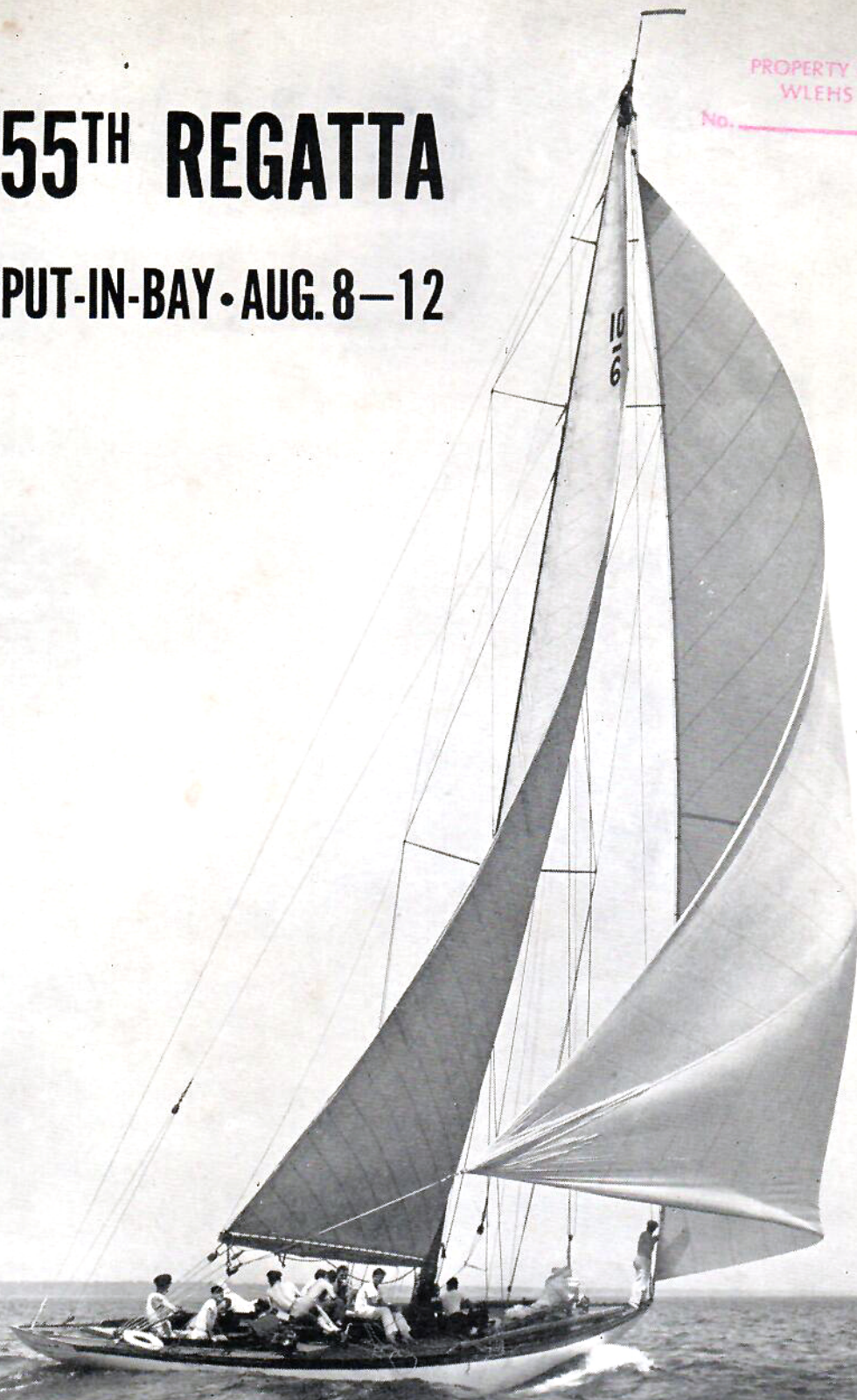


55TH REGATTA

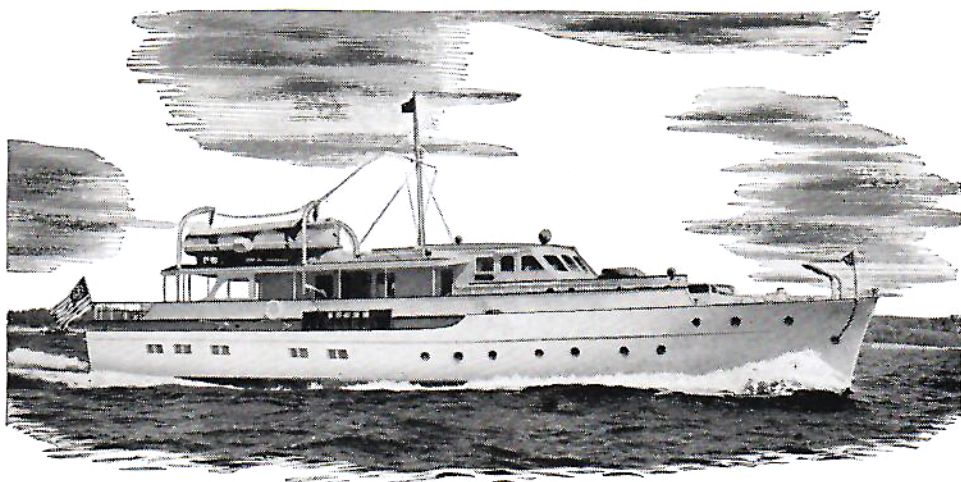
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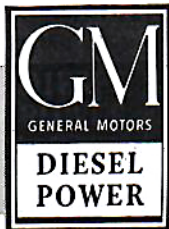
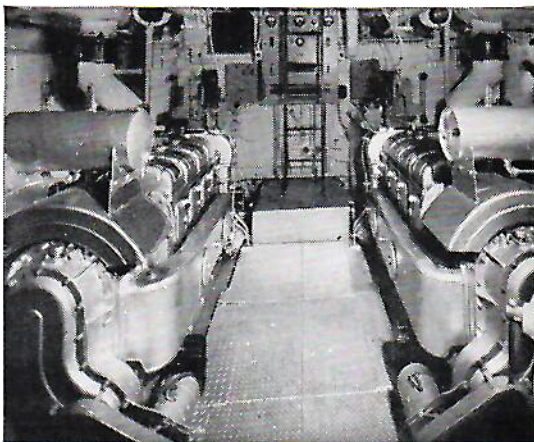
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P R O G R A M

of the

Inter-Lake Yachting Association

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Organized January 17, 1885

Reorganized March 19, 1894

INTER-LAKE BREEZES

The Otto Barthel Trophy races will be held at the South Shore Yacht Club, Milwaukee, Wisconsin, on August 18, 19 and 20. The SHAMROCK of Bayview Yacht Club won the Fall 8-metre series at which the Inter-Lake crew was selected. The skipper is Edward S. Wunsch, Vice-Commodore of Bayview. The Inter-Lake judge will be Stanley W. Puddiford, chairman of our Sail Yacht Race Committee.

