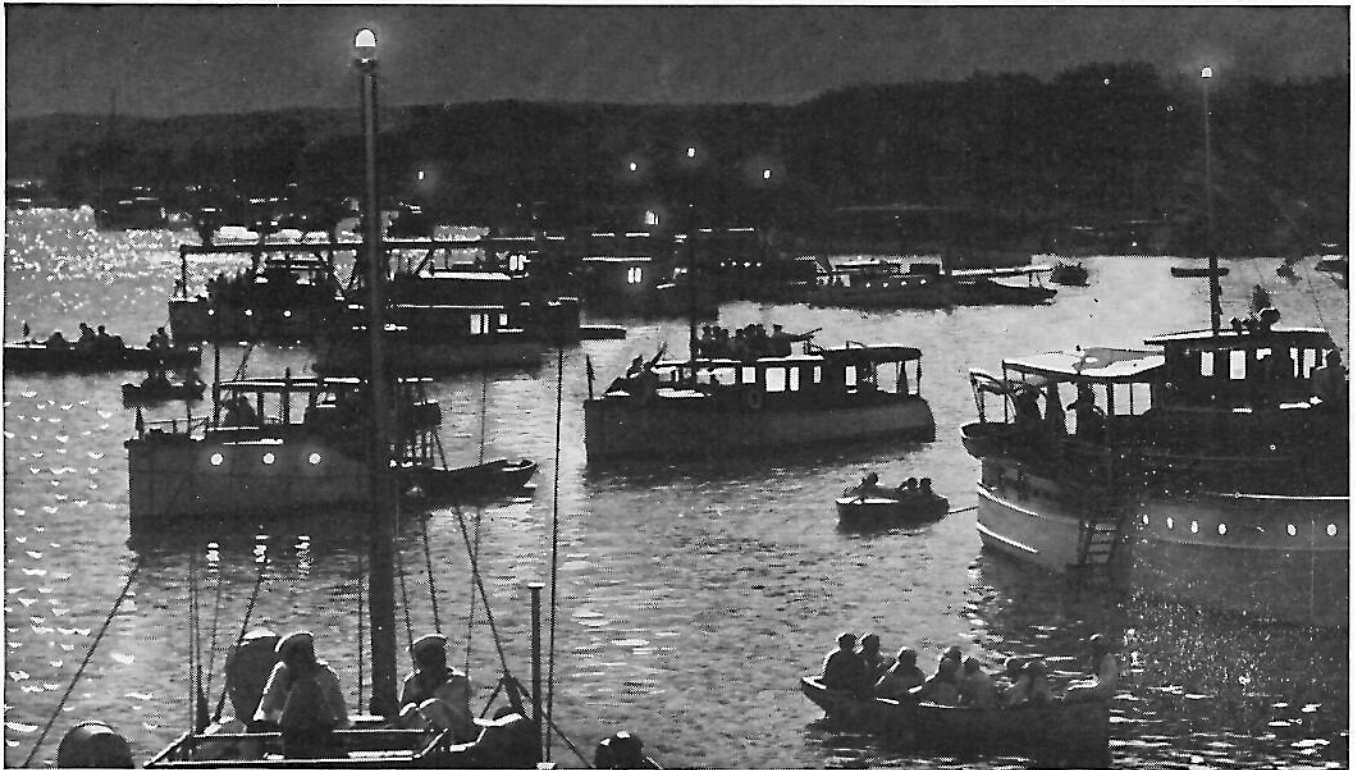
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Where Dependability Counts

Strange as it may seem, there are as many as 20 different electrical wires and cables in a medium-sized stock cruiser. That they should be well made and properly insulated is a self-evident fact. Failure of starter or ignition cables might have most serious consequences . . . and during the night, all yachtsmen realize the necessity for guarding



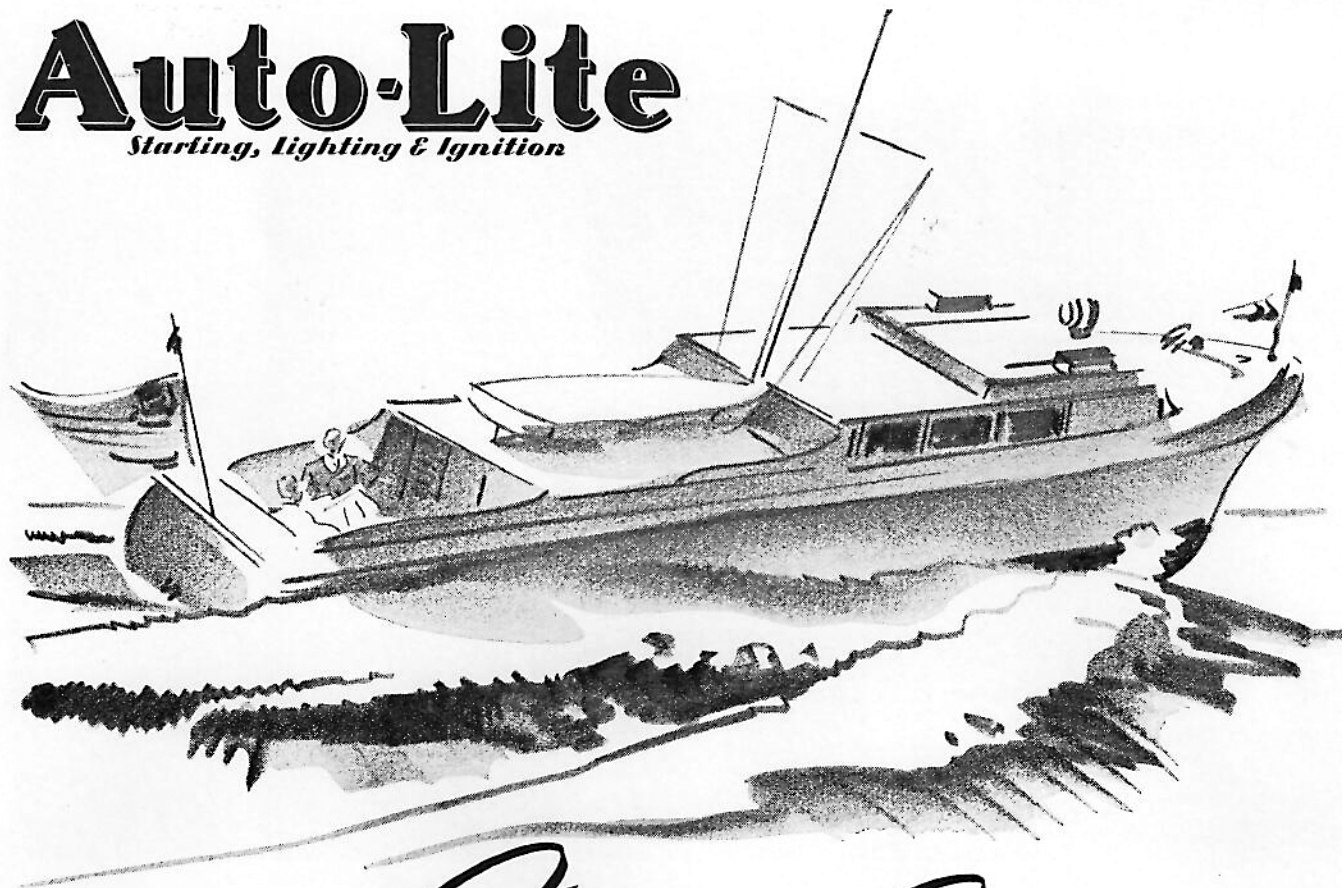
against the failure of running and riding lights—particularly in crowded waters. There is an Anaconda Wire or Cable for every electrical requirement in the building of boats and engines. Made in modern mills by skilled workmen, products of the Anaconda Wire & Cable Company are relied upon for dependable service by leading architects, builders and yards everywhere.

Anaconda Wire & Cable Company

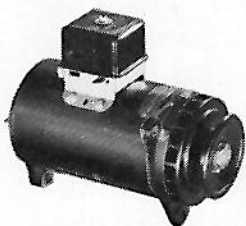
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Equip for *Carefree Cruising...*
with Auto-Lite starting, lighting and ignition



To motor boat owners there can be little satisfaction and pleasure without utmost dependability of performance. It is this feeling of security, which is made possible by rigid engineering and manufacturing requirements, that has made Auto-Lite starting, lighting and ignition the favorite among owners, the choice of designers and manufacturers of fine power boats.

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USL is building into storage batteries, new standards of dependability. Designed specially for marine service, USL batteries deliver most reliable, economical power over a long period of time. USL batteries are used on an increasing number of fine pleasure boats the world over.

• With service stations in every port, owners are assured of efficient service for Auto-Lite electrical equipment and for USL batteries.

USL BUILT TO LAST
BATTERIES

INDEX

PROPERTY OF
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No. _____

OFFICIAL PROGRAM Page 15

FEATURES

	PAGE		PAGE
Photograph of Commodore Edgar T. Wolfe, B. L. Y. C.	12	Publicity Committee	27
A Message from the Commodore	13	Cartoon Page	28
General Information	14	Let's Be Good Sports	29
I. L. Y. A. 1937 Officers	16	Power and Sail Boat Course Map	30
I. L. Y. A. Officers, Delegates and Trustees	17	Race Course Patrol Signals	31
Photographs of Committee Chairmen	18 & 20	B. L. Y. C. Picture Page	32
Association Membership	19	Sail Yacht Program	33
Past Commodores	19	Racing Rules for Sail Yachts	34 & 35
Advisory Committee	19	Deep Water Race Course Map	36
Sail Yacht Regatta Committee	21	Deep Water Race Program	37
Deep Water Race Committee	21	National Junior Sailing Championship	38
In Memory of Past Commodores	22	Power Boat Program	39
Sail Yacht Judges	23	Model Yacht Program	40
Sail Yacht Rules Committee	23	Other Sports Program	40
Power Boat Regatta Committee	23	Ladies Card Party	40
Power Boat Judges	23	Aviation Chart Map	41
Power Boat Rules Committee	23	Memorial Trophies	41
Model Yacht Racing Committee	25	The Islands	43
Sail and Power Boat Course Patrol Committee	25	The Battle of Lake Erie	44 & 45
Entertainment Committee	25	Cartoon Page	49
Ladies Entertainment Committee	25	Cartoon Page	53
Squadron Sail Committee	25	The Evolution of a Yacht Club	61
Aviation Committee	27	Jim's Place	68
Other Sports Committee	27	Miller's Boat Livery	68
Trophy Committee	27	Yachtsman Fund I. L. Y. A.	Back Cover
Prize Distribution Committee	27		

ADVERTISING INDEX

	PAGE		PAGE
The American Brass Company	75	Iatrobe Tool Works	65
Anaconda Wire & Cable Company	1	Iibbey Owens Ford Glass Co.	54
BancOhio Securities Company	71	Ionz Winery	64
Barnes Gibson Raymond Division, Associated Spring Corp.	9	Iyman Boat Works	66
Berry Brothers	51	The McCleery-Carpenter Electric Company	82
The Blake & Johnson Company	54	The MacAllen Co.	7
Blaw-Knox Company	67	The Matthews Company	51
Braun Bosworth & Co.	58	Mead Gliders	47
The Bratton Letter & Printing Co.	77	National Vulcanized Fibre Co.	76
The William Brooks Shoe Co.	63	New Departure Division of General Motors Corp.	24
The Brown McLaren Mfg. Co.	51	Norma Hoffman Bearing Corp.	70
Worthy R. Brown & Sons, Inc.	78	Ohio National Bank	62
The Carborundum Company	48	Ohio Printing Company	58
Chemco Photoproducts Co.	48	The Ohio Oil Company	Inside Front Cover
The Chicago Rivet & Machine Co.	67	Ohio Paving Brick Association	64
C. F. Childs & Co.	65	The Ohio State Journal	46
Chris Craft Corp.	59	Otis & Company	64
The Fred Christen & Sons Co.	5	Richardson Boat Company	42
Christmas Club, Inc.	60	Ryan, Sutherland & Company	68
Cleveland Yacht & Supply Co.	63	Sandusky Boat Works	81
The Cline Electric Mfg. Co.	47	The Schultz Die Casting Company	26
The Columbus Dispatch	55	Seasgood & Mayer	77
The Cooper Bessemer Corporation	10	The Segal Schadel Company	63
The Craine Schrage Steel Company	56	Robert W. Setterlin & Son	77
The DeVilbiss Company	74	Shea Boat & Trailer Corporation	51
DeWitt Operated Hotels	4	The Shelby Salesbook Company	57
The Egly Register Company	81	The Henry H. Smith & Company	81
The Electric Auto Lite Co.	2	Spaulding Fibre Company, Inc.	78
Engels & Krudwig Wine Company	82	State Automobile Mutual Insurance Company	73
The Samuel A. Esswein Heating & Plumbing Company	47	The Stroh Brewery Company	54
The First Cleveland Corporation	77	The Sunday Star	Inside Back Cover
The Formica Insulation Co.	82	Superior Steel Corp.	76
General Maintenance & Engineering Co.	66	The Leonard Thomson Company	76
Glen Rest, Inc.	58	The Timms Spring Company	59
J. C. Goss Company	81	Union Drawn Steel Company	60
The Gregory Boat Company	81	The Vermillion Boat Club	67 & 68
Gulf Refining Company	57	Van Lahr, Doll & Isphording, Inc.	67
The Harshaw Chemical Company	65	Vickers, Inc.	81
The A. H. Helsey Company	68	W. B. N. S., Inc.	6
The Hinde Dauch Paper Company	52	Wells-Gardner & Co.	63
The International Nickel Company	69	Western Cartridge Co.	74
The Johnson Marine Engine Co.	81	Wolfe Wear-U-Well Corp.	50
Kean Estates Corp.	81	Wood Fiong Corporation	65
The LaSalle Steel Company	82	The Yachtsman	80

F. R. MARSH,
Manager



TOM A. SABREY,
Manager



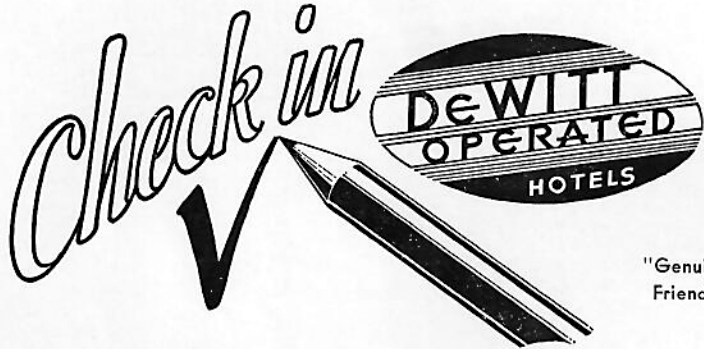
B. R. BRENNAN, JR.,
Manager



J. J. FITZPATRICK,
Manager



C. J. FITZPATRICK,
Manager



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Friendly"

In CLEVELAND It's
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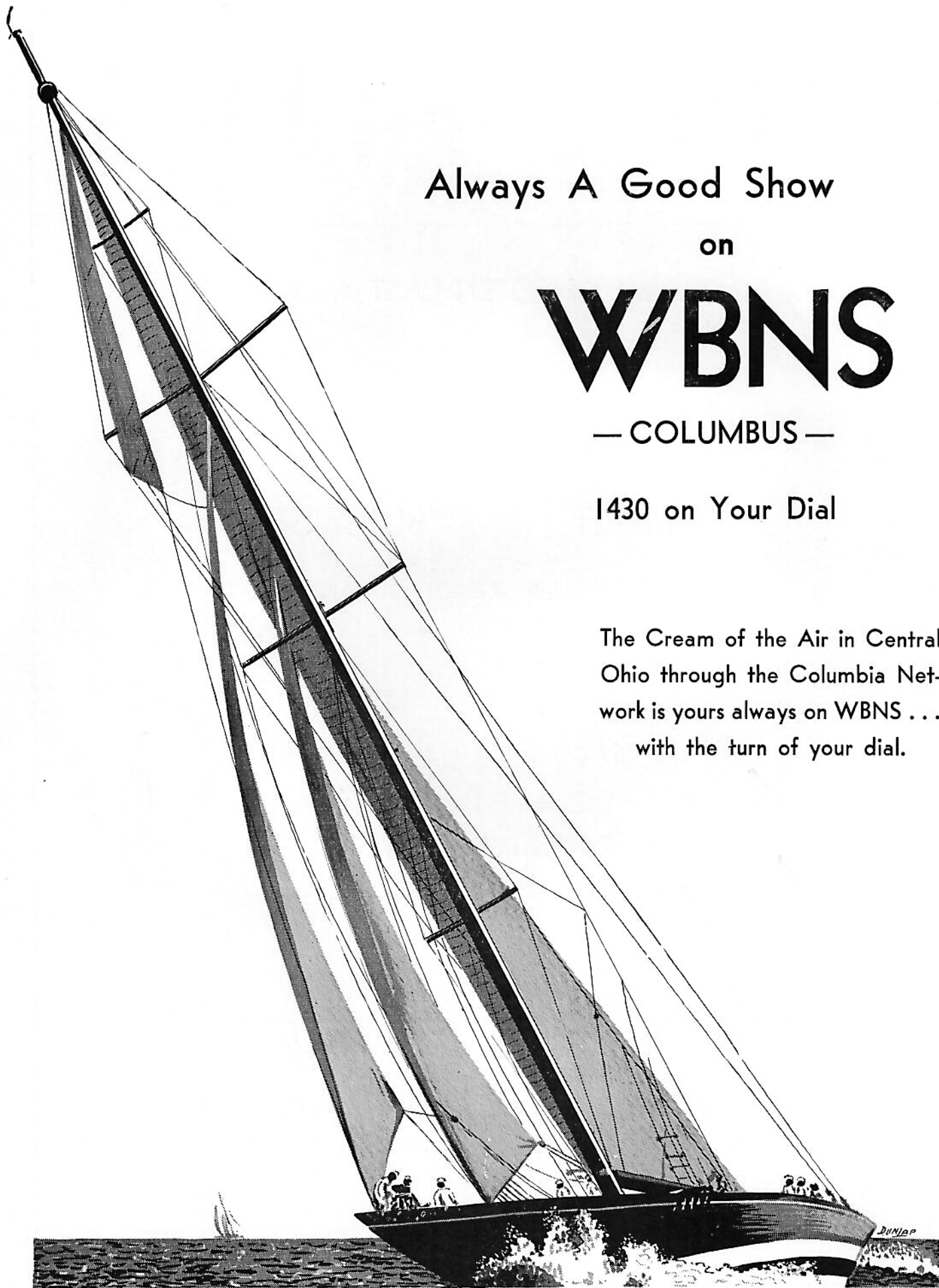
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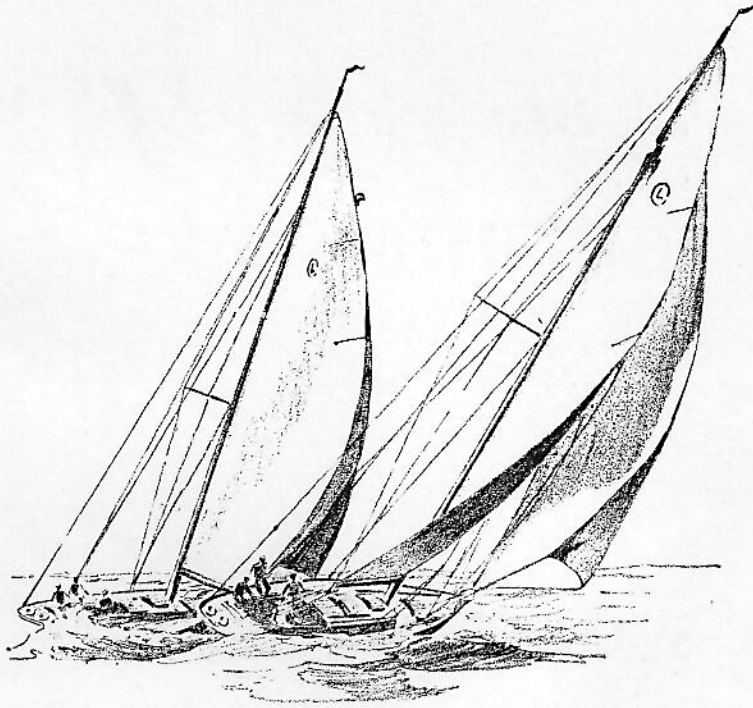
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The Cream of the Air in Central
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THE MacALLEN COMPANY

Mica Manufacturers

BOSTON, MASS.



Best Wishes to

**THE INTER-LAKE
YACHTING ASSOCIATION**

For

A SUCCESSFUL REGATTA

With Congratulations to

COM. EDGAR T. WOLFE

From

Friends at Buckeye Lake



BARNES - GIBSON
RAYMOND DIVISION

Associated Spring Corporation

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Of All Descriptions

Detroit
Division
6400 Miller Ave.
Detroit, Mich.



Cook Spring Co.
Division
Ann Arbor, Mich.





A COOPER-BESSEMER DIESEL PLAYS A PART IN "CAPTAINS COURAGEOUS"!

The Oretha F. Spinney was the sure-enough fishing boat of Capt. Carl Olsen, out of Gloucester. Fit in every way, carrying her canvas prettily, and with a stout Cooper-Bessemer Diesel below deck — to make her independent of weather — she took the eye of Metro-Goldwyn-Mayer. That engine... *right* for her old trade... *proved anew* in her long run to Catalina... will *still* serve her well when the need arises!

Convenience, Economy and Reliability are qualities of Cooper-Bessemer Diesels that mean Fishing Boat Earning Power. Write us for full information.

The brave schooner "We're Here" of the new movie "Captains Courageous" — formerly the Oretha F. Spinney of Gloucester. Powered with a six-cylinder Cooper-Bessemer Diesel Engine, Type FP-6-DR, 180 H. P. at 350 R. P. M.



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 25 West 43rd Street Mills Building Hoffer's Limited 53 Duncan Street Esperson Building 640 East 61st Street The Pacific Marine Supply Co.
 New York City Washington, D. C. Vancouver, B. C. Gloucester, Mass. Houston, Texas Los Angeles, Calif. Seattle, Washington

PROGRAM

of the

Inter-Lake Yachting Association 1937



Organized January 17, 1885

Reorganized March 19, 1894.

Member of

Yacht Racing Union of The Great Lakes

North American Yacht Racing Union

Star Class Yacht Racing Association

American Power Boat Association

Amateur Athletic Union

Central Association.



EDGAR T. WOLFE, B. L. Y. C.
Commodore of the I. L. Y. A.—1937

== A MESSAGE ==

from

The Commodore

It is fitting that this first page of our program be dedicated to those firms who have displayed more than ordinary interest in the affairs of the I. L. Y. A. In addition to their advertisements which appear herein, they have made contributions to the Yachtsman's Fund. In several instances no advertisements of the firm listed will be found, their contributions going entirely to the Yachtsman's Fund. Such support to our efforts has our deepest appreciation and their names are listed on the following Honor Roll:

Edgar Wolfe

Commodore.



1937 Inter-Lake Yachting Association Regatta Program Honor Roll

MACLAREN NEWSPRINT SALES, Ltd.

Buckingham, Quebec, Canada

THE E. B. EDDY CO., Ltd.

Hull, Canada

HOWARD FLINT INK CO.

Detroit, Michigan

THE INTERCOLONIAL CORPORATION

Cleveland, Ohio

STATE AUTOMOBILE MUTUAL INS. CO.

Columbus, Ohio

THE COLUMBUS DISPATCH

Columbus, Ohio

THE OHIO STATE JOURNAL

Columbus, Ohio

THE SUNDAY STAR

Columbus, Ohio

BANCOHIO SECURITIES

Columbus, Ohio

THE WOLFE WEAR-U-WELL CORP.

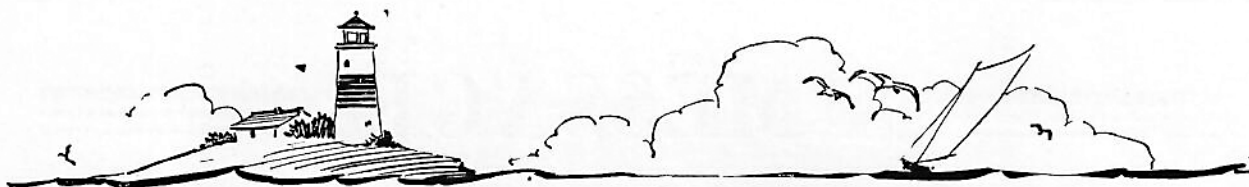
Columbus, Ohio

THE OHIO NATIONAL BANK

Columbus, Ohio

WBNS, Inc.

Columbus, Ohio



GENERAL INFORMATION



HEADQUARTERS: PUT-IN-BAY YACHT CLUBHOUSE

Secretary-Treasurer's office hours: 4:00 P. M. to 6:00 P. M.

All yachtsmen and their ladies must register.

All yachtsmen of the Inter-Lake and invited clubs, whether yacht owners or not, are invited and urged to participate in all of the events of the regatta and have their ladies participate wherever possible, to make the regatta successful in every way.

Obtain entry blanks, racing numbers and racing information at Headquarters.

Every yacht should be measured by the measurer of its home club and measurer's signature should be on entry blank.

Sign your entry blank and state clearly all answers to questions.

No entry fee will be charged in any event.

Get your entry in early to assist the committee.

Two or more entries must be received or an event will be cancelled.

Prizes in any event will be awarded according to the number of entrants.
If two entrants, only one prize will be awarded; if three entries, two prizes, etc.

Banquet Tickets, etc., may be purchased at Headquarters.

Postponements, changes in courses or events, results and all official announcements will be posted on the Bulletin Board at Headquarters.

Watch it.

All events will be started promptly on time. Be on your mark.

The official time used at the meet will be Put-In-Bay Club time, according to clock at Headquarters.

Boat owners are requested to respect and observe prior occupancy in docking facilities.



OFFICIAL PROGRAM



SUNDAY, AUGUST 8

- Morning* Finish of fourth annual ILYA deep water race from Detroit river light to Put-in-Bay. Finish of races from Rocky river; Vermilion; Toledo and Cleveland; Sandusky and Amherstburg to Put-in-Bay.
- 10:00 A. M. Model sail boat races in front of Commodore Perry Memorial.
- Afternoon* 6:00 P. M. Organization dinner at Bay View Hotel. All officers, committee chairmen and members of committees are urged to attend. Registration at headquarters, Put-in-Bay Club House.
- Evening* Services at St. Paul's Church.

MONDAY, AUGUST 9

- Morning* 8:30 A. M. Sail Yacht races. All classes.
- 10:30 A. M. Filling out of entry blanks for Class A cruisers at ILYA headquarters.
- Afternoon* 2:00 P. M. Filling out of entry blanks for Class B cruisers at ILYA headquarters.
- 3:00 P. M. Indoor baseball game. Detroit River Yachting Association vs. Buckeye Lake Yacht Club.
- 4:30 P. M. Commodores reception aboard the "Sea Wolf."
- 5:30-6:30 P. M. Dinner music broadcast from flagship.
- Evening* 6:30 P. M. Yachtsmen's dinner at Hotel Crescent. All yachtsmen and their ladies invited.

TUESDAY, AUGUST 10

- Morning* 8:30 A. M. Sail Yacht races. All classes.
- 10:30 A. M. Start of Class B cruisers event.
- 10:30 A. M. Filling out of entry blanks for Class C cruisers at ILYA headquarters.
- Afternoon* 2:00 P. M. Ladies bridge party on Bayview Hotel lawn.
- 2:00 P. M. Start of Class C cruisers event.
- 2:30 P. M. Commodores cat boat race.
- 4:00 P. M. Ladies cat boat race.
- 5:30-6:30 P. M. Dinner music broadcast from flagship.
- Evening* 7:00 P. M. ILYA bowling meet at Colonial alleys.

WEDNESDAY, AUGUST 11

- Morning* 8:30 A. M. Sail Yacht races. All classes.
- 10:30 A. M. Class D Runabouts races.
- 11:15 A. M. Free-for-all races.
- Evening* 8:30 P. M. Distribution of prizes.

MONDAY, TUESDAY AND WEDNESDAY AFTERNOONS
Sears Cup elimination races. Time to be set by Race Committee.
Watch Bulletin Board for any changes.

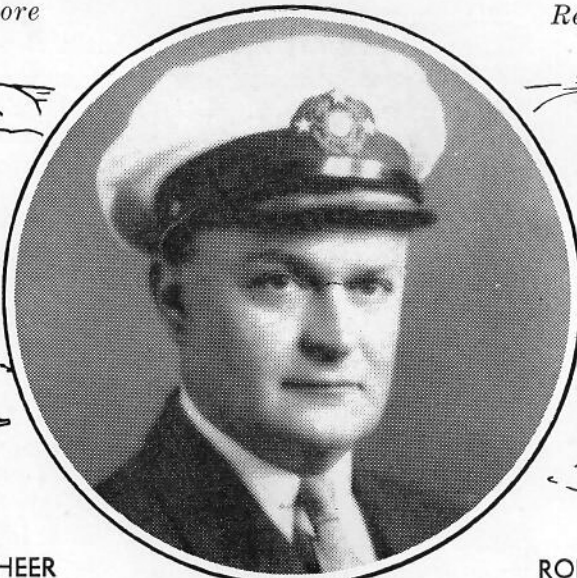
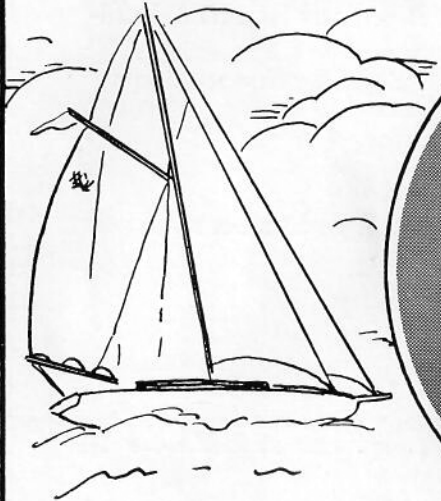


WILBUR J. WRIGHT
C. Y. C.
Vice Commodore

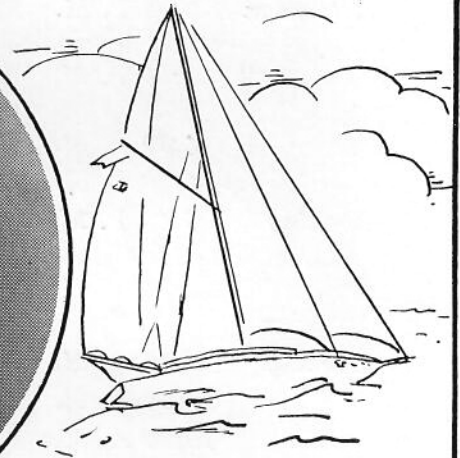


DR. ANDREW J. HACKETT
D. Y. C.
Rear Commodore

OFFICERS 1937



DR. GEORGE HEER
B. L. Y. C.
Fleet Surgeon



MILTON N. GALLUP
C. Y. C.
Fleet Captain

ROBERT W. IRWIN
B. L. Y. C.
Secretary-Treasurer





I·L·Y·A

OFFICERS · DELEGATES *and* TRUSTEES

Edgar T. Wolfe, B. L. Y. C. *Commodore*
 Wilbur J. Wright, C. Y. C. *Vice-Commodore*
 Dr. A. R. Hackett, D. Y. C. *Rear-Commodore*
 Milton N. Gallup, C. Y. C. *Fleet Captain*
 Robert W. Irwin, B. L. Y. C. *Secretary-Treasurer*
 George Wakefield, V. B. C. *Recording Secretary*
 Dr. George Heer, B. L. Y. C. *Fleet Surgeon*
 Joseph Krolik, D. B. C. *Sail Yacht Measurer*
 D. A. Aitken, Jr., M. H. Y. C. *Power Boat Measurer*

TRUSTEES INTER-LAKE YACHTING ASSOCIATION

Commodore H. C. Kendall, D. Y. C. *Chairman*
 Commodore E. H. Reed, T. Y. C. Commodore E. E. Noble, C. Y. C.

DIRECTORS YACHTSMEN'S FUND

Organized 1916

*Commodore Otto Barthel, D. Y. C., *President*
 *Commodore A. F. Wakefield, V. B. C., *Vice-President*
 Commodore Lee B. Keller, S. Y. C., *Secretary-Treasurer*
 Commodore E. H. Reed, T. Y. C. Commodore Henry Hess, T. Y. C.
 *Commodore Sidney Frohman, Warren K. Roberts, C. Y. C.
 S. Y. C. W. J. Billingslea, M. R. Y. C.

*Trustee, Toledo Trust Co., Toledo, Ohio.

*Trustees

DELEGATES

American Power Boat Association

Commodore John G. Robinson, V. Y. C. Commodore John A. Tallman, T. Y. C.
 Commodore Charles Thornburgh, S. Y. C.

YACHT RACING UNION OF THE GREAT LAKES

Commodore Wm. A. Wilson, B. Y. C. Commodore Otto F. Barthel, D. Y. C.
 Alex Winton, C. Y. C.

NORTH AMERICAN YACHT RACING UNION

Commodore O. F. Barthel, D. Y. C. Commodore S. Gardner, C. Y. C. *Alternate*

AMATEUR ATHLETIC UNION

Commodore W. S. Marshall, B. L. Y. C.



H. S. Walker, E. B. C.
Chairman
Sail Yacht Regatta

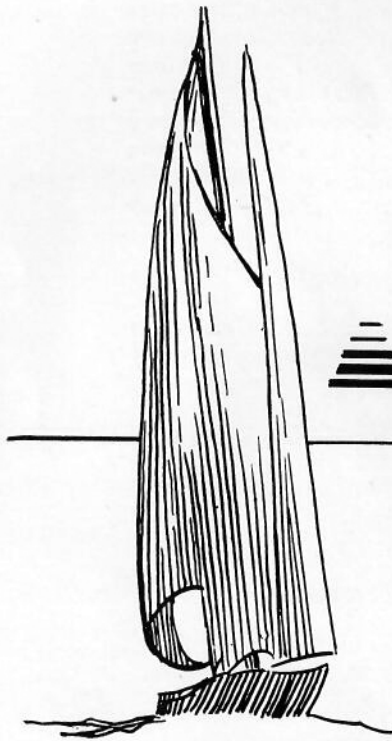


Paul J. Kuebler, T. Y. C.
Vice Chairman
Toledo Deep Water Race

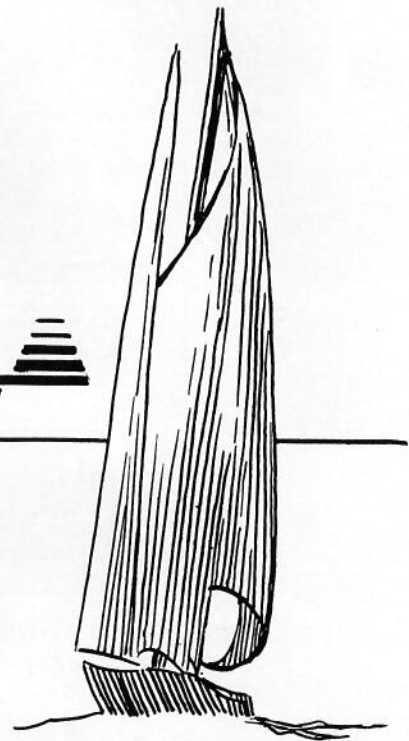


Paul G. Anderson, C. Y. C.
Vice Chairman
Cleveland Deep Water Race

Committee Chairmen



George Wakefield, V. B. C.
Recording Secretary
I. L. Y. A.



A. J. Grundy, D. Y. C.
Chairman
Sail Yacht Rules



William A. Wilson, B. Y. C.
Chairman
Sail and Power Boat Course Patrol



John G. Robinson, V. Y. C.
Chairman
Power Boat Rules

ASSOCIATION MEMBERSHIP

Bayview Yacht Club of Detroit
 Bayview Yacht Club of Toledo
 Buckeye Lake Yacht Club, Columbus
 Cleveland Yachting Club
 Crescent Sail Yacht Club, Detroit
 Detroit Boat Club
 Detroit Yacht Club
 Edison Boat Club, Detroit
 Erie Yacht Club
 Grosse Ile Yacht Club
 Lakeside Yacht Club, Cleveland

Lorain Yacht Club
 Maumee River Yacht Club, Toledo
 Mentor Harbor Yacht Club, Mentor
 Port Clinton Yacht Club
 Port Huron Boat Club
 Put-In-Bay Yacht Club
 Sandusky Sailing Club
 Sandusky Yacht Club
 Sarnia Yacht Club, Ontario, Canada
 Toledo Yacht Club
 Vermillion Boat Club
 Vermillion Yacht Club

PAST COMMODORES

*Geo. W. Gardner, C. Y. C.1894
 *John E. Gunckel, T. Y. C.1895
 *Geo. H. Worthington, C. Y. C...1896
 *S. O. Richardson, T. Y. C.1897
 *Alex I. McLeod, D. Y. C. 1898
 *Geo. T. Bliss, E. Y. C.1899
 *Geo. F. Anderson, S. Y. C1900
 *Wm. R. Huntington, S. Y. C. ..1901
 *C. C. Warren, S. Y. C.1902
 *Henry Tracy, T. Y. C. 1903
 John S. Smedley, D. B. C.1904
 *Geo. H. Worthington, C. Y. C. .1905
 John F. Craig, T. Y. C.1906
 *Frank W. Fletcher, T. B. Y. A..1907
 *Geo. H. Worthington, C. Y. C...1908
 *S. O. Richardson, T. Y. C.1909
 *C. G. Jennings, C. C. of D.1910
 *Alexander Winton, L. Y. C. . .1911
 *Wm. R. Huntington, S. Y. C. ..1912
 *Geo. H. Worthington, C. Y. C. .1913
 Henry W. Hess, T. Y. C. 1914
 Harry C. Kendall, D. Y. C.1915
 Emil G. Schmidt, S. Y. C.1916

*Alexander Winton, C. Y. C.1917
 *Wm. R. Huntington, S. Y. C. ..1918
 *R. George Marsh, G. P. Y. C. ..1919
 *F W. Wakefield, V. B. C.1920
 *F. W. Roberts, C. Y. C.1921
 *C. W. Kotcher, D. Y. C.1922
 Sidney Frohman, S Y. C.1923
 Otto F. Barthel, D. Y. C.1924
 *Thos. A. DeVilbiss, T. Y. C. . .1925
 *A. A Schantz, D. Y. C.1926
 Dr. W. A. Wilson, B. Y. C.,
 Detroit1927
 E H. Reed, T. Y. C.1928
 Mark R. Hanna, D. Y. C.1929
 E. E. Noble, C. Y. C.1930
 A. F Wakefield, V. B. C. 1931
 J. W. Vaughan, D. B. C.1932
 C. O. Miniger, T. Y. C.1933
 Stanley Gardner, C. Y. C1934
 Gar Wood, D. Y. C.1935
 Rudolph A. Luedtke, T. Y. C. . 1936

**Deceased*

ADVISORY COMMITTEE

Commodore R. A. Luedtke, T. Y. C., *Chairman*

Commodore John S. Smedley, D. B. C.
 Commodore John F. Craig, T. Y. C.
 Commodore Henry W. Hess, T. Y. C.
 Commodore Harry C. Kendall, D. Y. C.
 Commodore Emil C. Schmidt, S. Y. C.
 Commodore Otto F. Barthel, D. Y. C.
 Commodore Sidney Frohman, S. Y. C.
 Commodore W. A. Wilson, B. Y. C.