More than thirty Inter-Lake sailors participated in the Bermuda Race which started from Newport, Rhode Island, on June 19th. They were crews on the TIGRESS, owned by Frank White, Mentor Harbor Yacht Club; the STORMY WEATHER, owned by Fred Temple, Toledo Yacht Club; the ESCAPADE, owned by Wendell Anderson, skippered by Clark Swart and sailing under Bayview Yacht Club colors; the ROYONO III, owned by John B. Ford, Jr., Grosse Pointe Yacht Club; and the VALKYRIE, owned in the East but manned largely with a Detroit crew under the leadership of Thomas T. Petzold, Grosse Pointe Yacht Club.

The Inter-Lake Junior Championship Races were held at the Erie Yacht Club on July 19th, the hosts being the defending champions. James L. Myers, Mentor Harbor Yacht Club, is chairman of the Junior Sail Yacht Race Committee. The local chairman for this series, which is known as the Wakefield Trophy Races, was Durker Braggins, Erie Yacht Club. The boats used in the series were Lightnings.

Inter-Lake clubs sponsor many famous races during the season. Among these are the Mills Trophy Race, Toledo Yacht Club; Roberts Trophy Race, Cleveland Yachting Club; Port Huron-Mackinac Race, Bayview Yacht Club; D.Y.C. Sweepstakes, Detroit Yacht Club; the Blue Nose Trophy Race, Grosse Pointe Yacht Club; the Falcon Trophy Race, Mentor Harbor Yacht Club; the Erie-Port Dover Race, Erie Yacht Club; and the Brown Trophy Race, Vermilion Boat Club, Put-In-Bay to Vermilion.

The roster of the Inter-Lake clubs now totals fifty-six, the latest addition being the Kelley Island Yacht Club. Some 15,000 yachtsmen belong to these clubs and they own some 5,000 boats, sail and power. This makes the Inter-Lake the largest group of yachtsmen in the world.

The Detroit Boat Club is the oldest club belonging to Inter-Lake. It was founded in 1839.

The Detroit Yacht Club has the largest membership in the Inter-Lake with more than 2500 members.

The Yachtsmen's Fund deserves your hearty support. It is one of the principal sources of revenue for the regatta you are now enjoying. Is your name among those listed as contributors on page 13? HAVE IT THERE NEXT YEAR. . . . CONTRIBUTE NOW.

TABLE OF CONTENTS

	<i>Page</i>
Advertisers' Index	62
Association Membership	3
Chart of Courses	23
Chart of Starting Line	22
Committees	10-12
Commodores' Memorial	60
Cover Photograph—Fred Johnson, Chicago Yacht Club	
Deep Water Races	20, 21
General Information	16
Inter-Lake Breezes	Fly Leaf
List of Officers	10
Members of Yachtsmen's Fund	13
Memorial Trophies	34
Method of Scoring Points	22
Officers and Committee Chairmen	6-9
Official Program	32
Perry's Victory Memorial	59
Past Commodores	3
Racing Rules	26-28
Sail Yacht Racing Instructions	24, 25
Starting Time—Sail Yachts	33

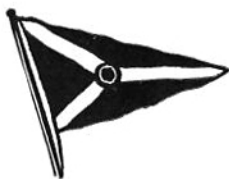
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and to the

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*Commodore Alexander Winton, Jr.
Inter-Lake Yachting Association*

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the facilities of The Cleveland Yacht-
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COMMODORE T. M. STEINHART
The Cleveland Yachting Club



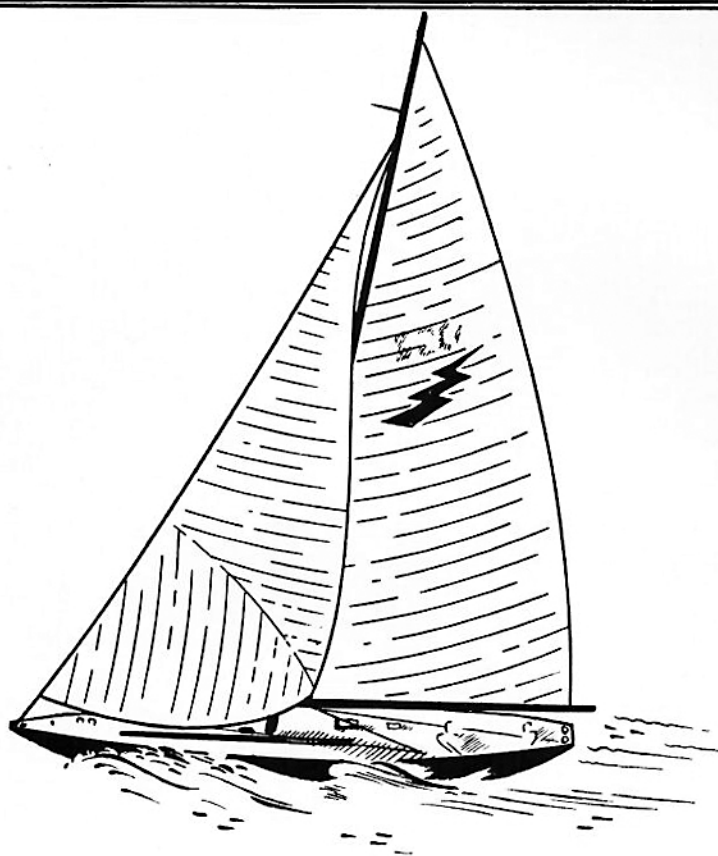
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Algonac Yacht Club, Algonac, Michigan
 Ashtabula Yacht Club, Ashtabula, Ohio
 Bayview Yacht Club, Detroit, Michigan
 Bay View Yacht Club, Toledo, Ohio
 Buckeye Lake Yacht Club, Inc., Columbus, Ohio
 Chagrin Lagoons Yacht Club, Willoughby, Ohio
 Chippewa Yacht Club, Medina, Ohio
 Cleveland Yachting Club, Inc., Rocky River, Ohio
 Clinton River Boat Club, Mt. Clemens, Michigan
 Conneaut Yacht Club, Conneaut, Ohio
 Conneaut Boat Club, Conneaut, Ohio
 Crescent Sail Yacht Club, Grosse Pointe, Michigan
 Detroit Boat Club, Detroit, Michigan
 Detroit Yacht Club, Detroit, Michigan
 Devils Lake Yacht Club, Manistau Beach, Michigan
 Edgewater Yacht Club, Inc., Cleveland, Ohio
 Edison Boat Club, Detroit, Michigan
 Erie Yacht Club, Erie, Pennsylvania
 Forest City Yacht Club, Cleveland, Ohio
 Fremont Yacht Club, Fremont, Ohio
 Gordon Shore Boat Club, Inc., Cleveland, Ohio
 Grand River Yacht Club, Fairport Harbor, Ohio
 Grosse Ile Yacht Club, Grosse Ile, Michigan
 Grosse Pointe Club, Grosse Pointe, Michigan
 Grosse Pointe Yacht Club, Grosse Pointe Shores, Michigan
 Kelley Island Yacht Club, Kelley Island, Ohio
 Lakeside Yacht Club, Inc., Cleveland, Ohio
 Leatherlips Yacht Club, Inc., Cleveland, Ohio
 Lorain Yacht Club, Lorain, Ohio
 Maumee River Yacht Club, Toledo, Ohio
 Mentor Harbor Yachting Club, Mentor, Ohio
 Mohican Sailing Club, Mansfield, Ohio
 Monroe Boat Club, Monroe, Michigan
 Oakland County Boat Club, Inc., Pontiac, Michigan
 Ottawa River Yacht Club, Toledo, Ohio
 Perrysburg Boat Club, Perrysburg, Ohio
 Port Clinton Yacht Club, Port Clinton, Ohio
 Port Huron Yacht Club, Port Huron, Michigan
 Portage Lake Yacht Club, Akron, Ohio
 Put-In-Bay Yacht Club, Put-In-Bay, Ohio
 Redbrook Boat Club, Ashtabula, Ohio
 Saginaw Bay Yacht Club, Bay City, Michigan
 St. Clair Boat Club, St. Clair, Michigan
 St. Clair Yachtsmen, Inc., Detroit, Michigan
 Sandusky Sailing Club, Sandusky, Ohio
 Sandusky Yacht Club, Sandusky, Ohio
 Sarnia Yacht Club, Sarnia, Ontario
 South Shore Yacht Club, Inc., Akron, Ohio
 Toledo Sailing Club, Toledo, Ohio
 Toledo Yacht Club, Toledo, Ohio
 Vermilion Boat Club, Inc., Vermilion, Ohio
 Vermilion Yacht Club, Vermilion, Ohio
 Watkins Lake Yachting Association, Pontiac, Michigan
 Westlake Yachting Club, Cleveland, Ohio
 White City Yacht Club, Cleveland, Ohio
 Windsor Yacht Club, Windsor, Ontario