Commodore E. H. Reed, T. Y. C.
 Commodore Mark R. Hanna, D. Y. C.
 Commodore E. E. Noble, C. Y. C.
 Commodore C. O. Miniger, T. Y. C.
 Commodore A F. Wakefield, V. B. C.
 Commodore J. W. Vaughan, D. B. C.
 Commodore Stanley Gardner, C. Y. C.
 Commodore Gar Wood, D. Y. C.





Harry A. Miller, D. Y. C.
Chairman
Model Yacht Racing



Mrs. Rudolph A. Luedtke, T. Y. C.
Chairman
Ladies' Entertainment



George O. Doyle, B. L. Y. C.
Chairman
Entertainment Committee

Committee

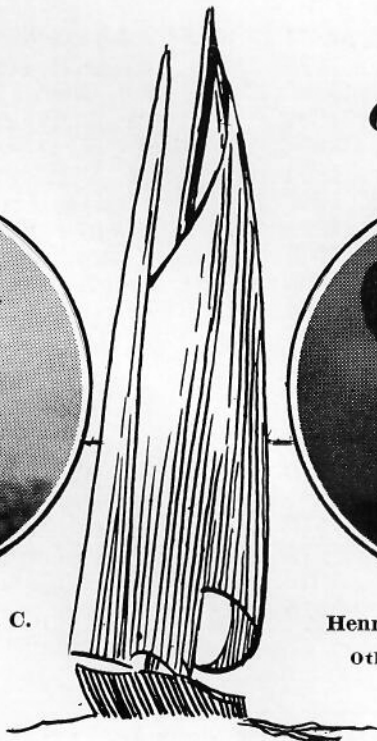


Walter X. Brennan, D. Y. C.
Chairman
Aviation Committee

Chairmen



Henry Weaver, B. L. Y. C.
Chairman
Other Sports Committee



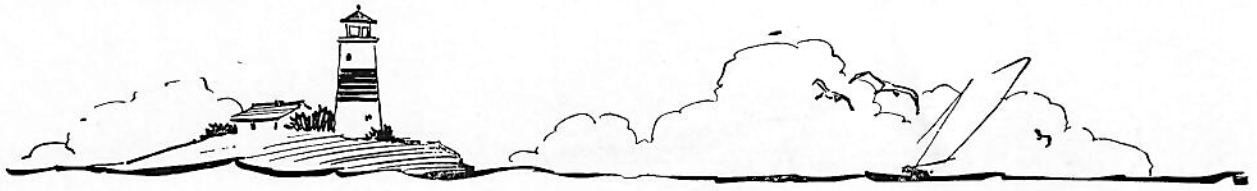
Sid R. Phillips, B. L. Y. C.
Chairman
Trophy Committee



E. G. Schmidt, Put-In-Bay, Y. C.
Chairman
Prize Distribution



Howard White, S. S. C.
Chairman
Publicity Committee



I. L. Y. A. Committees



SAIL YACHT REGATTA

Commodore H. S. Walker, E. B. C., *Chairman*
Stanley Puddiford, C. S. Y. C., *General Vice-Chairman*
Commodore Ray Daley, D. Y. C., *Vice-Chairman*
in Charge of Starting and Timing

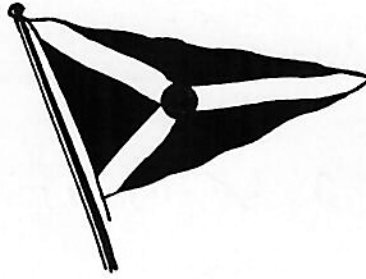
Commodore A. F. Wakefield, V. B. C., Sears Cup Elimination.
K. P. Leipdrandt, E. B. C., Assistant To Chairman.
T. H. Barbier, C. S. Y. C, Teals and Snipes.
Commodore James Beam, B. L. Y. C.
T. B. Farnsworth, B. Y. C., Cruising Class.
Walter X. Brennan, D. Y. C., 8 Meters.
Howard French, D. B. C., 6 Meters and C Boats.
Al Grundy, D. Y. C., 22 Sq. Meters.
John Horton, V. B. C., Developments.
James Hilling, L. Y. C.
W. M. King, C. Y. C., C. C.
R. W. Luedtke, T. Y. C., A & L's.
P. R. Knapp, T. Y. C.
W W. Rapprich, C. Y. C., Comets.
C. E. Schrenk, S. S. C., I. L. S. C.
Commodore Leonard Stack, L. Y. C., Matthews
Commodore George Wakefield, V. B. C., Stars.
Don Wallace, C. S. Y. C., Handicap.
Alex "Sonny" Winton, Jr., C. Y. C. R. Class
R. F. Van Voorhis, B. L. Y. C.



DEEP WATER RACE

T. B. Farnsworth, B. Y. C., Detroit, *Chairman*
Commodore Paul J. Kuebler, T. Y. C. Paul G. Anderson, C. Y. C.





IN MEMORY OF OUR PAST COMMODORES

George W. Gardner, C. Y. C.
John E. Gunckel, T. Y. C.
Geo. H. Worthington, C. Y. C.
S. O. Richardson, T. Y. C.
Alex I. McLeod, D. Y. C.
Geo T. Bliss, E. Y. C.
Geo. F. Anderson, S. Y. C.
Wm. R. Huntington, S. Y. C.
C. C. Warren, S. Y. C.
Henry Tracy, T. Y. C.
Frank W. Fletcher, T. B. Y. A.
C. G. Jennings, C. C. of D.
Alexander Winton, C. Y. C.
R. George Marsh, G. P. Y. C.
F. W. Wakefield, V. B. C.
F. W. Roberts, C. Y. C.
C. W. Kotcher, D. Y. C.
Thos. A. DeVilbiss, T. Y. C.
A. A. Schantz, D. Y. C.





I. L. Y. A. COMMITTEES

(Continued)

SAIL YACHT JUDGES

Commodore E. T. Affleck, T. Y. C., *Chairman*

Commodore William A. Wilson, B. Y. C., Detroit.

Commodore Harry C. Kendall, D. Y. C.	Ed C. Miller, S. Y. C.
Commodore J. F. Nagel, E. B. C.	Howard Finch, C. S. Y. C.
Norman MacLean, B. L. Y. C.	Frank Miller, B. L. Y. C.

SAIL YACHT RULES

A. J. Grundy, D. Y. C., *Chairman*

Commodore R. A. Luedtke, T. Y. C.	Commodore P. C. Williamson, D. Y. C.
Commodore Paul Toepp, G. I. Y. C.	Al Smith, C. S. Y. C.
Commodore Ralph A. Hayward, G. L. Y. C.	Richard Foote, T. Y. C.
James T. Van Dorn, C. Y. C.	C. E. Schrenk, S. S. C.
Commodore Joseph J. Krolik, D. B. C.	W. Lawrence James, C. Y. C.

POWER BOAT REGATTA

Commodore A. R. Hackett, D. Y. C.
Commodore Wilbur J. Wright, C. Y. C. } *Co-Chairmen*

Commodore John A. Tallman, T. Y. C.	W. M. Parker, B. Y. C., Detroit.
E. C. Smith, B. L. Y. C.	Art E. Herman, T. Y. C.
Commodore W. S. Marshall, B. L. Y. C.	Charles G. Hunter, B. L. Y. C.

POWER BOAT JUDGES

Commodore J. E. Trombley, L. Y. C., *Chairman*

Commodore E. E. Noble, C. Y. C.	Commodore Chas. W. Francis, T. Y. C.
Commodore Lee Keller, S. Y. C.	Dr. Morgan C. Davies, B. L. Y. C.

POWER BOAT RULES

Commodore John G. Robinson, V. Y. C., *Chairman*

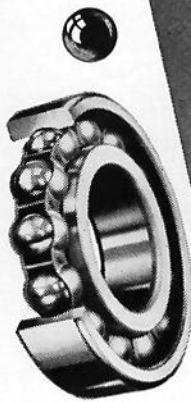
Commodore Hugh Gunnison, D. Y. C.	Commodore C. Thornburgh, S. Y. C.
-----------------------------------	-----------------------------------

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Whether in animals or machines, a good *pedigree* means a winner. New Departure Ball Bearings are forged from pedigree steels. These bearings reduce friction, preserve the precision and prolong the life of your machines. Made by the masters of the ball bearing art.



NEW DEPARTURE Ball Bearings

New Departure • Division General Motors Corporation • Bristol, Connecticut

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I. L. Y. A. COMMITTEES

(Continued)

MODEL YACHT RACING

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Commodore Wm. A. Wilson, D. Y. C. Walter Foote, D. M. Y. C.
Commodore A. H. Beecher, C. M. Y. C. Robert Slattery, B. L. Y. C.
Commodore George Steinbrieker, D. M. Y. C.

SAIL AND POWER BOAT COURSE PATROL

Commodore William A. Wilson, B. Y. C., Detroit, *Chairman*

P. R. Knapp, T. Y. C. Commodore C. W. Kiefer, P. H. B. C.
R. H. Wolfe, B. L. Y. C. John Atcheson, B. L. Y. C.

ENTERTAINMENT

Commodore George O. Doyle, B. L. Y. C., *Chairman*

Walter Reck, B. L. Y. C. A. W. Raymond, B. L. Y. C.
A. M. Schmidt, T. Y. C. John J. Chester, B. L. Y. C.
George W. Pierce, B. L. Y. C. H. S. Atkinson, B. L. Y. C.
Otto Voss, C. Y. C. Dr. J. G. Bernhard, B. L. Y. C.
Geer Parkinson, B. L. Y. C. Commodore Lee B. Keller, S. Y. C.

LADIES' ENTERTAINMENT

Mrs. Rudolph A. Luedtke, T. Y. C., *Chairman*

Mrs. A. M. Schmit, T. Y. C. Mrs. F. B. Parsons, V. Y. C.
Mrs. William E. Nobbe, T. Y. C. Mrs. L. B. Beckwith, T. Y. C.
Mrs. Benjamin Gillette, T. Y. C. Mrs. Edgar T. Wolfe, B. L. Y. C.
Mrs. E. T. Affleck, T. Y. C. Mrs. Robert H. Wolfe, B. L. Y. C.
Mrs. L. B. Turner, M. R. Y. C. Mrs. George O. Doyle, B. L. Y. C.
Mrs. E. E. Noble, C. Y. C. Mrs. Robert W. Irwin, B. L. Y. C.
Mrs. Stanley Gardner, C. Y. C. Mrs. Al Grundy, D. Y. C.
Mrs. James Beidler, Jr., T. Y. C. Mrs. Charles Francis, T. Y. C.
Mrs. Wilbur Wright, C. Y. C. Mrs. W. S. Marshall, B. L. Y. C.
Miss Florence Wilson, D. Y. C. Mrs. Frank Miller, B. L. Y. C.

SQUADRON SAIL

Commodore Milton Gallup, C. Y. C., *Chairman*

Walter M. Parker, B. Y. C., Detroit.

Commodore August Benhoff, T. Y. C.

R. O. Wire, T. Y. C. L. F. R. Bellows, D. Y. C.
L. E. Jeanneret, T. Y. C. Robert Mikesell, T. Y. C.
Ed Leydorf, M. R. Y. C. C. F. Gilchrist, T. Y. C.
E. M. Litten, M. R. Y. C. Commodore Dr. R. J. Woodward, B. L. Y. C.

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1810 CLINTON STREET

TOLEDO, OHIO



I. L. Y. A. COMMITTEES

(Continued)

AVIATION

Walter X. Brennan, D. Y. C., *Chairman*

Commodore Gar Wood, D. Y. C.
Thomas B. Colby, D. Y. C.
Captain Bud Nichols
H. J. Cooper, G. L. Y. C.
Hubert D. Bennett, T. Y. C.

Charles Schultz, T Y C.
Duane Stranahan, T. Y. C.
Milton Hersberger, P. B. Y. C.
Milton Knight, T. Y. C.
Hubart Hall, E. Y. C.

OTHER SPORTS

Henry Weaver, B. L. Y. C., *Chairman*

W. G. Stockham, D. Y. C.
William K. McCool, T. Y. C.

Forest A. Feick, S. S. C.
Melvin Dressell, B. L. Y. C.

TROPHY

Sid R. Phillips, B. L. Y. C., *Chairman*

William F. Broer, T. Y. C.

Earle "Circus" Sortman, B. L. Y. C.

PUBLICITY

Howard White, S. S. C., *Chairman*

Lew Klewer, Toledo Blade.
William Herring, Toledo Times.
Merritt Green, Toledo News-Bee.

W. W. Edgar, Detroit Free Press.
George E. Van, Detroit Times.
Harry LeDuc, Detroit News.

Lambert Liddell, Sandusky Newspapers, Inc.
W. F. Rappich, Cleveland Plain Dealer.
W. F. McKinnon, Columbus Dispatch.
Robert E. Hooey, Ohio State Journal.

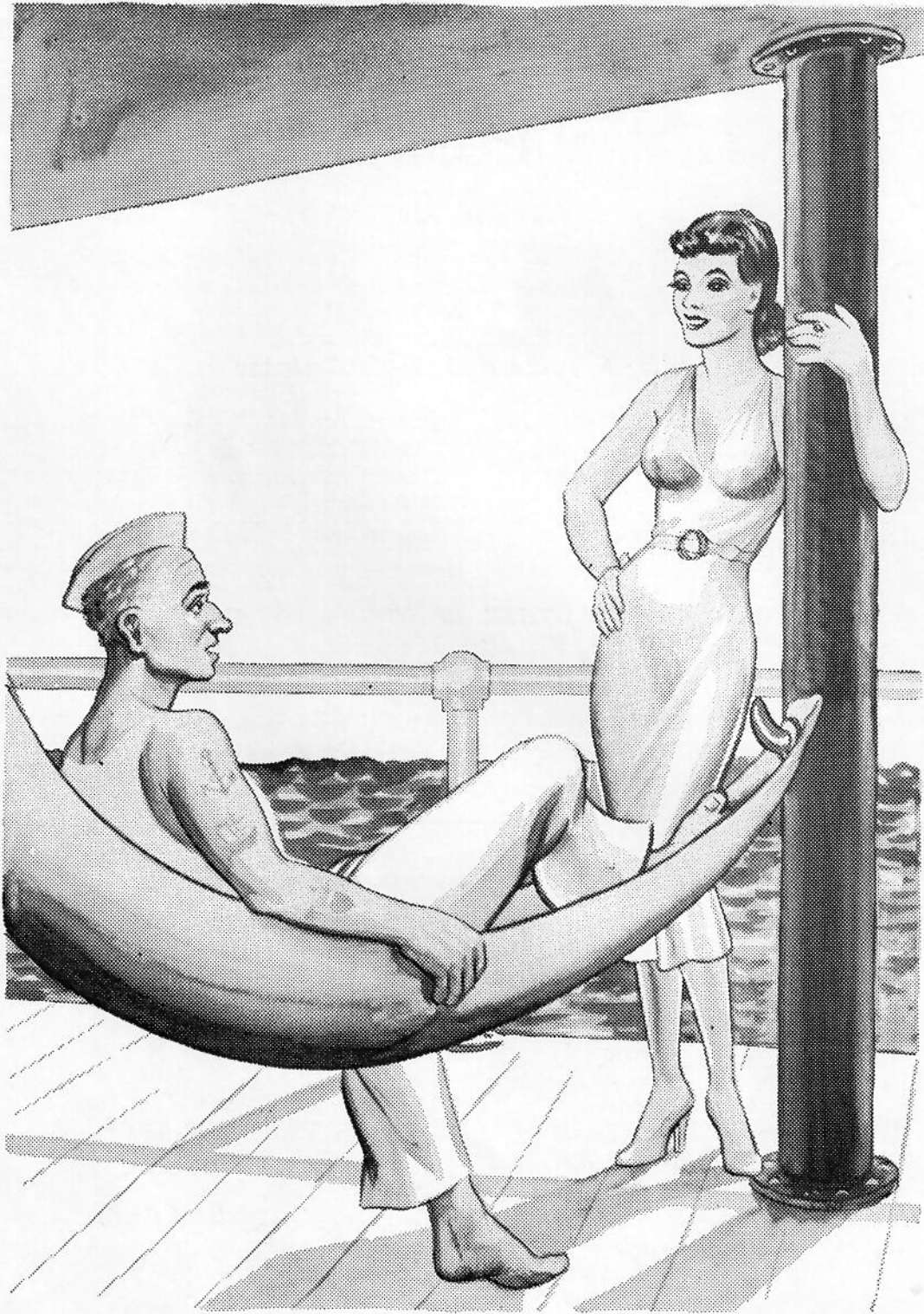
PRIZE DISTRIBUTION

Commodore Emil G. Schmidt, Put-in-Bay Y. C., *Chairman*

Commodore E. H. Reed, T. Y. C.
Commodore R. G. Heintz, C. Y. C.
Commodore A. F. Wakefield, V. B. C.

Commodore Geo. Wakefield, V. B. C.
William F. Broer, T. Y. C.
R. W. Luedtke, T. Y. C.

Commodore Harry Austin, D. B. C.



"Sailor, can you really lay in that hammock?"

Let's Be Good Sports!



Your committee wishes to do everything possible to make more pleasant the visit of the power cruiser squadron to Put-in-Bay. I. L. Y. A. officers realize that docking facilities at the Bay are not adequate. There is little that can be done about this situation except make the best use of the space available. For this reason a special appeal is made to all cruiser skippers to be good sports and to respect the rights of those who have reserved dock space.