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*John E. Gunkel, T.Y.C.	1895	*F. W. Roberts, C.Y.C.	1921
*Geo. H. Worthington, C.Y.C.	1896	*C. W. Kotcher, D.Y.C.	1922
*S. O. Richardson, T.Y.C.	1897	Sidney Frohman, S.Y.C.	1923
*Alex I. McLeod, D.Y.C.	1898	*Otto F. Barthel, D.Y.C.	1924
*Geo. T. Bliss, E.Y.C.	1899	*Thos. A. DeVilbiss, T.Y.C.	1925
*Geo. F. Anderson, S.Y.C.	1900	*A. A. Schantz, D.Y.C.	1926
*Wm. R. Huntington, S.Y.C.	1901	*Dr. W. A. Wilson, B.Y.C., Detroit	1927
*C. C. Warren, S.Y.C.	1902	*E. H. Reed, T.Y.C.	1928
*Henry Tracy, T.Y.C.	1903	Mark R. Hanna, D.Y.C.	1929
John S. Smedley, D.B.C.	1904	E. E. Noble, C.Y.C.	1930
*George H. Worthington, C.Y.C.	1905	A. F. Wakefield, V.B.C.	1931
John F. Craig, T.Y.C.	1906	J. W. Vaughan, D.B.C.	1932
*Frank W. Fletcher, T.B.Y.A.	1907	*C. O. Miniger, T.Y.C.	1933
*Geo. H. Worthington, C.Y.C.	1908	Stanley Gardner, C.Y.C.	1934
*S. O. Richardson, T.Y.C.	1909	Gar Wood, D.Y.C.	1935
*C. G. Jennings, C.C. of D.	1910	Rudolph A. Luedtke, T.Y.C.	1936
*Alexander Winton, L.Y.C.	1911	Edgar T. Wolfe, B.L.Y.C.	1937
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*Emil G. Schmidt, S.Y.C.	1916	Howard A. Finch, C.S.Y.C.	1942
*Alexander Winton, C.Y.C.	1917	Milton N. Gallup, C.Y.C.	1943
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		E. W. Keifer, P.H.Y.C.	1947

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Also the Falcon Cup Race August 21



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E. H. Reed
T. V. C.
Commodore of I.L.Y.A. 1928
Died March 10, 1948



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A meeting of the Trustees of the Yachtsmen's Fund will be held at Frohman Lodge on Sunday, August 8th, at 3:30 P.M.

Sea Scouts from the Detroit Area Council Boy Scouts of America will again be with us at Put-in-Bay.

They will have a detail on duty at Headquarters at all times to help make your stay at Put-in-Bay enjoyable. Advise the Secretary if you need their services.



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Commodore A. F. Wakefield, V.B.C.

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Alden Seitz, S.Y.C.
E. V. Seitz, S.Y.C.
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Adolph Seidel, Toledo
J. T. Van Dorn, C.Y.C.
Melvin L. Vixler, L.Y.C.
Fred E. Wiehn, S.Y.C.
Roy Webster, P.I.B.Y.C.

REGULAR

Clark L. Beverly, S.Y.C.
Carl Biro, S.Y.C.
Elmer Biro, S.Y.C.
Vincent Biro, S.Y.C.
Harold S. Bowen, S.Y.C.
Buffalo Canoe Club,
By Van Derbogart, C.L.
William Burger, S.Y.C.
H. J. Bollinger, T.Y.C.
James A. Beidler, Jr., T.Y.C.
Peter Ball, C.Y.C.
Floyd Chilton, S.Y.C.
E. D. Campbell, G.I.Y.C.
C. C. Canfield, S.Y.C.
John C. Caldwell, M.H.Y.C.
Edgewater Yacht Club,
Cleveland
F. T. Ebert, S.Y.C.
James F. Flynn, S.Y.C.
H. Allen Hall, V.B.C.
S. W. Hanna, V.Y.C.
Paul M. Herbert, S.Y.C.
Andrew Hudson, Cleveland
Lester T. Hoffman, E.Y.C.
W. L. James, C.Y.C.
E. Johnson, Detroit

Harry C. Kendall, D.Y.C.,
C.S.Y.C.
E. T. Kindt, C.Y.C.
N. H. Ladd, P.I.B.Y.C.
Glenn O. Liebner, L.Y.C.
R. C. Linker, P.I.B.Y.C.
Fred Martin, Jr., S.Y.C.
George Michaux, S.Y.C.
James M. Monahan, O.C.B.C.
C. M. Mouch, S.Y.C.
James L. Myers, M.H.Y.C.
W. Sheldon Marshall,
Columbus
R. T. Nye, S.Y.C.
Robert P. Neesley, D.Y.C.
Joseph F. Nagel, D.Y.C.,
B.V.Y.C.
Fred Pantell, S.Y.C.
James A. Poulos, P.I.B.Y.C.
Mary Will Parker, Erie, Pa.
Francis D. Poulson, C.Y.C.
S. W. Puddiford, C.S.Y.C.
John Poulos, P.I.B.Y.C.
Ned D. Richards, A.Y.C.
C. B. Rickarts, C.B.C.
Walter M. Ritter, S.Y.C.
Warren K. Roberts, C.Y.C.