Every effort is being made by your committee to make the limited dock space serve as many boats as possible. In order that all skippers may be assured of consideration they are urged to register their boats as soon as possible upon arrival at the Bay so that they may be given their dock occupancy sign.

Each skipper will arrange his own space for dockage. All your committee can be expected to do is provide him with a dock occupancy sign and arrange for some courteous policing. On each sign will be printed: This space reserved for

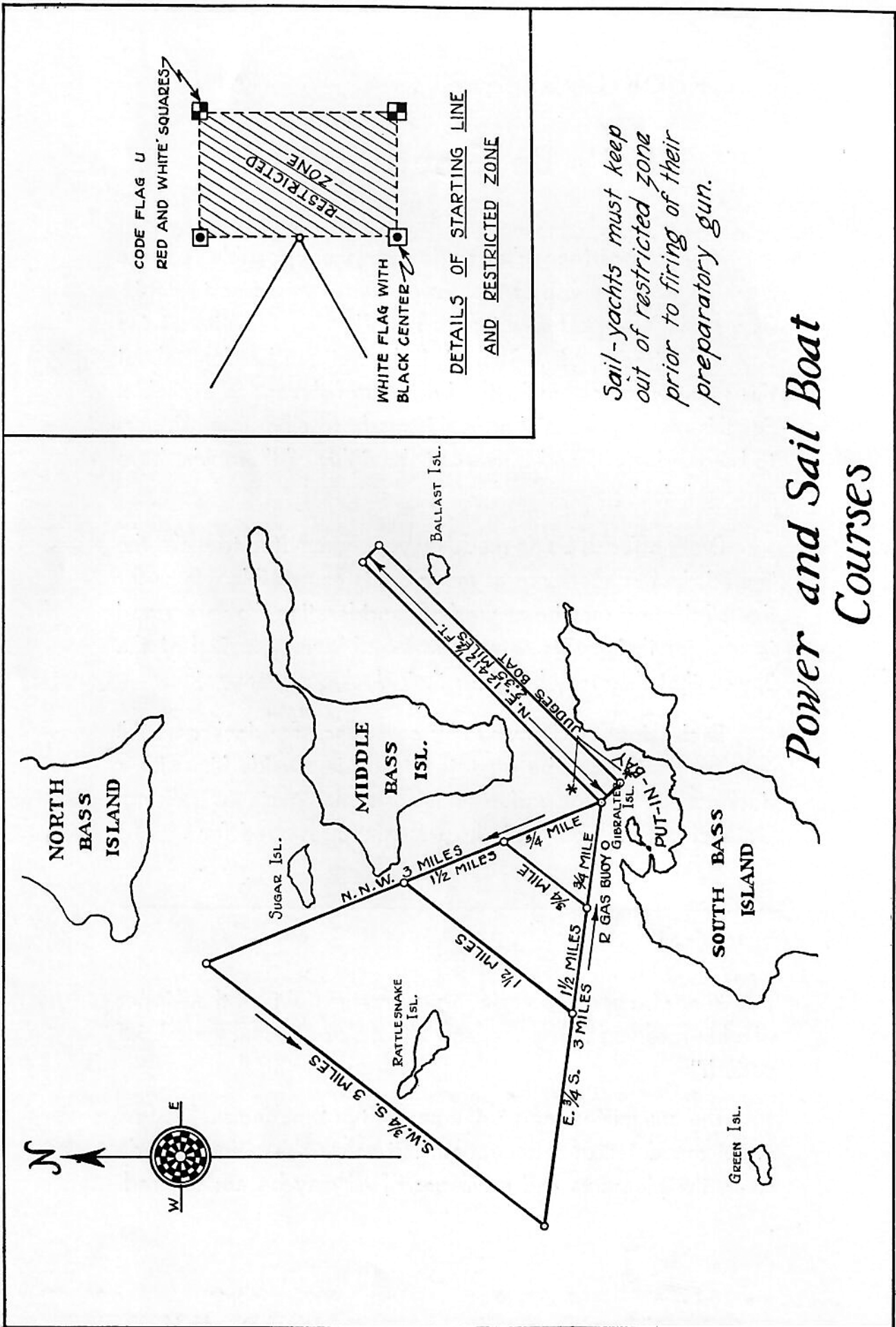
Name of Boat

Length

and the following appeal:

"Let's be good sports in respecting the rights of the skipper who has reserved this space, and who may be absent for a brief period."

The committee regrets the necessity of making such a fuss about this detail of organization, but unless this point is made clear, the pleasures and privileges of all may be endangered.



Sail-yachts must keep out of restricted zone prior to firing of their preparatory gun.

Power and Sail Boat Courses

RACE COURSE PATROL SIGNALS



The Following sound signals will apply at all regattas patrolled by the United States coast guard cutter Tahoma in the calendar year 1937:

LONG BLAST ON SIREN

The course is closed. No boats will be permitted to cross the course after this signal. Boats at anchor remain at anchor. Those not at anchor, drift (providing there is no possibility of their drifting across the course) or anchor.

FOUR SHORT BLASTS ON TYPHON

Danger signal. Some boat is violating the rules. Each boat captain should check up on his own status when he hears this signal. Officers on patrol duty should look about for some boat that has violated or is violating the rules or for some boat that is in danger.

LONG BLAST ON STEAM WHISTLE

The race is finished and the course is open. If this signal is not heard do not presume and get under way, for if the races are close together this signal will not be given. Definitely the course is closed UNTIL you hear the long blast on the steam whistle of the Tahoma.

In the interest of clarity absolutely NO other signal will be made by the Tahoma during or before the race.

SEVERAL SHORT BLASTS ON THE WHISTLE OF A PATROL BOAT

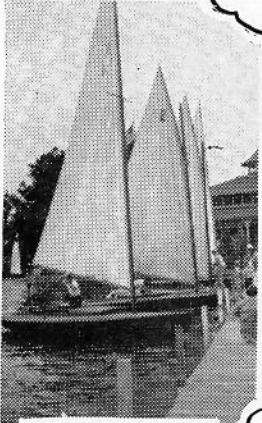
Indicate that you are being hailed. If you are near such a patrol boat, or if you are the only boat in the vicinity of such a patrol boat, stop. The officer on the patrol boat wants to talk to you. You are violating a law if you fail to stop when signalled to.

Spectator boats can readily recognize a boat having on board a coast guard officer by the fact that such a boat carries a coast guard ensign.

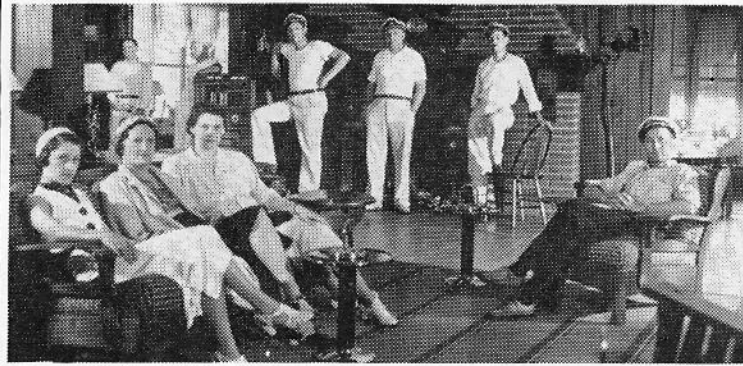




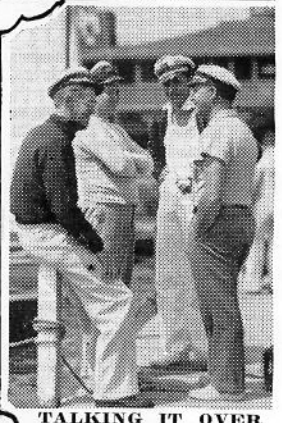
MAIN CLUB HOUSE



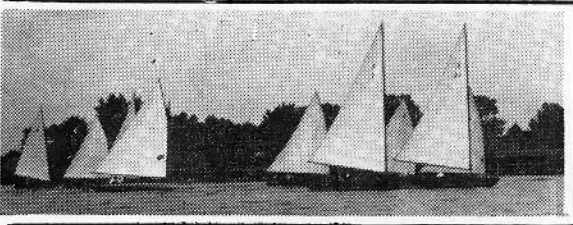
TIED UP



THE LOUNGE

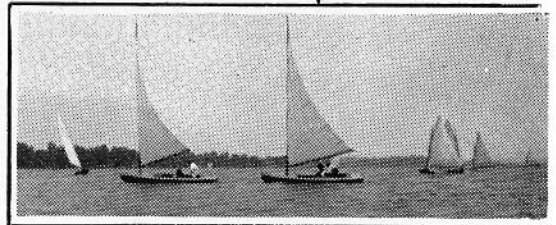


TALKING IT OVER



A START

B.
L.
Y.
C.



JOCKEYING FOR A START



COCKTAIL HOUR IN A PRIVATE BEDROOM



GOBS' MESS

The Officers and Governors of the B. L. Y. C. cordially invite any member of a club affiliated with I. L. Y. C. and their guests to avail themselves of the privileges of the Club at any time during the season.

SAIL YACHT PROGRAM

Classifications

"R"—	<i>Sloops Universal</i>	"C"—C-Sloop Class—	
		<i>Handicap</i>	
"6—Meter"—	<i>Sloops International</i>	"K"—ILYA Cat (Private owned)	
"22 Sq."	<i>Sloops International</i>	"CK"—ILYA Cat (Club owned)	
"A"	<i>Sloops not otherwise</i>	"CKFFA"—ILYA Cat	
	<i>classified</i>	"CS"—Club Sloop Class	
"L"	<i>Lake Class Sloops</i>	"CC"—Cabin Cat Class	
"S"	<i>Star Class</i>	"ILSC"—Inter Lake Sailing Class—	
		<i>18 feet</i>	
"Y"	<i>Yawls</i>	"MS"—Matthews Sailers	
"Sch. & Ket."	<i>Schooners and Ketches</i>	<i>Comets</i>	<i>Snipes</i> <i>Teals</i>

STARTING TIME—SAIL YACHTS

Monday, Tuesday and Wednesday

Warning Gun (White Cylinder)	8:30	A. M.	
Preparatory Gun (Blue Cylinder)	8:45	A. M.	
R Class Start (Red Cylinder)	8:55	9-mile	Course
6 Meter Class Start (Red Cylinder)	9:00	9-mile	Course
22 Sq. Meter Class Start (Red Cylinder)	9:05	9-mile	Course
A Class Start (Red Cylinder)	9:10	9-mile	Course
"L" Class Start (Red Cylinder)	9:15	9-mile	Course
Star Class Start (Red Cylinder)	9:20	9-mile	Course
Yawl Class Start (Red Cylinder)	9:25	9-mile	Course
Schooner & Ketch Class Start (Red Cylinder)	9:30	9-mile	Course
C Class Start (Red Cylinder)	9:35	9-mile	Course
Handicap Start (Red Cylinder)	9:40	9-mile	Course
K Class Start (Red Cylinder)	9:45	4.5-mile	Course
CK Class Start (Red Cylinder)	9:50	4.5-mile	Course
CKFFA Class Start (Red Cylinder)	9:55	4.5-mile	Course
Club Sloop Class Start (Red Cylinder)	10:00	4.5-mile	Course
Cabin Cat Class Start (Red Cylinder)	10:05	4.5-mile	Course
I. L. S. C. Class Start (Red Cylinder)	10:10	4-5-mile	Course
Matthews Sailers—Class Start (Red Cylinder)	10:15	4.5-mile	Course
Comet Class Start (Red Cylinder)	10:20	2.25-mile	Course
Snipe & Teal Class Start (Red Cylinder)	10:25	2.25-mile	Course

COMMODORES' CAT BOAT RACE

2:30 P. M. Tuesday

LADIES' CAT BOAT RACE

4 P. M. Tuesday

SEARS CUP ELIMINATION RACES

For Junior Sailors, boys and girls under 18 years of age. A series of elimination trial races for contestants for the Sears Cup Races to be sailed at Marblehead, Mass., on Aug. 23rd under the auspices of the Pleon Yacht Club will be scheduled for Monday, Tuesday and Wednesday afternoons.

For further information see Page 38 of this program.



RACING RULES FOR SAIL YACHTS

Certificates of measurement must be filed with entry. The Sail Yacht Regatta Committee reserves the right to order any yacht entered re-measured.

Races for all classes, starting five minutes apart on Monday, Tuesday and Wednesday mornings; starting time first class at 8:55 A. M.

All races under N. A. Y. R. U., as amended to date or as otherwise indicated.

In CK Class championship flag goes to skipper making highest percentage, cup to club having the highest percentage with three boats.

Entries for all point races must be made with Sail Yacht Regatta Committee at headquarters before 6 P. M., Sunday, August 8th, unless competing yacht arrives too late to enter before this time.

Alterations of the race program or sailing course may be made at the discretion of the Sail Yacht Regatta Committee. Such changes will be posted on the Bulletin Board.

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

No person other than the Judges, Regatta Committee and Clerks will be allowed on Sail Yacht Regatta Committees' boat without the consent of the Chairman of the Sail Yacht Regatta Committee.

All stakes to be left to port unless changed by Regatta Committee. If the Regatta Committee decides to reverse the course and have stakes left to starboard, a code flag Y (yellow and red diagonal stripes) will be flown from judges' boat. Code flag Z (black, yellow, blue, red triangle) will mean all stakes to port. The judges' boat will fly a white flag with blue letters R. C.

Guns must not be fired from any yacht other than official within one hour of the time of starting races, and not until after every yacht has crossed the finish line.

All vessels following the races must keep to leeward, and at such distance as not to interfere with the maneuvers of the competing yachts.

The races are open to every yacht which complies with the rules and which is regularly enrolled in any club in the Inter-Lake Yachting Association, Y. R. U., or which has been invited to participate in the races.

All boats sailing the long outside course will have four hours' time limit.

All boats sailing the short inside course will have three hours' time limit.

Sailing Courses

I. The course for all series races for sailing yachts in Classes R, 6-Meter 22 SQ. A, L, Star, Yawl Sch. and Ketches and C will be triangular, starting from line between a flag

RACING RULES FOR SAIL YACHTS

(Continued)

buoy off the east end of Gibraltar Island and a similar flag buoy in line with 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., three-quarter S., thence to and around a stake three nautical miles E., one-half S. to and across starting line between starting stakes. In finishing, yachts must cross the starting line in the opposite directions from which they start. All stakes must be left to port, unless otherwise ordered by the Sail Yacht Regatta Committee as heretofore provided.

II. The course for Handicap, K, CK, CKFFA, Club Sloop, Cabin Cat, I. L. S. C. and Matthews Sailers starting from the same line will be a shorter triangle than for Course I with the same compass courses but with one and one-half miles to the side or a total of four and one-half nautical miles.

III. The course for Comet, Snipe and Teal classes starting from the same line will be a shorter triangle than Courses I and II with the same compass courses but with three quarters of a mile to the side or a total of two and one-quarter miles.

Finish for all classes will be the reverse of the start between the same markers. Postponement of Race will be indicated by Code Flag G—(yellow, blue, vertical stripes). Cancellation of Race will be indicated by Code Flag J (blue and white horizontal stripes).

RULES COVERING YAWL, SCHOONER AND KETCH CLASSES

All yachts in this class will be governed by the N. A. Y. R. U. rules, and will obtain their measurement rating under the N. A. Y. R. U. rules, with following exceptions:

Measurement shall be determined with full cruising equipment aboard, and all such equipment shall be carried aboard throughout all races (not including dinghy).

Two per cent will be added to actual sailing time of yachts without engine as allowance to yachts with engine.

There will be no restrictions on the number of passengers carried in this class of races.

RULES COVERING STAR CLASS

Rules of the Star Class Yacht Racing Association to govern.

TIME ALLOWANCE

Time allowance will be computed on all yachts in time allowance classes, under the formula and table of the N. A. Y. R. U.

PROTESTS

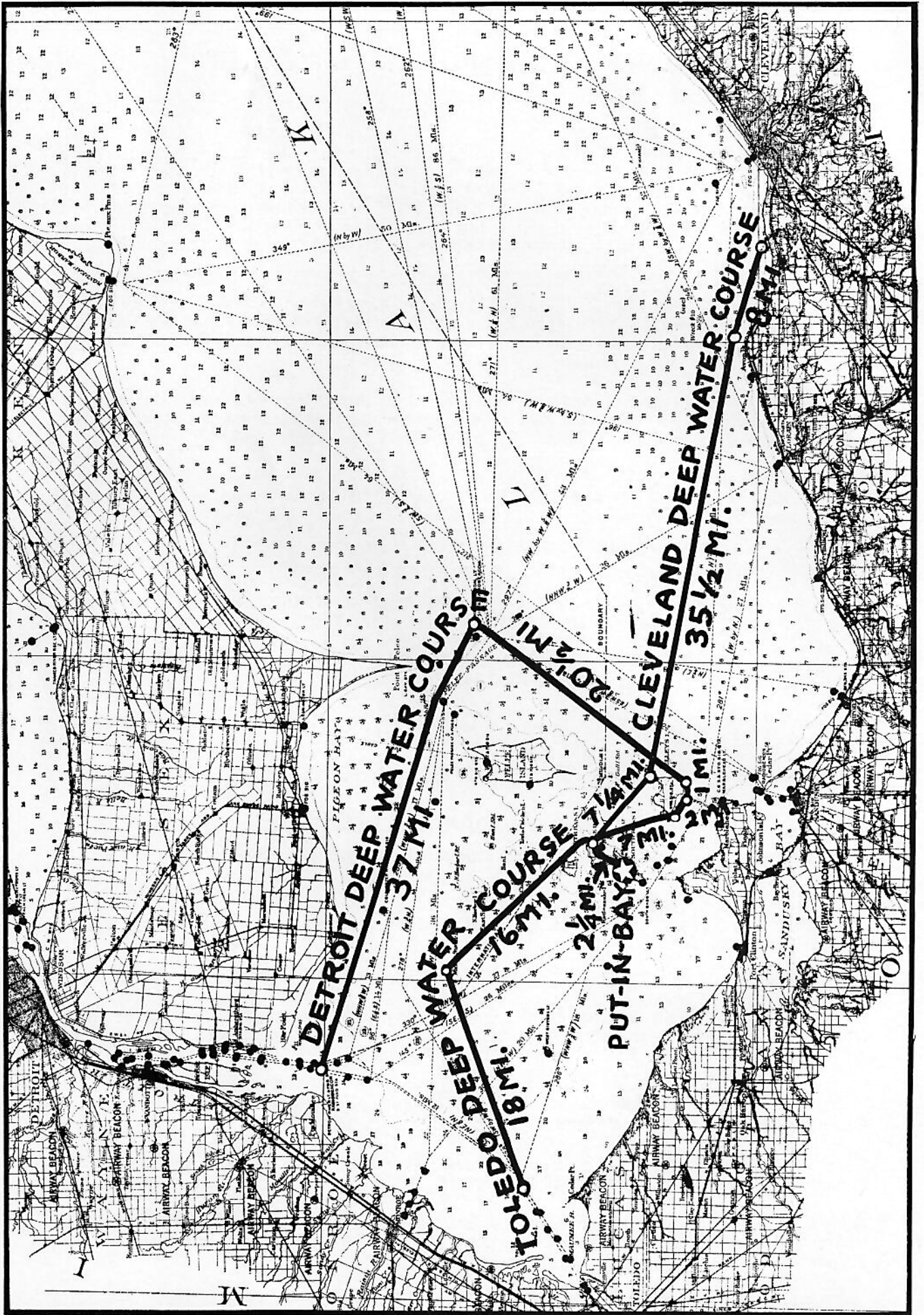
All protests must be in writing, signed by the skipper and must name the rule or rules alleged to have been infringed. Protests must be filed with sail yacht regatta committee within two hours after finish of protesting boat.

GENERAL

Use of pot lead or similar compounds prohibited.

There will be a Bulletin Board at Headquarters where changes in program and special instructions will be posted throughout the regatta.

All yachts whose preparatory gun has not been fired must keep clear of starting line, and must keep out of restricted area. Any yacht wilfully violating this rule will be disqualified.



5th Annual Inter-Lake Yachting Association

DEEP WATER RACE

August 7th, 1937

DETROIT COURSE70 Statute miles
CLEVELAND COURSE53 Statute miles
TOLEDO COURSE36 Statute miles

RACE COMMITTEE

ChairmanCommodore T. B. Farnsworth, B. Y. C.
Vice ChairmanCommodore Paul Kuebler, T. Y. C.
Vice ChairmanPaul G. Anderson, C. Y. C.

STARTER

Commodore Wm. A. Wilson, B. Y. C.

JUDGES' BOATS

U. S. Coast Guard Cutters

Deep Water Race for cruising boats is to encourage the construction and ownership of safe, comfortable and economical sailing yachts of the type as opposed to boats especially designed for racing purposes.

The race is open to any bona-fide cruising yacht. The Race Committee is directed to reject the entry of any yacht which, in their opinion, does not conform to the spirit of the cruising classification.

In case two or more of the boats classified by the Bayview Yacht Club Mackinac Race Committee as **Racing Cruising Boats** are entered in this Deep Water Race a separate class will be formed for them and suitable prizes awarded. These boats will start at the same time as the Cruising Class and will apply only to the Detroit Deep Water Course.

PRIZES

Suitable prizes will be awarded to the first three boats to finish on corrected time. In addition there will be place flags awarded the first three boats to finish on corrected time. Formal presentation of the prizes will be made at Put-In-Bay on the final night of the regatta.

RATINGS

Yachts will be rated according to the Universal Rule, with the following allowances for propellers:

2% for Feathering Propeller
4% for Two-Blade Solid Propeller
6% for Three-Blade Propeller

INSTRUCTIONS

Warning Gun 5:30 P. M. White Flag
Preparatory Gun 5:55 P. M. Blue Peter
Starting Gun 6:00 P. M. Red Flag

STARTING LINE

For Detroit: Between Committee Boat and Detroit River Light at the foot of the Detroit River in Lake Erie.

For Cleveland: Between Committee Boat and Rocky River Can Buoy.

For Toledo: Between Committee Boat and Toledo Harbor Light.

Note:—In the event that there are not enough boats entered in the Toledo Deep Water Race, entrants in this race will be entered in the Detroit race and will run the Detroit course. For further particulars contact Dr. P. J. Kuebler, 1237 Edison Bldg., Toledo, Ohio.

COURSE

For Detroit: Yachts must pass to the north of Pelee Passage Light and must round Southeast Shoal Light, leaving it to starboard. Yachts must sail to the south of Kelly's Island, leaving it to starboard and must pass to the North of Ballast Island, leaving it to Port.

For Cleveland: Yachts must sail to the North of Kelley's Island, leaving it to Port and must pass to the North of Ballast Island, leaving it to Port.

For Toledo: Yachts must sail to the North of Middle Sister Island, leaving it to starboard, and must pass to the East of North and Middle Bass Island, leaving them to starboard and then to the Bay.

FINISH LINE

Between Gibraltar Red Can Buoy and a Committee Boat anchored in a general Southeasterly direction from this Can Buoy. The Committee Boat will display two red lights at night—one above the other—and it is urged that when finishing, yachts make sure that the Committee Boat has their name and number. A proper finish will be signalled either by a cannon or a blast of the Committee Boat whistle.

HEADQUARTERS OF RACE COMMITTEE

Before the race, c/o T. B. Farnsworth, Chairman, 494 St. Clair Road, Grosse Pointe, Michigan. Phone Tuxedo 2-1166.

From August 8th on, Put-In-Bay Yacht Club.

ENTRIES

Entries close at 6:00 P. M., August 6th.



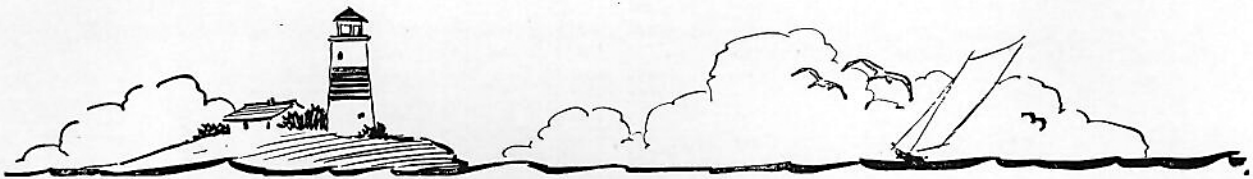
The I. L. Y. A.

Officers and members acknowledge, with thanks, donations for the program from the following:

H. V. DODGE
PERRY OKEY

A. J. ULRICH
F. W. OHLEMAKER

H. H. TIMKEN, Sr.



Eliminations for the NATIONAL JUNIOR SAILING CHAMPIONSHIP

For the past three years the Inter-Lake Yachting Association has conducted a series of elimination races using star boats to determine the representative of the Association in the National Junior Sailing Championship which has been held on the East Coast each of these years. The following skippers were selected and went East with two other boys as crew:

1934—Skipper—Herbert Myers, VBC

1935—Skipper—Wm. Hazelett, CYC

1936—Skipper—Ray Swanbeck, SYC

On account of the popularity of this competition, the Sears Cup Committee of the North American Yacht Racing Union, under whose auspices the Races are held, has decided that it was necessary to require sectional eliminations this year. These Races will be conducted by the Lake Michigan Yachting Association on Lake Michigan the week of August 16th.

Nine Tumblaren type boats will be used.

The winner of the Great Lakes Championship will be sent to the Sears Cup Races beginning August 23rd under the auspices of the Pleon Yacht Club, Marblehead, Mass. The expenses of the winning crew will be paid for this year by the Lake Michigan Yachting Association.

Any boy or girl who has not reached the age of 18 by Sept. 1st and whose parents are members of clubs is eligible. Three persons make up the crew.

For further details regarding the elimination, see Com. A. F. Wakefield, Vermilion, O.

POWER BOAT PROGRAM

The power contingent were promised that every effort would be made this year to provide more activities for them while at the Bay.

A great deal of time and discussion has been devoted to the problem by all your line officers, committee chairmen and a large number of owners. Out of this has been evolved a program which all feel will be entertaining and equitable.

Despite the acknowledged impracticability of speed tests and handicap events between cruisers of various sizes, the competitive element has been retained.

Beautiful and useful prizes that you will be proud to have either aboard your boat or in your home have been provided. They are distinctly worth the effort and trouble of pulling your hook and leaving your docking space to compete for, and you will have a lot of fun doing so.

You will note elsewhere in the Program an appeal for sportsmanship with respect to dock occupancy. Your committee sincerely hopes it will be responded to—at least during the periods of the competitive power events.

CLASSIFICATION

Cruisers—Class A—28 feet and under.

Cruisers—Class B—29 feet through 42 feet inclusive.

Cruisers—Class C—All over 42 feet.

Runabouts—Class D—Powered with engines of less than 325 cubic inches piston displacement.

Free-for-all unlimited class displacement racers.

For any changes watch Bulletin Board at Headquarters.

Cruiser—Class A—Events, Monday afternoon, August 9.

Cruiser—Class B—Events, Tuesday morning, August 10.

Cruiser—Class C—Events, Tuesday afternoon, August 10.

Cruisers—Class A—Will fill out their entry blanks at headquarters between 10:30 a. m. and 1:30 p. m., Monday, August 9. This is essential because at this time you will be provided with a chart upon which will be indicated the place of the first event. There may appear to be a certain amount of mystery about this, but your committee assures you that the events will not be in the least complicated or necessitate elaborate maneuvers. Full instructions will be issued at time of filling out entry blanks.

Warning gun 1:40 p. m.

Preparatory gun 1:55 p. m.

Starting gun 2:00 p. m.

Cruisers—Class B—will be the same as Class A except that they will fill out their entry blanks at headquarters between 2:00 p. m. and 5:00 p. m., Monday, August 9. The event itself is to be held Tuesday morning, August 10.

Warning gun 10:10 a. m., August 10

Preparatory gun 10:25 a. m., August 10

Starting gun 10:30 a. m., August 10

Cruisers—Class C—Same as Classes A and B except that they will fill out their entry blanks at headquarters between 10:30 a. m., and 1:30 p. m., Tuesday, August 10.

Warning gun 1:40 p. m., August 10

Preparatory gun 1:55 p. m., August 10

Starting gun 2:00 p. m., August 10

Runabouts—Class D—Will race ten miles around the course indicated on the chart of Power and Sail Boat courses found on page ? of the Program.

Warning gun 10:15 a. m., August 11

Starting gun 10:30 a. m., August 11

Free-for-all will race ten miles around the course indicated on the chart of Power and Sail Boat courses found on page ? of the Program.

Warning gun 11:00 a. m., August 11

Starting gun 11:15 a. m., August 11

Watch bulletin board at headquarters for any changes in starting times.

MODEL YACHT PROGRAM



All members of the I. L. Y. A. Clubs and Model Clubs affiliated with the M. Y. R. A. of A. are eligible. All entries must be in the hands of Commodore Harry A. Miller, 3431 Parker Ave., Detroit, Mich., by August 6th. This request will be strictly enforced.

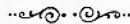
Races will start on Sunday at 10:00 A. M. in front of Commodore Perry Memorial.

Races for—International Class A Model Sail Boats

National Marble-Head 50-800 Class Sail Boats

Governed by M. Y. R. A. of A. Row Boat Rules

A prize will be awarded to first place in each class.



OTHER SPORTS PROGRAM



MONDAY, 3:00 P. M.

Indoor baseball game. Detroit River Yachting Association vs. Buckeye Lake Yacht Club. Parade Grounds next to Colonial.

TUESDAY, 7:00 P. M.

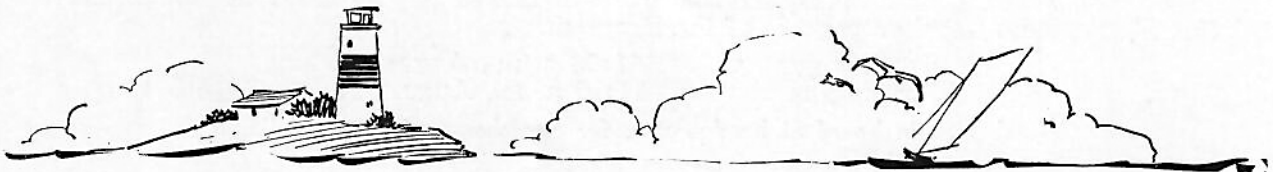
I. L. Y. A. bowling meet at Colonial alleys. For further information write Henry Weaver, 1346 Highland St., Columbus, Ohio.

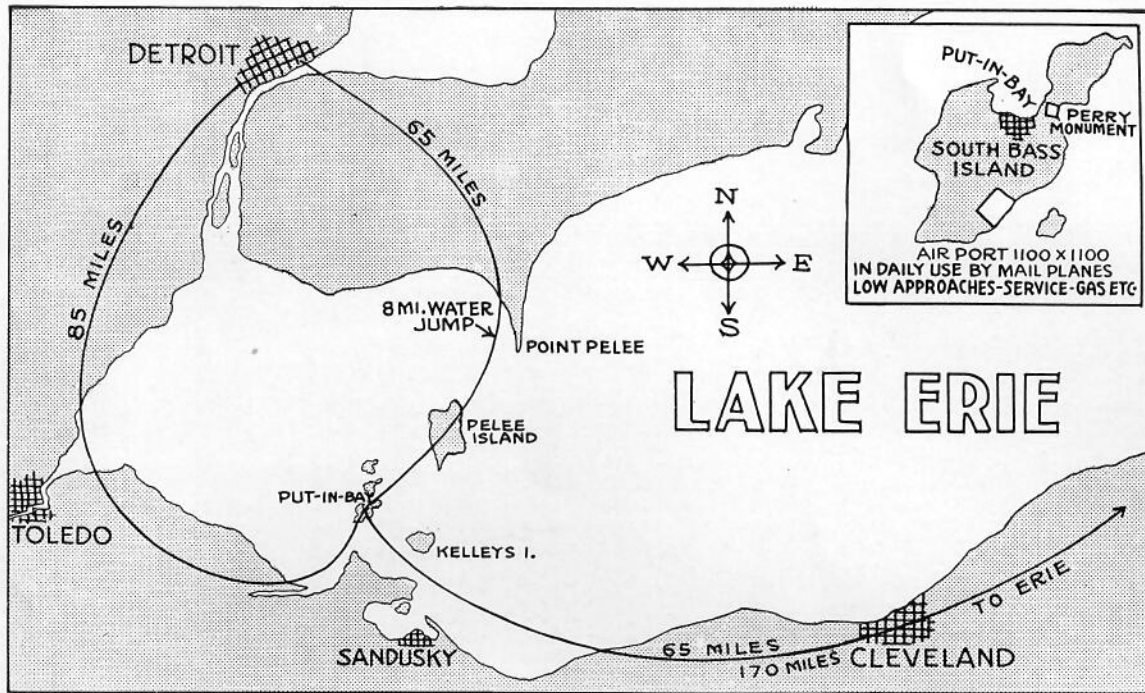


LADIES' CARD PARTY



Ladies' Card Party, which will be held at 2:00 P. M., August 10, on the Bay-view Hotel Lawn, is open to all ladies connected with the Inter-Lake Yachting Association. The party will be limited to 50 tables. Tables will play any card game they choose. Reservations may be made at time of registration.





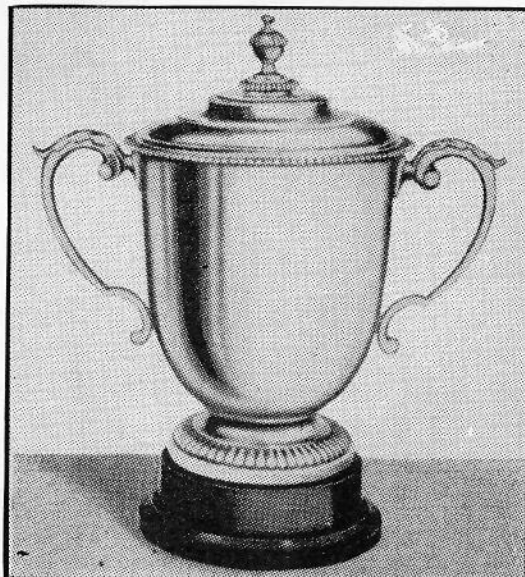
AVIATION

The above chart shows the location of the Airport at Put-in-Bay. Also aviation cruises, distances, etc., from Detroit, Erie and Cleveland. Following the shore, ships have only a three-mile stretch of water to cross to the island. The Put-in-Bay Airport is 1100 feet square with beach on the S. W., telephone wires 12 feet off the ground along the N. E. and vineyards on the other two sides, making practically the entire landing area available. There will be no charge for use of the airport. Gasoline and service are available but as the local hangars are filled stake-down service will be given without charge.

Those planning to fly to the regatta or desiring further information are requested to communicate with Walter X. Brennan, 1082 Penobscot Building, Detroit.

TWO MEMORIAL TROPHIES

"R" class skippers race for the Captain Louis G. Northrup Memorial Trophy cup presented to the I. L. Y. A. by Mrs. Seymore H. Knox, Jr., of Buffalo, in memory of her father. The cup is held for one year by the winner instead of the club.



The I. L. Y. A. annually designates the class which races for the Parsons Trophy. This trophy was provided by popular subscription among I. L. Y. A. yachtsmen. It is a perpetual trophy and a silk flag passes to the permanent possession of each year's winner.



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JUNIORS



CRUISABOUTS



"The Islands"

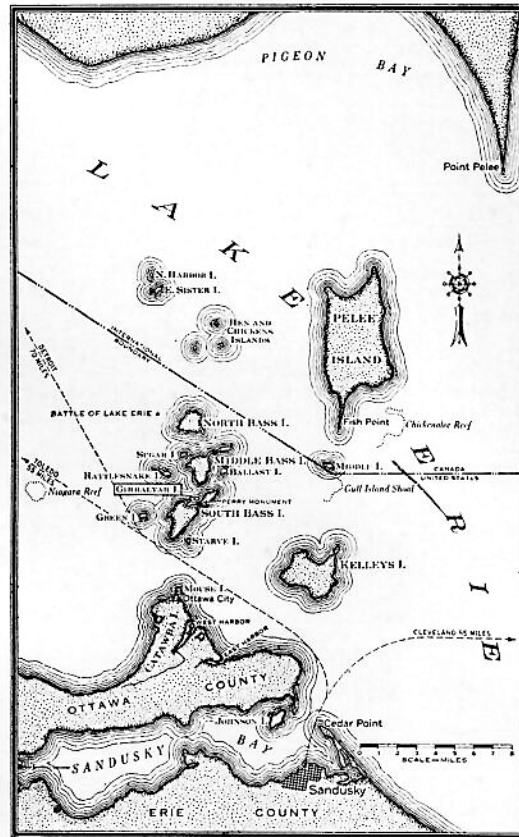


Long before modern yachtsmen discovered "The Islands," the Erie Archipelago provided happy landfalls for a succession of ships and sailors. They were a chain of sheltered lee shores for the Indians who crossed Lake Erie in their canoes. The French voyageurs were the first to put them on early maps. The "Griffin," first white man's sailing vessel on the lake, sighted them in 1679.

Neither the French nor the British colonized the group. In 1811, after Pierpont Edwards of Connecticut bought South Bass, Middle Bass and Sugar Islands for \$26,087, Seth Done cleared some land on South Bass and planted wheat. A year later British soldiers drove off the settlers and burned the crops. It was not until after Perry, patron saint of the islands, defeated the British fleet in 1813 that they became safe for American settlers.

J. D. Rivera St. Jago, a Spanish merchant of New York, bought the three larger islands from the Edwards heirs in 1854 for \$44,000 and split them up into small lots and farms. The first settlers raised sheep and cultivated grapes. The beginning of real prosperity for the islands was in 1858 when grapes were introduced on a commercial scale because it was found that the combination of climate and limestone soil was favorable to grape culture. Value of land boomed until it rose to more than \$1000 an acre.