William Robertson, Cleveland
J. Robt. Rheinegger, S.Y.C.
W. G. Schwer, S.Y.C.—S.S.C.
Marsh Sinclair, T.Y.C.
C. W. Stage, Jr., M.H.Y.C.
Chas. F. Stewart, M.H.Y.C.
R. Roe Stewart, S.Y.C.
R. A. St. John, D.Y.C.
S. G. Sanders, B.Y.C.
Robert E. Sickinger, S.Y.C.
Walter G. Senn, M.R.Y.C.
Victor H. Schoen, S.Y.C.—
S.B.Y.C.
Leslie E. Thal, O.R.Y.C.
Russell Thom, S.Y.C.
J. J. Urschel, T.Y.C.
W. J. Wright, V.Y.C.
Richard C. Wennes, S.Y.C.
L. H. Waldrip, Cleveland
Edward R. Wallace, M.H.Y.C.
W. S. Weiant, Jr., Newark, O.
Eugene L. West, C.S.Y.C.
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Robert E. Williamson, C.Y.C.
Leroy S. Wilson,
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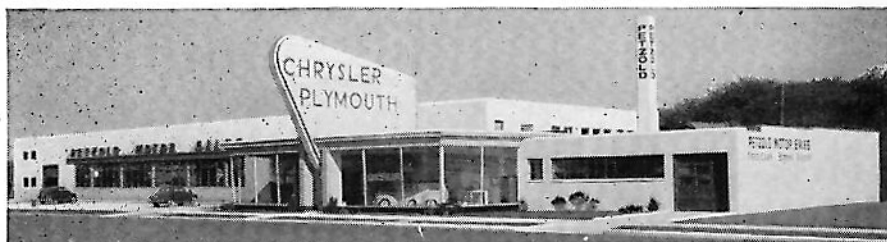
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BYC Overnight Race—Sept. 18th

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GENERAL INFORMATION

Headquarters: Put-In-Bay Yacht Clubhouse

Secretary-Treasurer's Office Hours: 9:00 A.M. to 4:00 P.M.

All yachtsmen and their ladies must register and present club membership cards.

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

Obtain entry blanks and racing information at Headquarters.

The races are open to any yacht which complies with the rules and which is regularly enrolled in any club in the Inter-Lake Yachting Association, Yacht Racing Union of the Great Lakes, or other invited club.

Every yacht should be measured by the measurer of its home club and the measurer's certificate must be presented at the time entry is filed.

An entry fee will be charged in all events: \$1.00 for Course One, \$2.00 for Course Two, and \$3.00 for Course Three.

Sign your entry and state clearly all answers to questions.

Get your entry in early to assist the committee.

Three or more entries must be received or the event is subject to cancellation.

Suitable Prizes will be awarded winning yachts.

The official time used at meet will be Eastern Daylight Saving time.

Watch the Bulletin Board at Headquarters for postponements, changes in courses or events. Results and all official announcements will be posted on the Bulletin Board at Headquarters. Watch it.

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.

A color gun will be fired each day at sunset.

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

1948 Schedule

FERRY SERVICE

FROM CATAWBA TO PUT-IN-BAY

Cars and Passengers

SUMMER SCHEDULE

May 22 to Sept. 19, Inc.

LV. PUT-IN-BAY	LV. CATAWBA
7:00 a.m.	* 8:00 a.m.
* 8:30 a.m.	10:00 a.m.
10:00 a.m.	11:30 a.m.
12:00 Noon	* 1:30 p.m.
* 1:30 p.m.	3:00 p.m.
3:00 p.m.	5:00 p.m.
* 5:00 p.m.	* 6:15 p.m.
† 7:00 p.m.	8:00 p.m.

* Boat stops at Middle Bass by request. Cars and Passengers.

† Boat stops at Middle Bass by request. Passengers only.

Schedule Subject to Change without Notice

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Chris★Craft

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SIXTEENTH ANNUAL INTER-LAKE YACHTING ASSOCIATION DEEP WATER RACES

Detroit Course — Detroit River Light around S.E. Shoal Light, around Kelley's and Ballast Islands to finish line, 70 miles.

Cleveland Course — Rocky River Light North of Kelley's and Ballast Islands to finish line, 53 miles.

Toledo Course — Toledo Harbor Light, West and North of restricted firing area, North of Middle Sister Island to finish line, 34 miles.

CLASSES

The Detroit Race will be divided into three classes, namely: racing, cruising "A" and cruising "B" classes. The cruising "A" class shall consist of cruising type boats rating 33 or over. The cruising "B" class shall consist of cruising type boats rating under 33. The three classes will all start at the same time.

The Cleveland Race will be divided into two classes, racing and cruising.

The Toledo Race will be divided into two classes, racing and cruising.

RATINGS

A certificate of measurement or certification of rating on formal entry must accompany each yacht's entry and must be signed by the official measurer of its own club, association or the measurer of the I.L.Y.A. The cruising classes sailing in the Cleveland, Detroit and Toledo races will sail under the Cruising Club of America Rule as set forth in the 1941 Rule Book of N.A.Y.R.U. All other classes in the balance of the Deep Water Races will sail under the N.A.Y.R.U. "Universal Rule." For the purpose of these races the following will be considered as the Universal rating of accepted class boats and will be applied to such class boats:

8 Meter	26.2	30 Sq. Meter	19.0
R	20.0	L	16.2
6 Meter	19.7	22 Sq. Meter	16.0

ENTRIES

All entries must be received by the local representatives of the Race Committee by August 6th, 1948.

INSTRUCTIONS

FOR DETROIT RACES, AUGUST 7TH, 1948

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

FOR CLEVELAND RACES, AUGUST 7TH, 1948

Warning Gun	7:50 P. M. White Signal
Preparatory Gun	7:55 P. M. Drop of White Signal

During the next five minutes a black target will be hoisted.

Starting Gun—Racing	8:00 P. M. Drop of Black Signal
Cruising	8:05 P. M. Drop of Black Signal

FOR TOLEDO RACES, AUGUST 7TH, 1948

Warning Gun	11:30 A. M. White Signal
Preparatory Gun	11:55 A. M. Blue Signal
Starting Gun	12:00 Noon Red Signal

Postponements will be signalled by code flag "G" and will be for fifteen-minute periods.

STARTING LINE

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

For Cleveland: Between Committee Boat off Rocky River Spar Buoy and Race Flag.

For Toledo: Between Committee Boat and Toledo Harbor Light.

COURSES

For Detroit: Yachts must pass to the North of Pelee Passage Light and must round Southeast Shoal Light, leaving it to starboard. Thence to the South of Kelley's Island, leaving it to starboard and must sail 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 thence to the North of Ballast Island, leaving it to port.

For Toledo: Yachts must sail to the West and North of restricted firing area and to the North of Middle Sister Island, leaving it to starboard, and thence to the Southwest of Middle Bass Island to the finish line.

FINISH LINE

The finish line shall be a line approximately one-quarter of a mile long from Lonz's Dock on the South side of Middle Bass Island due South to a flag buoy. Lonz's Dock will be marked by a white flag with a black ball by day; a green light will be shown by night. All finishes will be taken from Lonz's Dock. Each yacht must identify itself to the satisfaction of the Race Committee (stationed on Lonz's Dock) at the time of finishing.

EQUIPMENT

Each yacht must carry complete cruising equipment, including charts and navigating equipment, two suitable anchors and cables, coston signals, lead line, fog horn, and other equipment ordinarily carried on a cruise. One life preserver for each person on board, and at least two shall be on deck ready for use, one of which shall be equipped with a self-lighting device which will light when thrown overboard.

The Committee reserves the right to reject the entry of any yacht which they consider unseaworthy or otherwise unfit to make the trip or one on which the equipment does not meet the above specifications. **ALL YACHTS MUST COMPLY WITH GOVERNMENT REGULATIONS COVERING RUNNING LIGHTS.**

SAILS

Sails must conform to N.A.Y.R.U. Rules on racing trim. Cruising class yacht's spinnakers shall be limited to a maximum girth of 1.80 of the base "J" of the yacht's forward triangle.

CREWS

No restrictions are placed on crews except that the skipper must be a Corinthian yachtsman and a member in good standing of a recognized club.

RACING NUMBERS

Racing number must be carried on sails for purpose of identification and recorded on the entry blanks in the space provided.

PRIZES

Suitable awards will be given to the winning boats.

HEADQUARTERS OF RACE COMMITTEE

Before the Race
S. W. Puddiford, *Chairman*
1365 Cass Ave., Detroit, Mich.

DETROIT TO PUT-IN-BAY

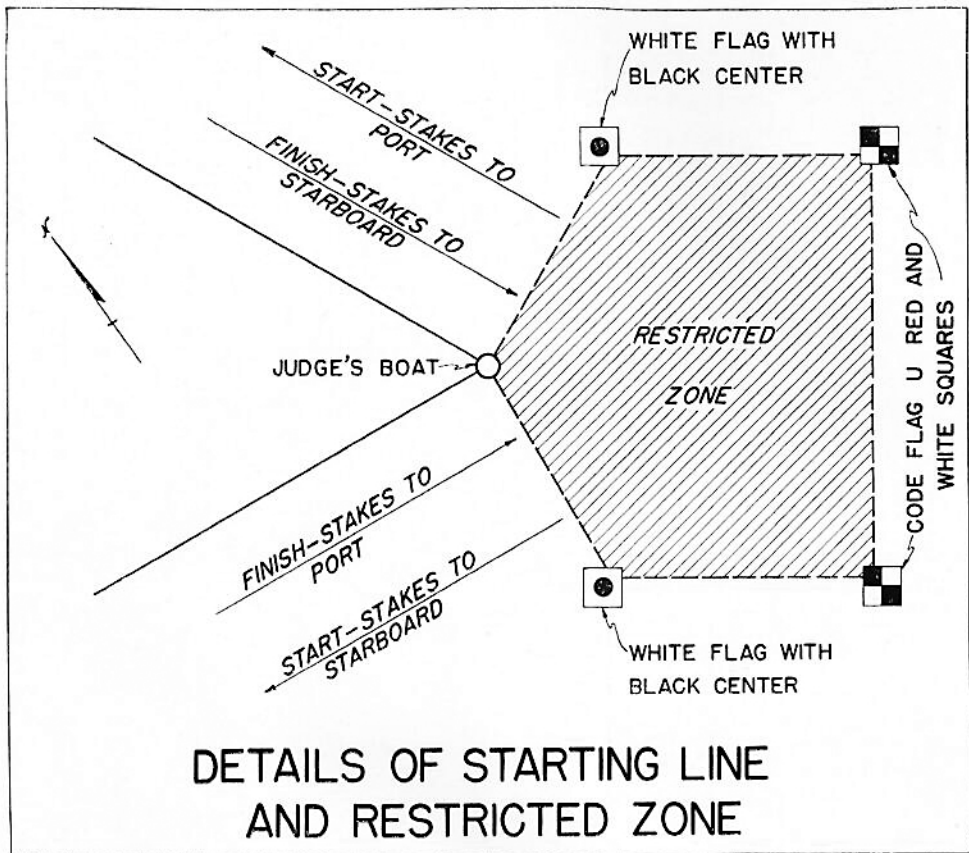
Walter France, D.Y.C.
Chairman
333 State St., Room 703, Detroit, Mich.
Al J. Gonas, B.Y.C.

TOLEDO TO PUT-IN-BAY

Clarence C. Crites, T.Y.C.
Chairman
5842 Lakeside Ave., Toledo 11, Ohio
A. E. Herman, T.Y.C.
Cal Yaudis, T.Y.C.

CLEVELAND TO PUT-IN-BAY

N. C. Foster, C.Y.C.
Chairman
17877 Lake Ave., Lakewood, Ohio
James T. VanDorn, C.Y.C.

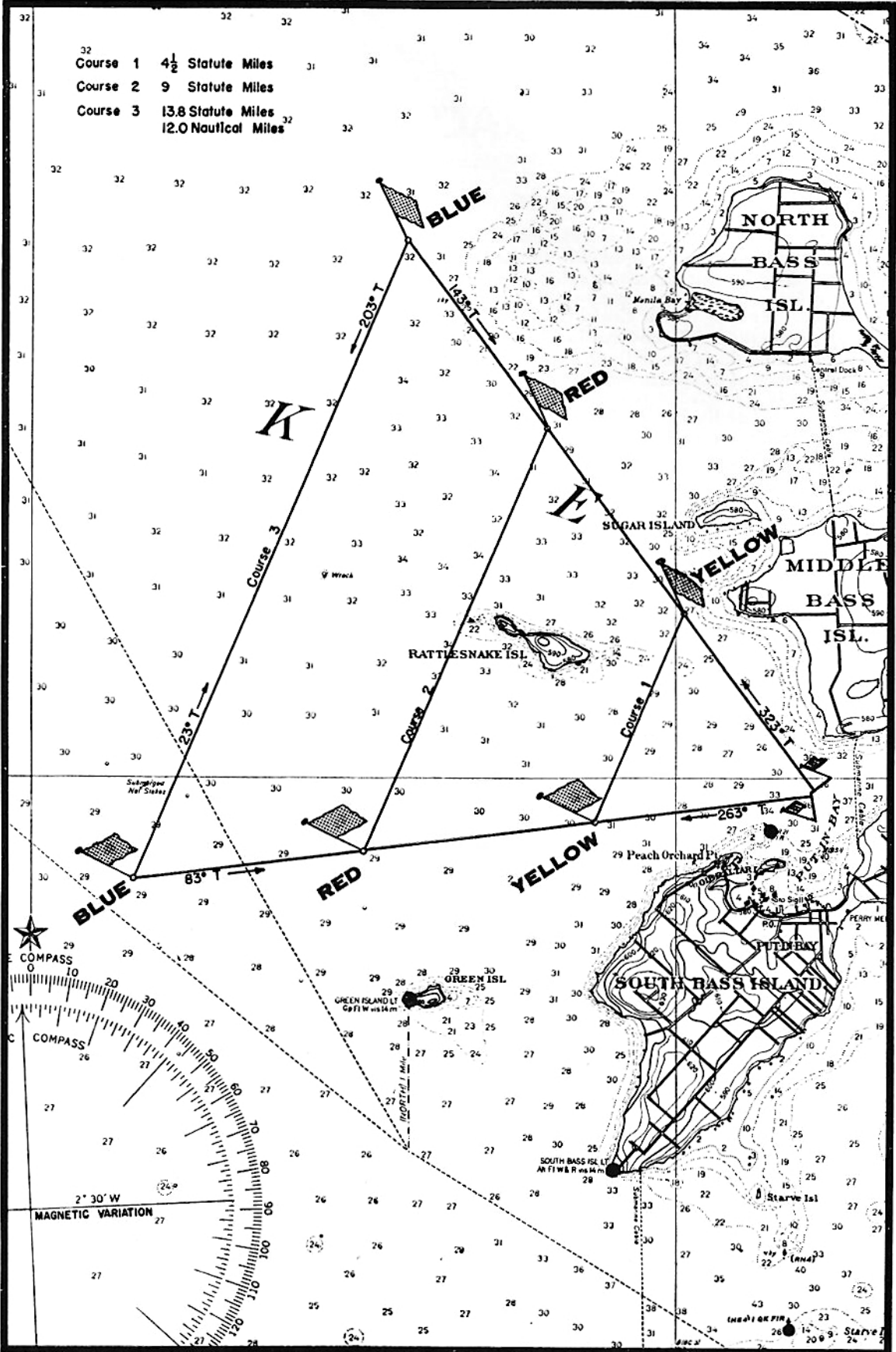


METHODS OF SCORING POINTS

"Each yacht will be credited with as many points as the number of yachts she defeated, with one point added for starting. One-quarter ($\frac{1}{4}$) extra point is awarded the winner of each race."