As is true today, bass and ducks attracted to the islands sportsmen who found here the fascinating lure which every island in every body of water seems to have for those who love a spice of mystery, romance and adventure. Such a one was Jay Cooke, patriotic financier of the Civil War, who, born in Sandusky, O., visited South Bass "for a vacation among the fish and ducks of Lake Erie." The cliffs of Gibraltar Island in particular attracted him so strongly that he bought this tight little



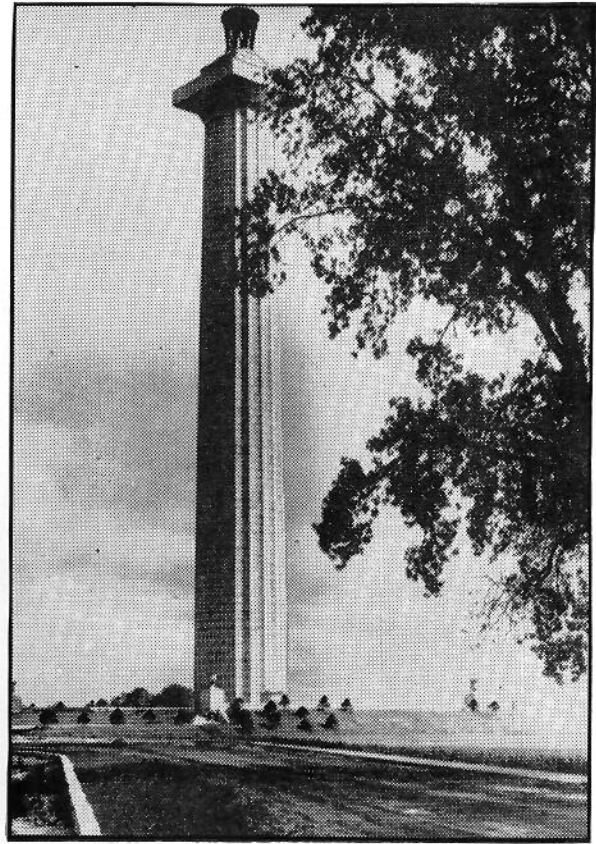
island of eight acres for \$3001 in 1864. Here, Cooke built a fine stone mansion overlooking Put-in-Bay. Here, for 40 years, he came for the happiest days of his life while entertaining a constant pilgrimage of guests.

It was while pious Jay Cooke was entertaining his many clergymen friends on Gibraltar that the islands entered a modern phase of their history. Cooke and the clergymen soon found that excursionists from Sandusky with beer and picnic baskets disturbed the peace of their retreat on Sunday. Ever since then excursionists, cottagers, visitors, sportsmen and yachtsmen not only have sent their happy shouts across the water, but have brought money from the mainland to the island shores.

To this day an enchanted aura of a romantic and colorful past hangs over the green and rock shores of the islands which still are the happiest of all landfalls for Great Lakes yachtsmen.

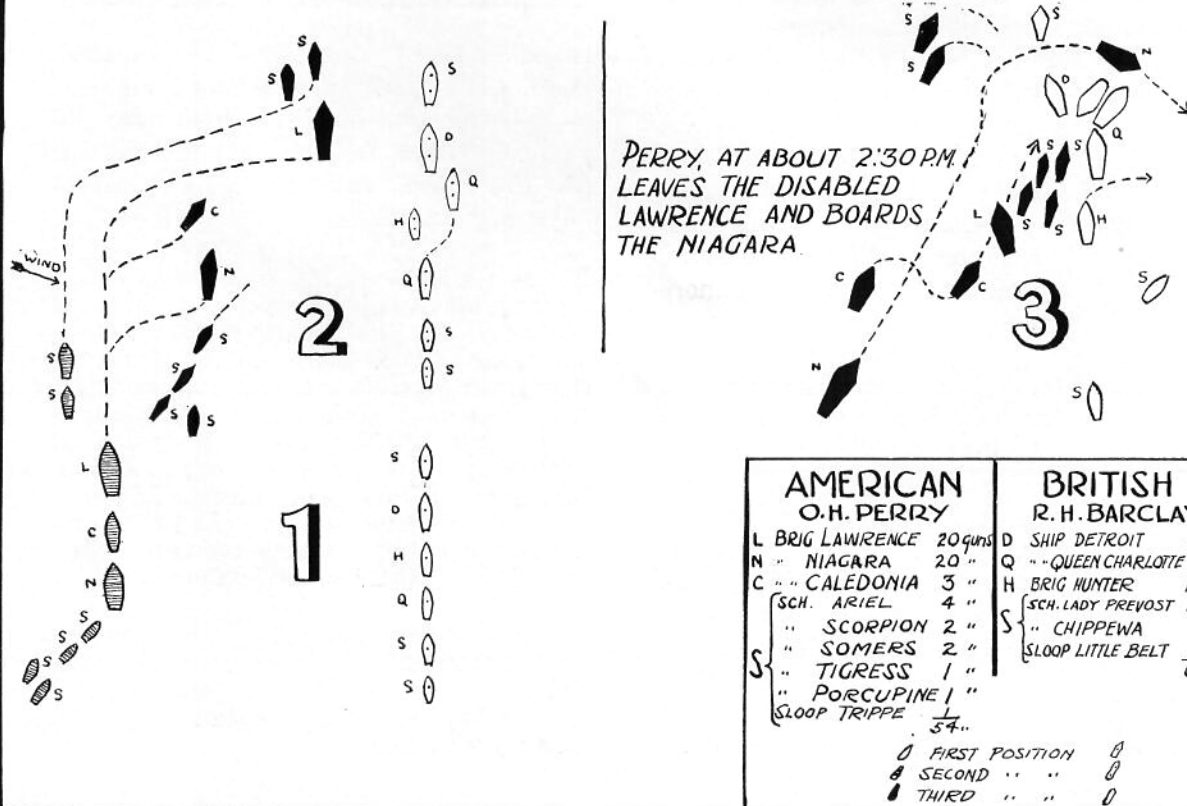


COMMOORE
OLIVER HAZARD PERRY



PERRY'S VICTORY MEMORIAL
AT PUT-IN-BAY

THE BATTLE OF LAKE ERIE, SEPTEMBER 10, 1813



❧ *The Battle of Lake Erie* ❧

By day and by night the tall finger of Perry's monument beckons yachtsmen to Put-in-Bay, base for this great naval hero's operation when he defeated the British with a rough-hewn fleet of green wood and green men on September 10, 1813.

Let all who enter these waters mark well the words and deeds of a courageous officer.

Fever-wracked and ill, lacking able seamen, guns and men, 28-year-old Perry was desperate, but determined to give battle to Barclay when he brought his squadron of nine vessels down the lake from Erie and dropped anchor in Put-in-Bay. The fate of the west depended on the outcome of the battle. The British hoped to bottle up Lake Erie and thus provide a route for armies and Indians to cut off from the United States the great empire beyond the Mississippi. For months Harrison's army had been encamped on the Sundusky river waiting for Perry to engage the enemy in a critical naval battle.

Barclay's squadron of six vessels was anchored safely under the guns of Malden in the Detroit river. His plight was similar to that of Perry. He lacked proper guns, men and gear for his ships.

Perry's flagship, the brig "Lawrence," mounted 20 guns, but lacked pieces which could compare in range with the 19 guns of Barclay's flagship, the "Detroit," a much heavier and better constructed vessel. Perry knew that when the battle came he must engage the Detroit at close range as quickly as possible to keep from being pounded to pieces.

The night before the battle Perry instructed his captains to lay the enemy close alongside and assigned each vessel an adversary in the encounter. He also displayed before his officers a dark blue flag, eight by nine feet, which bore the motto "Don't Give Up the Ship." These were the dying words of his friend Lawrence.

The next morning the enemy was sighted approaching from the northwest. In order to put himself in a windward position Perry tried in vain to weather intervening islands against a very light southwesterly wind. Shortly after he abandoned this attempt and brought his fleet before the wind it veered to the southeast, giving him the weather position.

As the two fleets slowly drifted together the long guns of the Detroit opened fire on the Lawrence. The shots passed through and through the thin planks of the vessel. Perry could not get within effective range of his adversary. For two hours and forty-five minutes his men endured the devastating fire of the Detroit and two other British ships. Finally all guns were silenced, all officers were killed or wounded. Cut to pieces, the Lawrence was a drifting wreck.

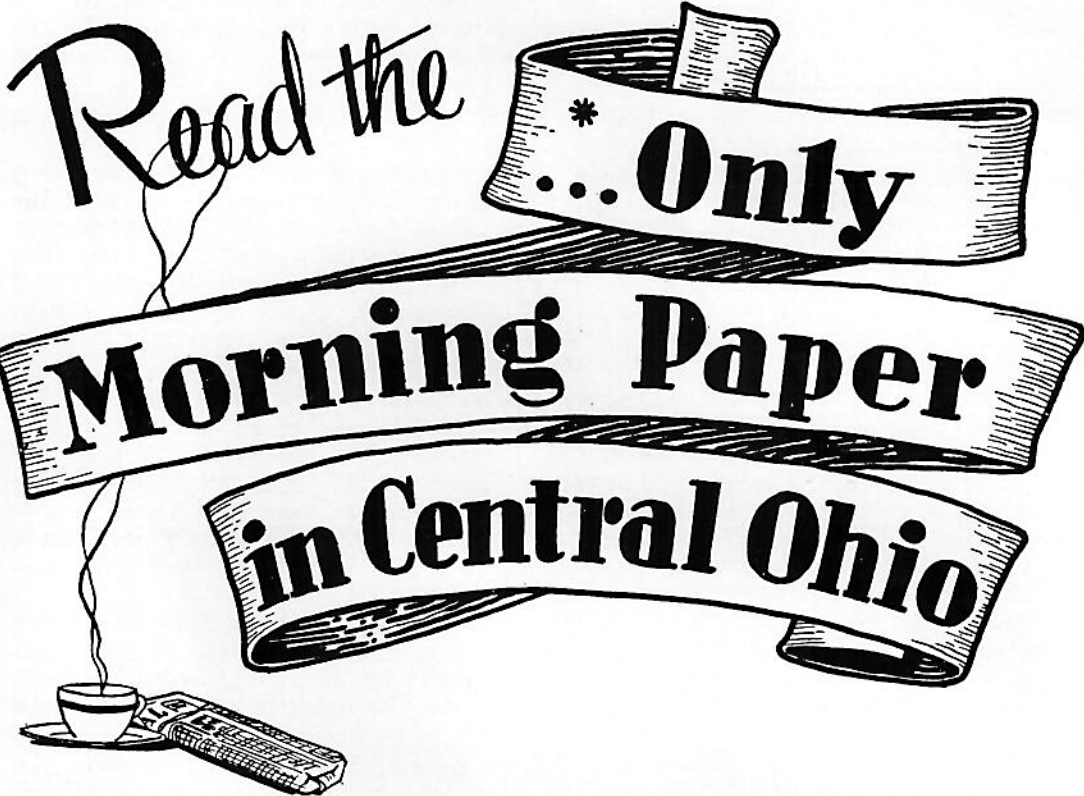
Pulling down his special flag "Don't Give Up the Ship," Perry entered a small boat which miraculously had escaped being damaged and, with four oarsmen, rowed toward the Niagara which had failed to take part in the battle. Reaching the Niagara through a storm of shots directed at his small boat, Perry took command and gave orders to execute a daring maneuver. He planned to sail directly through the British line of battle.

With double-shotted guns Perry bore down upon the British, holding his fire until he could rake the enemy at close range. He passed down the British line and took a terrible vengeance. In fifteen minutes after climbing aboard the Niagara Perry defeated Barclay's fleet.

Shortly after the last British ship struck her colors Perry sat upon a gun, pulled an old envelope from his pocket and wrote to Harrison those best-known words in American history:

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

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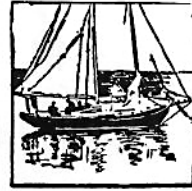
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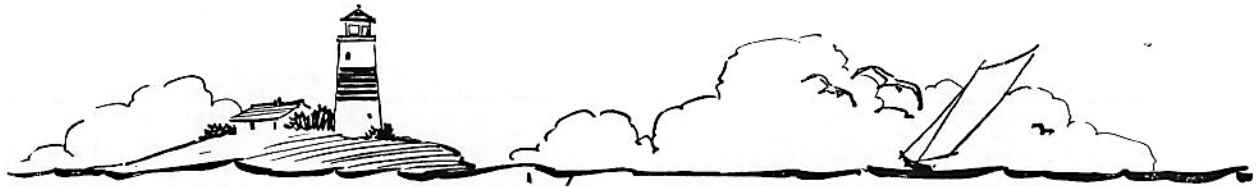
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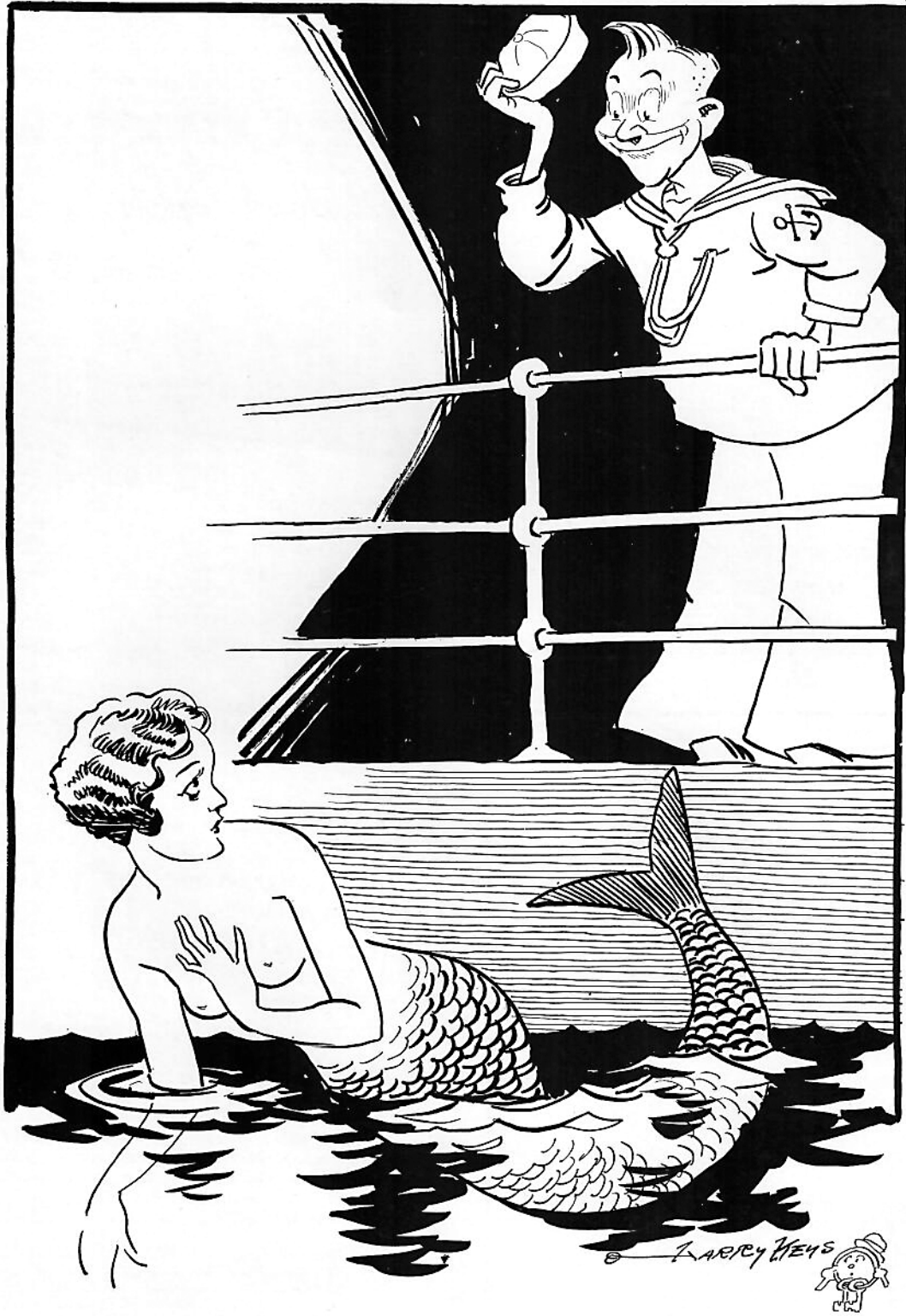


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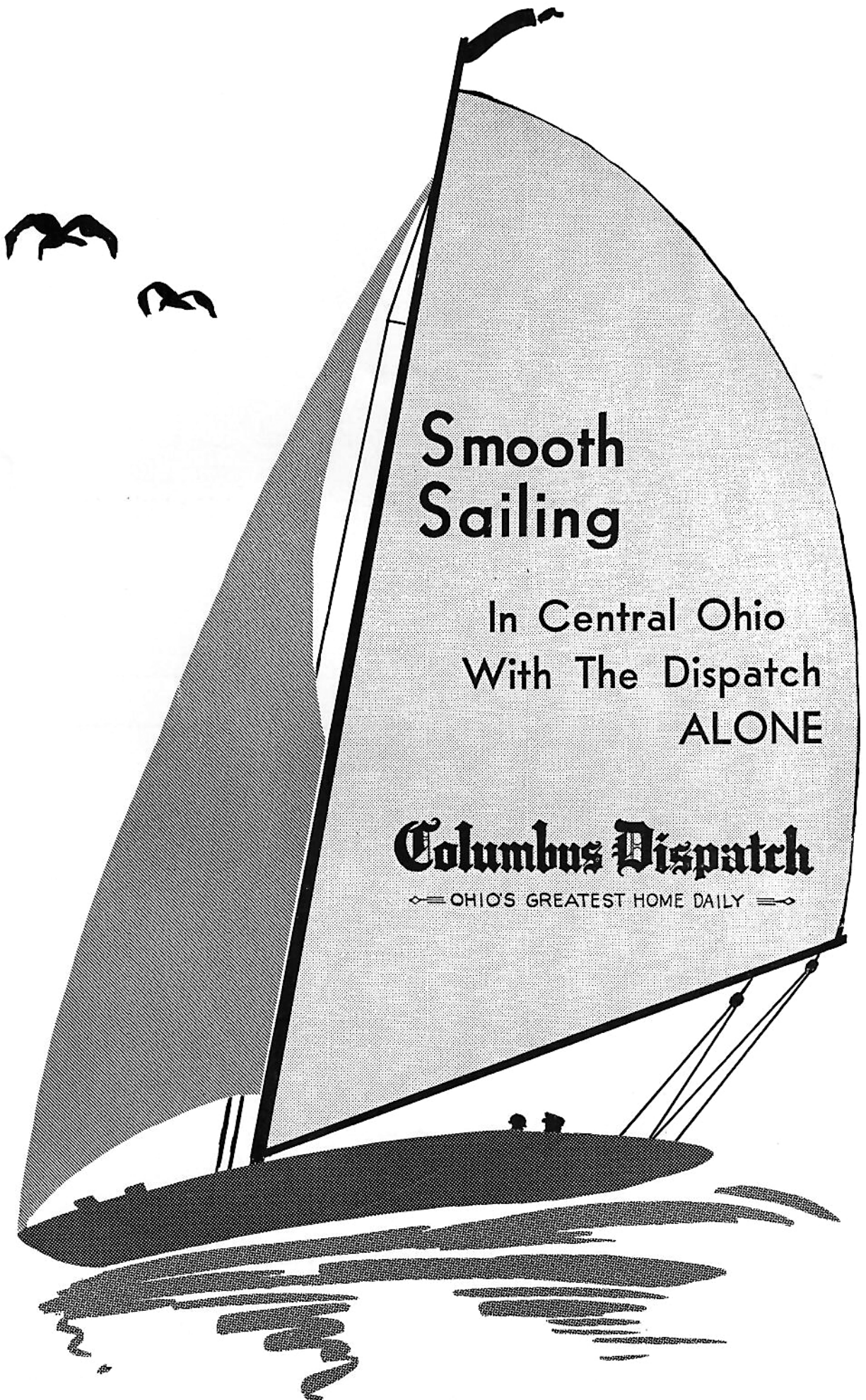
** Commander of the expedition of the Pan American Society of Tropical Research on the yacht "Celia."*