"A yacht that starts and does not finish will not receive a point for starting, but will be counted as a defeated yacht in awarding points to the other yachts."

Course 1 4½ Statute Miles
 Course 2 9 Statute Miles
 Course 3 13.8 Statute Miles
 12.0 Nautical Miles



SAIL YACHT RACING INSTRUCTIONS

REQUIREMENTS FOR ENTRIES

All yachts must file entries with the Sail Yacht Race Committee before 8:00 P.M. Sunday, August 8th, unless a competing yacht is unable to arrive at Put-In-Bay by this time.

Entries in the Cruising classes must present measurement certificates in compliance with the Cruising Club of America Rule as set forth in the N.A.Y.R.U. Rule Book for 1941, and as adopted by the I.L.Y.A. in 1945. Dinghies need not be carried in twelve mile races.

Class Racing Yachts will be governed by, and must present measurement certificates in compliance with, the rules of their respective associations. Such certificates and/or other credentials must be presented at the time of filing entry.

The Sail Yacht Race Committee reserves the right to order any yacht entered to be re-measured.

RACING RULES

All races will be sailed under the 1948 N.A.Y.R.U. racing rules and such additional rules or changes prescribed herein or posted on the Headquarters Bulletin Board, which the Race Committee deems necessary for the successful conduct of the Racing Program.

Numbers must be carried by each yacht on each side of its mainsail. If numbers are not properly displayed, time will not be taken. Numbers should be carried on spinnakers and balloons to facilitate the work of the committee.

The time limit of all courses is shown with the schedule of starts on page 33.

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

POSTPONEMENTS

Postponements of the starting time of a race will be for fifteen minute periods and will be indicated by code flag "G" (yellow and blue vertical stripes). At the end of the first postponement period, code flag "G" will be lowered and numeral pennant "1" (white with red ball) will be raised and left flying, indicating that all starts will be delayed fifteen minutes. In the event that additional postponement periods are necessary, code flag "G" will again be hoisted. At the termination of the postponement period, code flag "G" will again be lowered and the numeral pennant corresponding to the number of fifteen minute periods will be hoisted and left flying for the remainder of the starts.

CALLED OFF

In the event that the race for a class is to be called off, code flag "H" (white and red) will be hoisted on the committee boat two minutes before and shown until one minute after the starting gun or signal of the class concerned has been fired or made.

The classes following will take their time on gun or signal and make their starts on schedule.

COURSE FLAGS

If stakes are to be left to starboard, a green flag will be flown from the committee boat immediately after warning signal. If stakes are to be left to port, a red flag will be flown from the committee boat immediately after warning signal.

SHORTEN COURSE

If it is considered necessary to shorten the course to be sailed by any class, code flag "M" (blue flag with white cross) will be flown from one minute after the preparatory gun until the starting gun of that class. Numerals displayed on the committee boat during this period will indicate the shortened course to be sailed.

SPECIAL NOTICE

In the event it is not possible to fire the starting gun for any class, due to conditions beyond the control of the committee, all yachts shall take their time from the signal shapes which will be hoisted on the committee boat.

SAILING COURSES

The sailing courses for all series races are shown on page 23 of this program.

The start and finish line, for all courses, is shown in detail on page 22 of this program.

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

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 the Sail Yacht Race Committee within two hours after finishing of protesting yacht. A yacht having cause to protest another yacht for infringement of these rules occurring during a race must promptly display red code flag "B" and keep it flying until she has finished the race, unless her skipper has no knowledge of the fact justifying the protest until after the conclusion of the race.

Notice of time of protest hearings and contestants involved will be posted on the bulletin board and, to the extent possible, will also be delivered in writing to the boats concerned.

GENERAL

No persons other than judges, timers, starters, and clerks will be allowed on the Sail Yacht Race Committee Boat without the consent of the chairman of the Race Committee.

Alterations of the race program or sailing courses may be made at the discretion of the Sail Yacht Race Committee and will be posted on the Headquarters Bulletin Board.

No guns will be fired for finishes until all classes have started.

Several short blasts on the whistle of a patrol boat or "R.C." boat indicates you are being hailed. If you are near, or the only boat in the vicinity of a patrol boat, Stop.

EXCERPTS FROM 1948 RACING RULES

No. 29-32 of North American Yacht Racing Union

Adopted by INTER-LAKE YACHTING ASSOCIATION for Season 1948

April 3, 1948

RULE 29—Definitions

1. **STARTING—FINISHING**—A yacht Starts, or is Starting when, after her start signal, any part of her mainmast* crosses the starting line in the proper direction. A yacht Finishes when any part of her mainmast* crosses the finish line in the proper direction.

* Exception:—Substitute the word "hull" for word "mainmast" in above definition.

2. **LEEWARD AND WINDWARD**—Leeward is the side on which a yacht is, or was if luffing head to wind, carrying her main boom. The Leeward Yacht is the yacht on the leeward side of another yacht. The other yacht is the Windward Yacht. These terms apply only to two yachts on the same tack.

3. **ON A TACK**—A yacht is On a Tack except when she is Tacking or Jibing. A yacht is on the tack (starboard or port) corresponding to her windward side.

4. **CLEAR ASTERN**—A yacht is Clear Astern of another when her hull and equipment are aft of an imaginary line projected abeam from the aftermost point of the other's hull and equipment.

5. **OVERLAP**—When neither yacht is Clear Astern and the yachts are clearly within three overall lengths of the longer yacht, they Overlap. Two yachts also Overlap when an intervening yacht overlaps both of them. For the purpose of Rule 30 H an overlap that exists between two yachts when they start or when one (or both) of them completes a tack or a jibe shall be regarded as beginning at that time.

6. **OVERTAKING**—A yacht is Overtaking another when she is overhauling her from Clear Astern regardless of their respective courses. Overtaking terminates when an Overlap is established.

7. **TACKING**—A yacht is Tacking from the moment she is beyond head to wind until she bears away, (a) if beating to windward, to a full and by course, or (b) if not beating to windward, to the course on which her mainsail fills.

8. **JIBING**—A yacht is Jibing from the moment her main boom crosses her center line until her mainsail fills on the other tack.

9. **NORMAL COURSE**—A Normal Course is any course a yacht might sail, in the absence of the other yacht, to finish as quickly as possible. The course sailed before beginning to luff or bear away is presumably a Normal Course.