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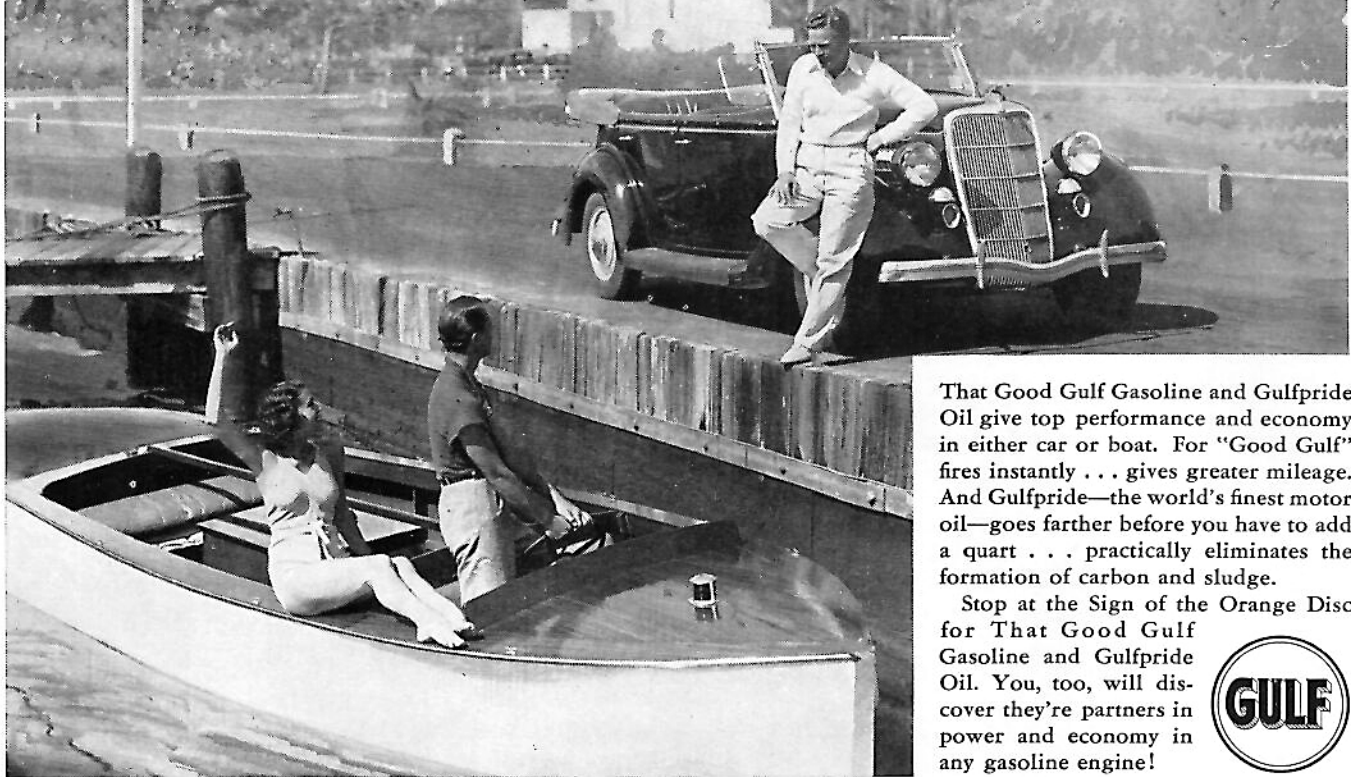
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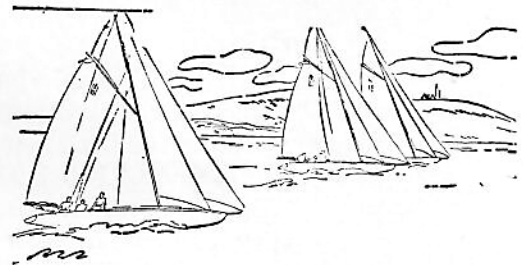
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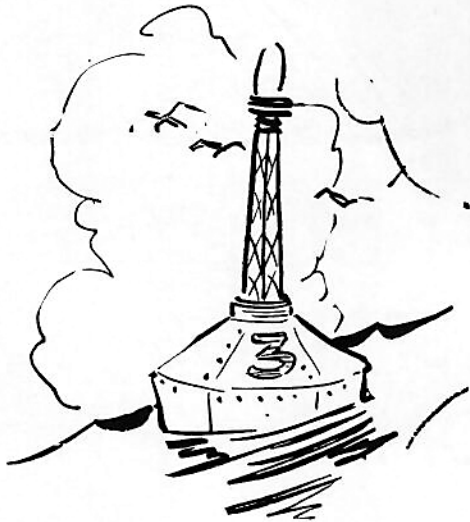


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The Evolution of a Yacht Club

(Courtesy Yachting News)

A YACHT club, unlike almost any other kind of club, is essentially a man's club.

Boiled down to its essentials a yacht club should comprise a locker room where you can keep your old clothes and gear, and a small room, very small indeed, where a few active boat owning members can get together and gam. There might be a small bar, but this is a non-essential when you get right down to it.

Too many so-called yacht clubs go social. There must be a dance floor and of course with that goes a ladies' retiring room. Then, in order to make it complete, there must be a check room, kitchen, and a first-class bar. Someone gets ambitious and the floating indebtedness goes up when a large, modern swimming pool goes in. That means bath houses. Then some other crowd will feel the need of a tennis court or two, may be badminton, lawn bowls or what have you. In the meanwhile the he-men of the club begin to feel that they are being crowded out. They demand a billiard or pool room—perhaps both. That usually means a service bar and more help to hire.

The club goes in for modernistic furniture and the skipper who comes ashore in his dirty "white" pants and worn-out sneakers is looked upon as a social outcast by the dowagers who line the terrace each afternoon. The smell of copper paint is anathema to them and someone suggests that the dirty old boat yard out back be turned into a sunken garden with a graceful fountain in the center just where the good old Julie K. has been hauled out every winter for the last ten years.

It is about this time that some of the younger members who own boats begin to feel the need of organizing their own yacht club where they can have better facilities for yachting activity for about one-quarter the annual dues. By twos and threes they drop away from the yacht club gone high-brow, finally to convene again in the cabin of the good old Julie K., where Jim Smith suggests that they organize a new yacht club—for members who own boats only. It's a good idea, Jim, and the gang fall for it.

The new club comes into being. A committee investigates available buildings or property and another committee goes for the financial end. A small sum is raised by public-spirited members of the new club and a little building, not much more than a shack,

goes up. It is mostly locker room with places where gear may be aired and dried and a work bench where engines can be taken down and fixed up by the members themselves. A small dock is run out and a float installed. A new, shiny, white flag pole sports the yacht ensign and the new club's burgee. Only boat owners are members.

In the fall of the year at the annual meeting a new commodore is elected. He wants to make a name for himself by improving the club so he raises funds for installing a bar. The next summer there is a regular steward on the job who doubles by tending bar. A porch has been added to the building and a few cast-off porch chairs from the homes of members make their appearance. The club steward has painted them up and it's all so attractive that the commodore's wife decides that she ought to hold a bridge party some afternoon during the week. The commodore agrees.

The ladies are amazed how cool it is down by the water and with mounting bills the commodore gets the club to vote an amendment to the constitution whereby more members can be taken in—non-boat owners. The revenue is worthwhile but before doing so plans must be made for some means of entertainment. Then comes the dance floor. More non-owners come in. The bar is increased and a kitchen added. There is now a steward, a cook, two waiters, and a bartender. The club is booming.

The old beach out in back is cleared up and some gay umbrellas make their appearance. A service bar goes in for the bathers. Bath-houses are built. Part of the locker room is eliminated to make way for a "powder puff" for the ladies. The little yard where boats were hauled out is made over into a parking place for automobiles. The club belongs to every "parent organization" including the International Motor Boat and Sailing Yacht Association.

Some of the younger members are a little disgruntled. It's no longer a yacht club and they can't come on the porch unless they are fully and correctly attired. They hold a meeting, informal of course, on the Julie K., now in her third generation. A committee is appointed to investigate sites for a new building. But what's the use. It's the same old story over again which can be repeated indefinitely on a ten-year cycle.

Which cycle is your club in?



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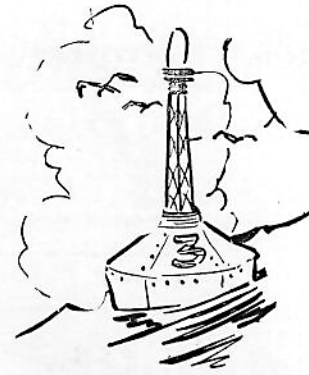
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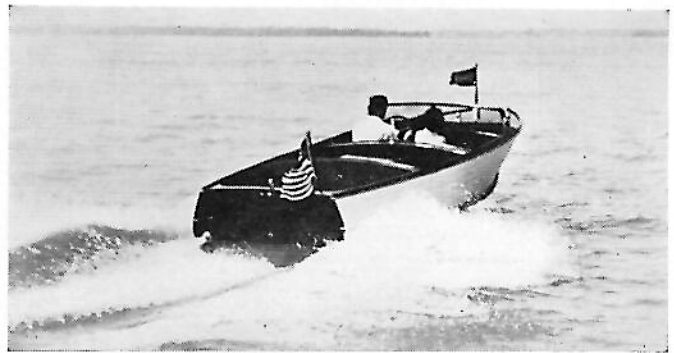


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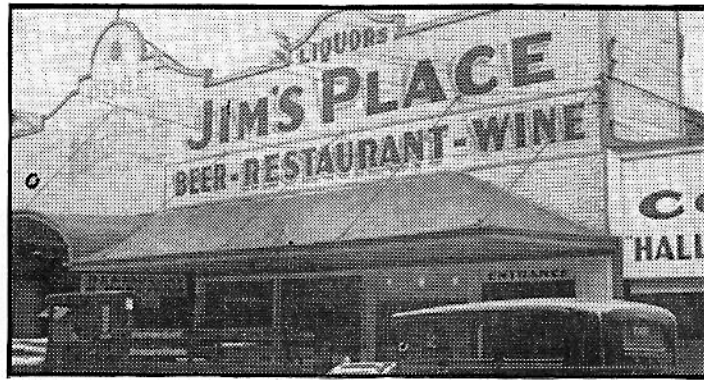


All Aboard for the South Shore Regatta August 12 to 15

Commodore A. F. Wakefield of the Vermillion Boat Club has issued a special invitation to all participants in the I. L. Y. A. to finish Regatta week at little Old Vermillion, where the Vermillion Centennial and the 24th annual South Shore Regatta will get under way on Aug. 12 to 15.

This annual event attracts hundreds of yachtsmen to Vermillion, and the Vermillion Boat Club welcome sign hangs out for all I. L. Y. A. Yachtsmen.

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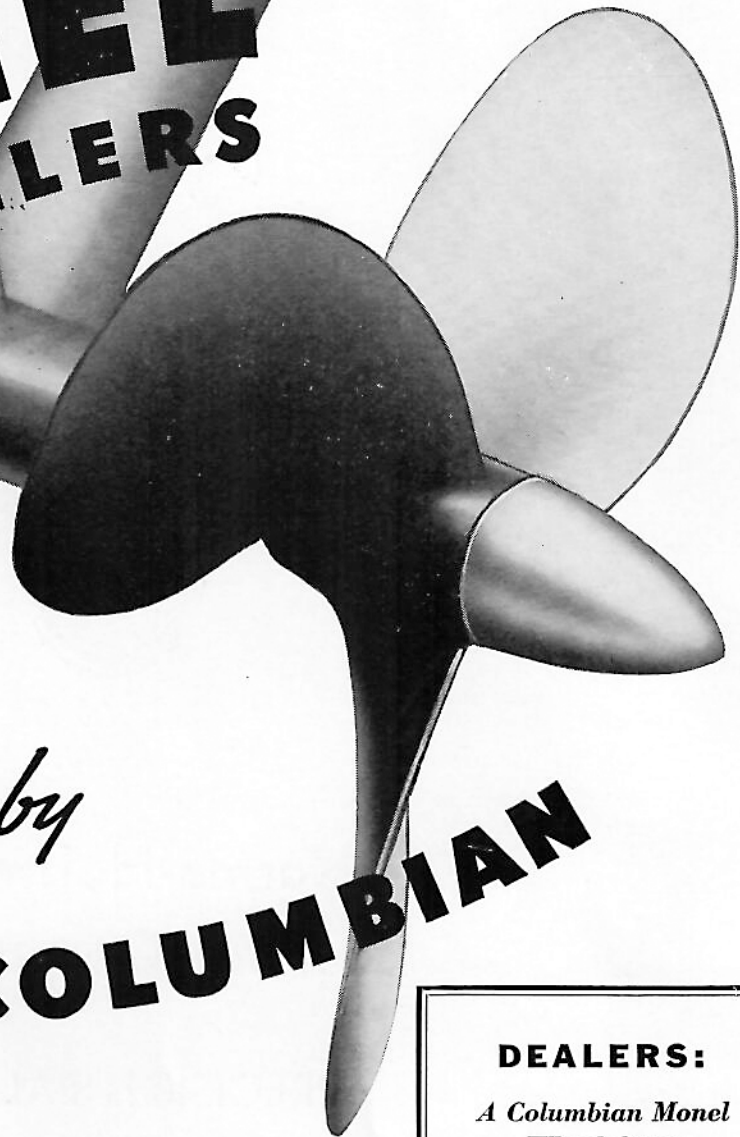


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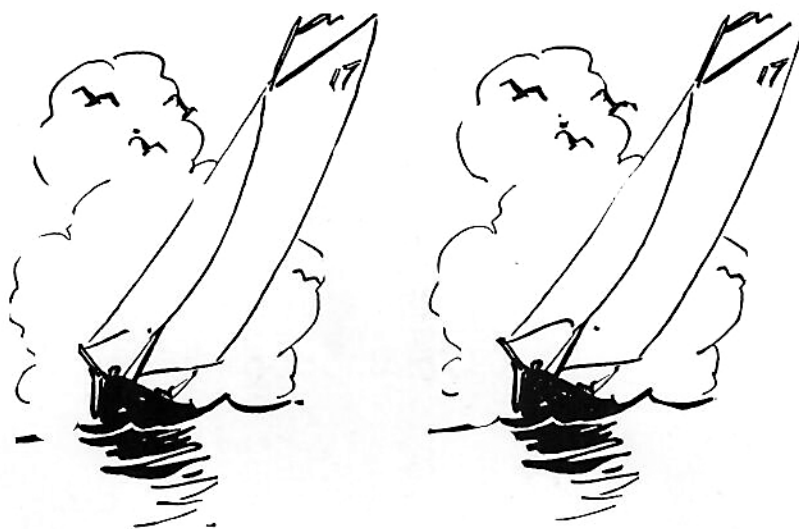