10. **FORWARD OF THE MAST LINE**—The Windward Yacht is Forward of the Mast Line when her wheel or the fore end of her tiller is forward of an imaginary line, called "Mast Line," projected abeam from the center of the Leeward Yacht's mainmast. When there is doubt, the Leeward Yacht may assume that she has the right to luff, unless the helmsman of the Windward Yacht, when his yacht is Forward of the Mast Line, hails "Mast Line" or words to that effect. The Leeward Yacht must be governed by such hail; and, if she deems it improper, her only remedy is to protest.

11. **MARK**—The Marks for each yacht are the objects used to indicate the course over which she races, including Government buoys and aids to navigation that the Instructions require to be passed on a specified side. Every ordinary above-water part of such object (including a flag and flag pole) is part of the Mark, but no part below water and no accompanying buoy.

12. **OBSTRUCTION**—Obstructions are craft under way (including another yacht racing having right of way), craft at anchor (other than any boat used as a Mark), craft aground, wrecks, the shore, piers, structures, fish weirs, fish traps, and shoals over which the yacht in question may not be safely piloted. A buoy is not an Obstruction unless it marks an Obstruction, in which case both the buoy and the shoal or object that it marks are part of the same Obstruction.

RULE 30—Right of Way

Rule 30 applies between yachts intending to race from the time they begin to sail about in the vicinity of the start until they have left the vicinity of the course either between races or after their racing is over for the day. At other times (and at all times between other yachts) the Government Right of Way Rules apply. For the purpose of disqualification, Rule 30 applies from the yacht's preparatory signal until she has finished and cleared the finish line.

Rules that Apply Both Before and After Starting

A. **OPPOSITE TACK RULE**—If two yachts are on opposite tacks, the port tack yacht shall keep clear.

B. SAME TACK RULE—If two yachts are on the same tack, the Windward Yacht shall keep clear; except that a yacht Overtaking another shall keep clear while she is Clear Astern and, when establishing an Overlap to leeward, shall allow the Windward Yacht ample room to fulfill her newly acquired obligation to keep clear. "Ample room" is room to luff head to wind.*

* In applying Rule B, note the luffing limitation imposed on the Leeward Yacht in the second sentence of Rule H.

C. TACKING AND JIBING—A yacht while Tacking or Jibing shall keep clear of a yacht On a Tack. The burden of proof to justify a tack or a jibe made close aboard of another yacht rests on the yacht Tacking or Jibing. When a yacht tacks or jibes into a position that will subsequently give her right of way, (i) she must do so far enough away from the other yacht to enable the latter to hold her course until the tack or jibe is completed and thereafter to keep clear; and (ii) in addition, when she is the Leeward Yacht of two close hauled port tack yachts, she shall hail before Tacking if, on completion of her tack or shortly thereafter, the other yacht will have to alter course to keep clear. If two yachts are Tacking or Jibing at the same time, the one on the other's port side shall keep clear.

D. ALTERING COURSE—A right of way yacht shall never alter course when the other yacht is unable to respond owing to her position, or in such manner as to balk or mislead her when she is in the act of keeping clear.

Rules That Apply Only at Start

E. ON WRONG SIDE OF STARTING LINE AT START SIGNAL—A yacht on the wrong side of the starting line or of its extensions when her start signal is made, shall, until she has Started, keep clear of all yachts that were on the right side of such line when their start signal was made.

F. ALTERING COURSE—Before Starting, the right of way yacht may alter course in any reasonable manner, but not quickly if such alteration would affect the course of the other yacht.

G. ANTI-BARGING RULE—A Leeward Yacht is under no obligation to give any Windward Yacht on the same tack room to pass to leeward of a Mark of the starting line that is surrounded by navigable water; but a Leeward Yacht shall not after the start signal deprive a Windward Yacht of room at such Mark either by heading above the first Mark or by luffing above close-hauled.

Rules That Apply Only After Starting

H. LUFFING WHEN ON SAME TACK—A yacht may luff a yacht Clear Astern or a Windward Yacht as she pleases and head to wind if she pleases, until the Windward Yacht is Forward of the Mast Line. Thereafter, or if the Windward Yacht was Forward of the Mast Line when the Overlap began, the Leeward Yacht may not sail above her Normal Course while that Overlap continues to exist.

The Windward Yacht, unless an Obstruction or other object restricts her ability to respond, is subject to disqualification if a luff has to be curtailed because of the proximity of the yachts. In case a yacht has the right to luff all yachts to windward of her, all such yachts shall respond to her luff, even if an intervening yacht would not otherwise have the right to luff.

I. BEARING AWAY WHEN ON SAME TACK—When two yachts are sailing on a free leg of the course: if they Overlap, the Windward Yacht shall not sail below her Normal Course; if one is Clear Astern, steering a course to pass to leeward and is clearly within three overall lengths of the longer yacht, the other shall not sail below her Normal Course.

Passing Marks and Obstructions

J. PASSING MARKS AND OBSTRUCTIONS—When two yachts either on the same tack, or sailing down wind on opposite tacks, reach and are about to pass on the same side of a Mark (other than a starting Mark at which the Anti-Barging Rule applies) or of an Obstruction:

- (1) If they Overlap, the outside yacht shall allow the inside yacht room to pass or round it. But a yacht Clear Astern shall not be justified in attempting to establish an inside Overlap and thus force an inside passage after the leading yacht is so close to the Mark or Obstruction that she is unable to give room (she is under no obligation to give room before the Overlap is established), or after she has reached it, or has altered her course in the act of rounding it. In case of doubt, it will be presumed that the Overlap was not established in proper time.
- (2) If one yacht is Clear Astern, she shall keep clear in anticipation of the rounding maneuver and during it. But if two yachts on the same tack are beating to windward and one is Clear Astern and to windward, the other in Tacking for or around the Mark or Obstruction is subject to Rule C and thereafter to Rule A.

Hailing for Room to Tack to Clear Obstruction

K. HAILING FOR ROOM—If two yachts are standing close-hauled on the same tack toward the same Obstruction, and if the Leeward Yacht is unable both to fetch it without Tacking and to tack without colliding with the Windward Yacht, the person in charge of the Leeward Yacht may, when safe piloting requires him to take action, hail the Windward Yacht. After such hail the Windward Yacht shall at once allow the Leeward Yacht room to tack, and the Leeward Yacht shall tack immediately her hail is responded to. But if the Obstruction is a right of way yacht or is named in the instructions as a Mark, the Windward Yacht, if she is able to fetch it without Tacking, may hold her course. If she decides to do so, she must forthwith by hail so advise the Leeward Yacht. Thereafter, the Leeward Yacht must adopt other means of clearing the Obstruction, and the Windward Yacht must be disqualified if she fails on that tack to fetch the Mark or to cross the bow of the right of way yacht, as the case may be.

RULE 31—Fouling or Improperly Rounding Marks

FOULING MARKS—A yacht shall round the course in such manner as to pass each Mark on the required side in proper sequence, and so that a string representing her wake from the time she starts until she finishes would when drawn taut lie on the required side of each Mark. A yacht shall not touch a Mark unless wrongfully compelled to do so by another yacht. A yacht which has touched a Mark must immediately either abandon the race or hoist a protest signal.