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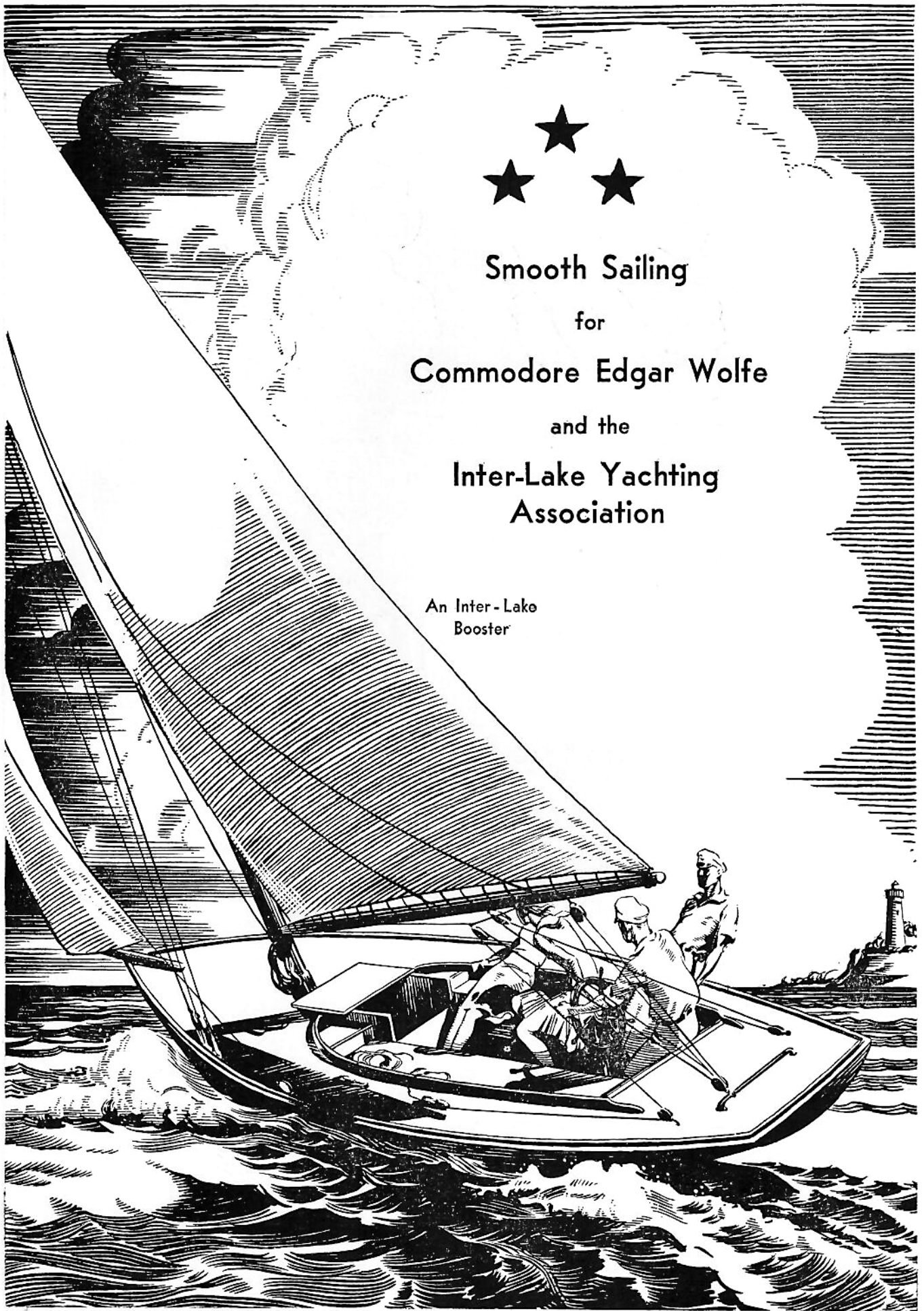
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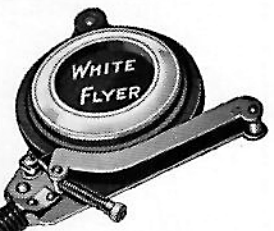
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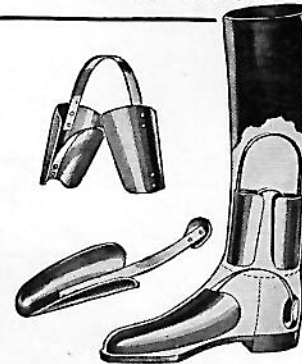
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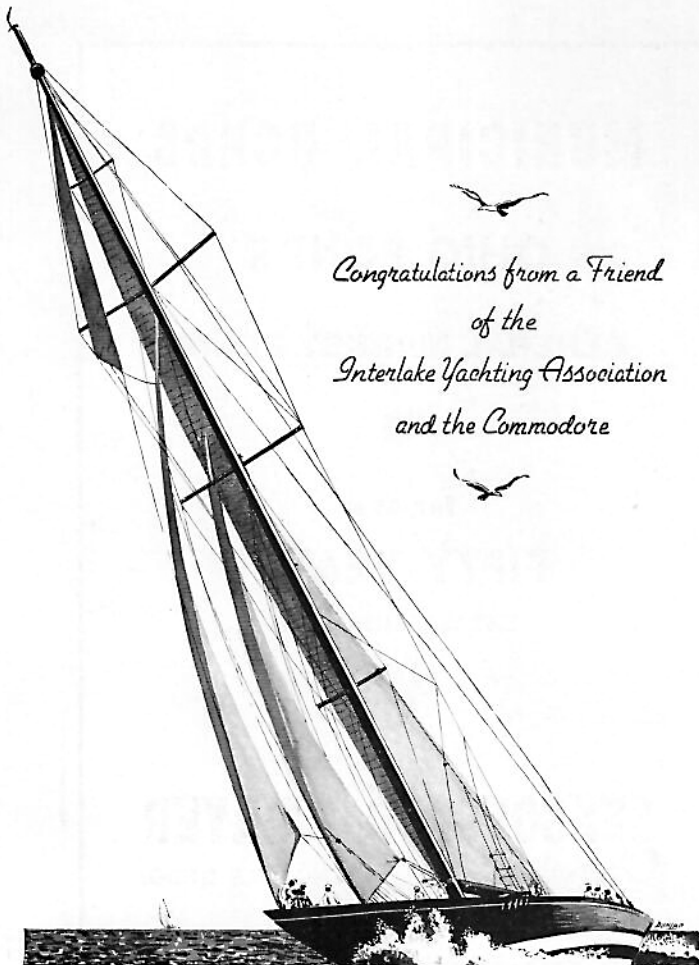
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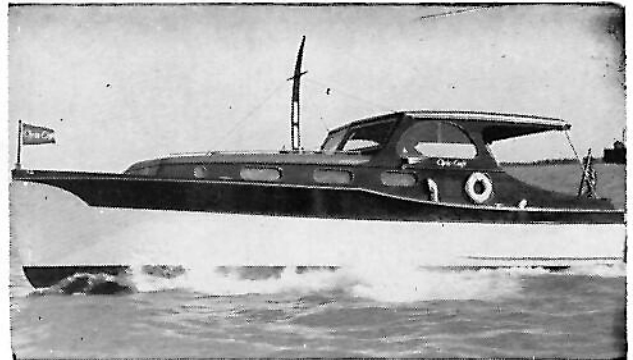
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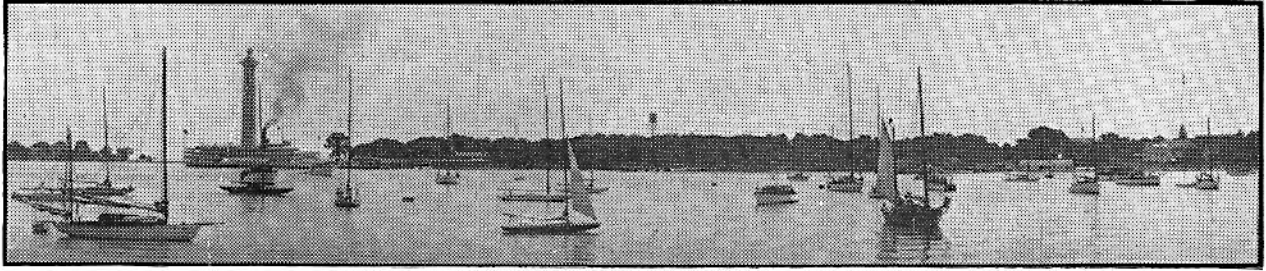


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25 cents per copy

September 1936

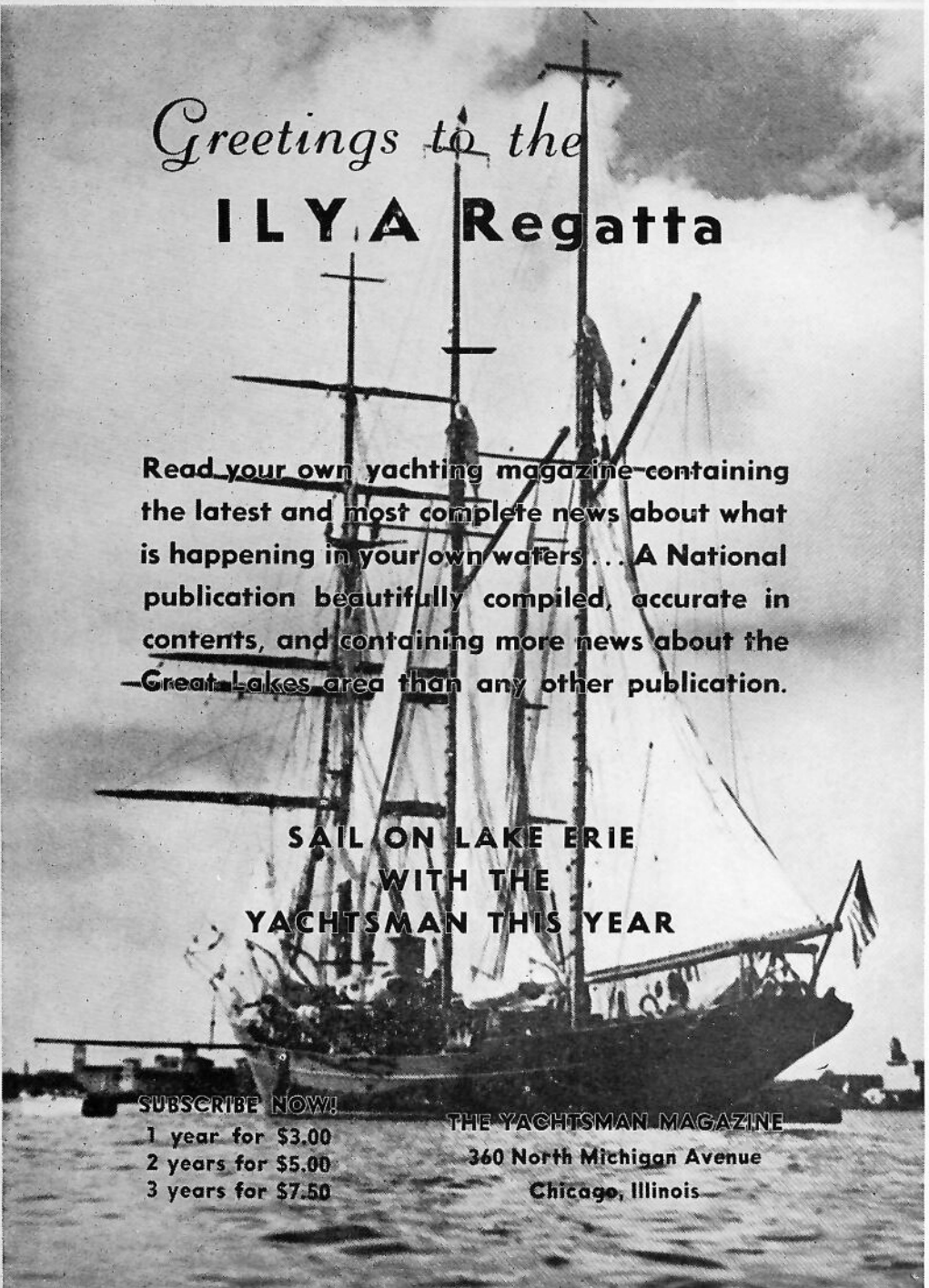
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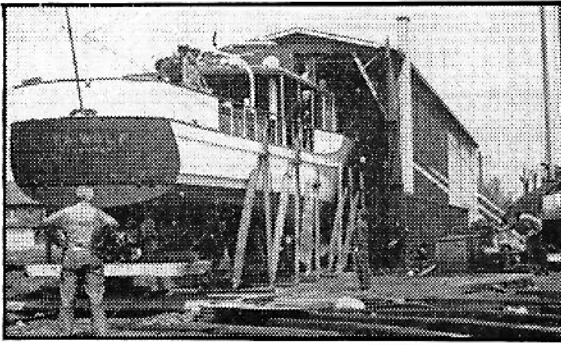
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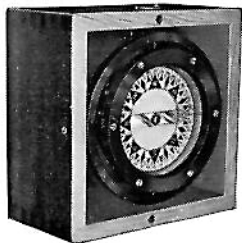
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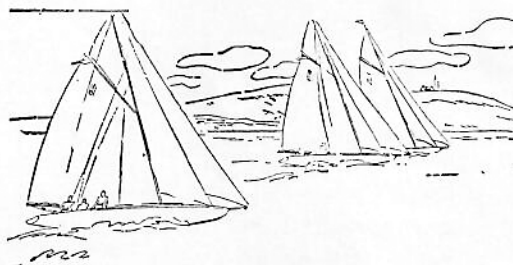
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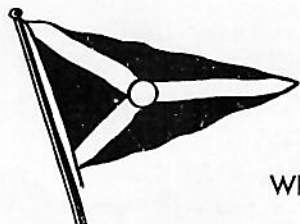
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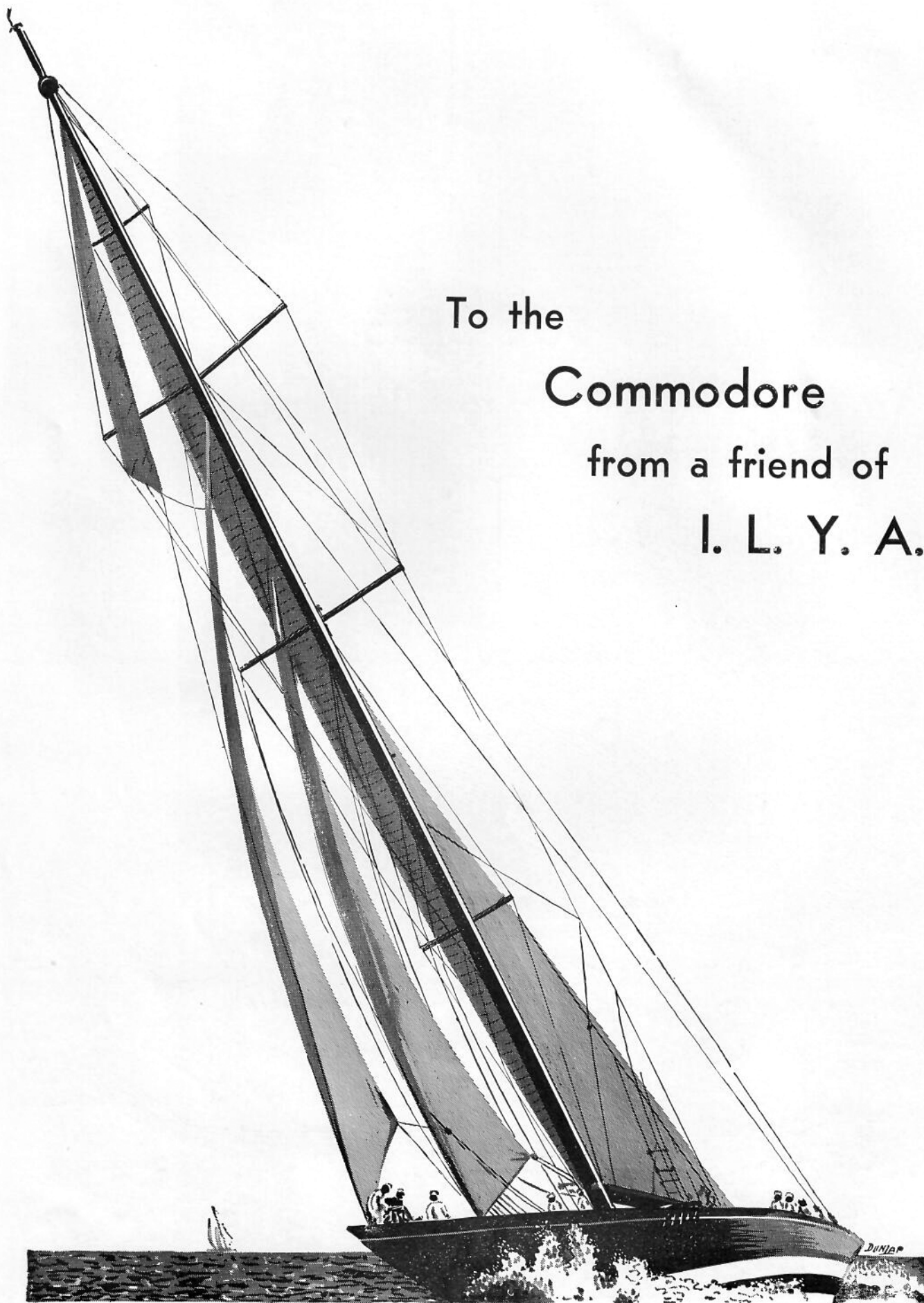
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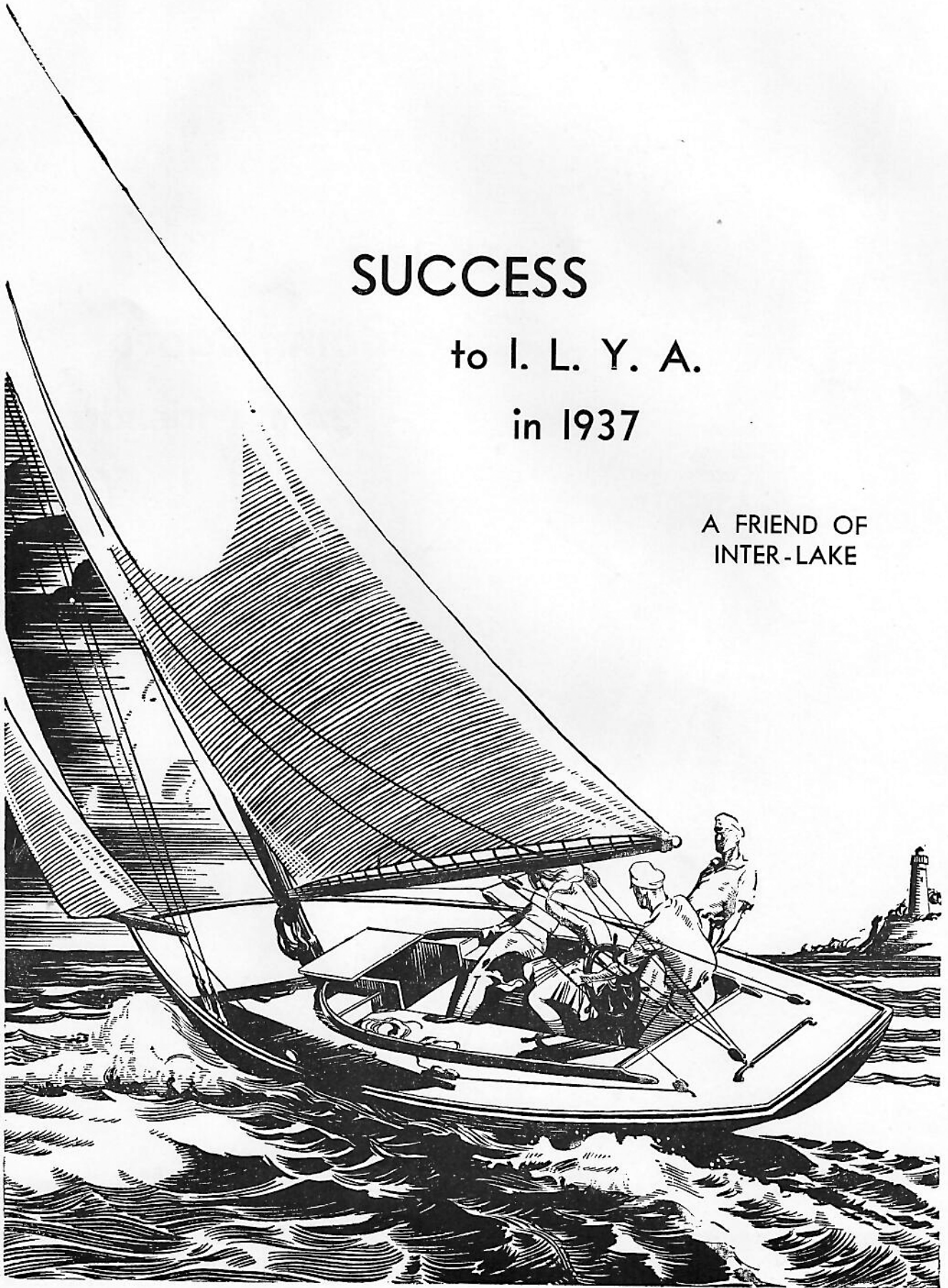


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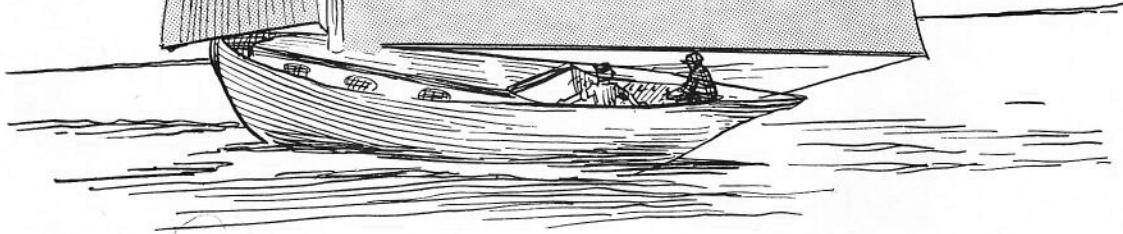




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