RULE 32—Fouling Competing Yachts

FOULING—If a yacht, through failure to observe any of these rules, shall foul another yacht, or cause other yachts to foul, she shall be disqualified.



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OFFICIAL PROGRAM

EASTERN DAYLIGHT SAVING TIME

SUNDAY, AUGUST 8

- Morning* 7:00 A.M. Mass at Mother of Sorrows Catholic Church
10:00 A.M. Mass at Mother of Sorrows Catholic Church
9:00 A.M. Services at St. Paul's Episcopal Church
8:00 A.M. to 8:00 P.M. Entries for all Sail Yacht Races
- Afternoon* 10:00 A.M. to 6:00 P.M. Registration at Headquarters
2:00 P.M. to 4:00 P.M. Reservations for Ladies Bridge Bay-View Hotel
3:30 P.M. A meeting of the Trustees of the Yachtsmen's fund will be held at Frohman Lodge
5:30 P.M. Committee Chairmen and Wives Dinner Bay-View Hotel

MONDAY, AUGUST 9

- Morning* 7:55 A.M. Sail Yacht Races. Warning Gun. Page 33.
8:30 A.M. Spectator's Boat "Avon" leaves Miller's Dock for trip around Race Course, returning at noon. No charge. Capacity 75 people.
10:00 A.M. to 12:00 Noon. Reservations for Ladies Bridge Bay-View Hotel
- Afternoon* 2:30 P.M. Soft Ball Game. Cleveland and South Shore.
3:00 P.M. Ladies Cat Boat Races. Warning Gun. Page 33.
4:00 P.M. Soft Ball Game, Toledo and Toledo Monroe
4:30 P.M. Commodore's Reception at I.L.Y.A. Headquarters
- Evening* 7:00 P.M. Refreshments at Put-In-Bay Yacht Club
Tickets available at time of Registration. No charge. All I.L.Y.A. members and guests are welcome.

TUESDAY, AUGUST 10

- Morning* 7:55 A.M. Sail Yacht Races. Warning Gun. Page 33.
8:30 A.M. Spectator's Boat "Avon" leaves Miller's Dock for trip around Race Course, returning at noon. No charge. Capacity 75 people.
- Afternoon* 2:00 P.M. Ladies Bridge Party, Bay-View Hotel
2:30 P.M. Soft Ball Game for Inter-Lake Yachting Association Championship.
- Evening* 8:00 P.M. Moonlight ride on Mystic Isle, leaving Fox's Dock, stopping at Middle Bass Island and returning to Put-In-Bay at 10:00 P.M. Refreshments aboard. Tickets available at time of Registration. No charge.

WEDNESDAY, AUGUST 11

- Morning* 7:55 A.M. Sail Yacht Races. Warning Gun. Page 33.
8:30 A.M. Spectator's Boat "Avon" leaves Miller's Dock for trip around Race Course, returning at noon. No charge. Capacity 75 people.
- Afternoon* 3:00 P.M. Award of Trophies at the Put-In-Bay Yacht Club House.*

THURSDAY, AUGUST 12

Races will be held same hours as Wednesday program if races are postponed because of weather during the week.

**If races are postponed until Thursday award of Trophies will be postponed until Thursday.*

STARTING TIME — SAIL YACHTS

EASTERN DAYLIGHT SAVING TIME

Monday, August 9; Tuesday, August 10; Wednesday, August 11, 1948

Warning Gun: White Cylinder 7:55 A.M.
 Preparatory Gun: Blue Cylinder 8:10 A.M.

Course

No. 3	8 Metre (International)	8:15 A.M.	Red Cylinder
12	"R" Sloops Universal	8:20 A.M.	Red Cylinder
Nautical	6 Metre (International)	8:25 A.M.	Red Cylinder
Miles	30 Square Metre	8:30 A.M.	Red Cylinder
Time Limit	"A" Cruising Sloops and Cutters ...	8:35 A.M.	Red Cylinder
6 hours	"B" Cruising Sloops and Cutters ...	8:40 A.M.	Red Cylinder
	Luder "16"	8:45 A.M.	Red Cylinder
	L	8:50 A.M.	Red Cylinder
	Yankee	8:55 A.M.	Red Cylinder
	Yawls and "C's"	9:00 A.M.	Red Cylinder
	Schooner and Ketch	9:05 A.M.	Red Cylinder
	Universal (see note)	9:10 A.M.	Red Cylinder
	210 Sloop	9:15 A.M.	Red Cylinder
No. 2	Star	9:20 A.M.	Red Cylinder
9	Universal (see note)	9:25 A.M.	Red Cylinder
Statute	Thistle	9:30 A.M.	Red Cylinder
Miles	International 14	9:35 A.M.	Red Cylinder
Time Limit	International 21	9:40 A.M.	Red Cylinder
5 hours	Lightnings	9:45 A.M.	Red Cylinder
No. 1	K (Privately Owned Catboats)	9:50 A.M.	Red Cylinder
4.5	CK Team (Club Owned Catboats) ..	9:55 A.M.	Red Cylinder
Statute	Club Sloops	10:00 A.M.	Red Cylinder
Miles	Inter-Lake Sailing Class	10:05 A.M.	Red Cylinder
5 hours	Comet	10:10 A.M.	Red Cylinder
	Lyman Cat	10:15 A.M.	Red Cylinder
	Snipe	10:20 A.M.	Red Cylinder
	Nippers	10:25 A.M.	Red Cylinder
	Sea Gulls	10:30 A.M.	Red Cylinder
	To be posted (see Bulletin Board) .	10:35 A.M.	Red Cylinder

Note:—

"A" Cruising Sloops and Cutters rating 33 and over.

"B" Cruising Sloops and Cutters rating under 33.

*Universals may be divided into two classes, "A" and "B," at the discretion of the Race Committee after entries are received. Check Bulletin Board.

LADIES' CATBOAT RACE

Monday, August 9, 1948

Warning Gun: 3:00 P.M. White Signal

Preparatory Gun: 3:10 P.M. Blue Signal

Starting Time *Signal*

CK Boats 3:15 P.M. Red Signal

K Boats 3:20 P.M. Red Signal

MEMORIAL TROPHIES

THE CAPTAIN LOUIS G. NORTHRUP MEMORIAL TROPHY

Is a cup presented to the Inter-Lake Yachting Association in perpetuation of the memory of the late Captain Louis G. Northrup, of the Buffalo Canoe Club. The deed of gift states that the Cup will be held for one year by the R class winner instead of the Club.

THE PARSONS TROPHY

Was financed by popular subscription among the yachtsmen of the Inter-Lake, no subscription for more than five dollars being accepted. It was also agreed that no class would be stipulated but that the I.L.Y.A. annually designate the class it was to be raced for.

WM. H. HOMMEL TROPHIES

Trophies have been presented to the I.L.Y.A. by the M. Hommel Wine Company of Sandusky, Ohio.

One is to be sailed for by yachts in the Deep Water Race from Detroit to Put-In-Bay and to be awarded to the yacht making the best corrected time. The trophy is to be in the custody of the winning Club until the next Regatta and the yacht's name will be engraved on the Trophy.

The other Trophy is to be awarded to the first boat to finish in the D.R.Y.A. Race to Put-In-Bay and to be held by the winning club.

J. C. GOSS TROPHY

The J. C. Goss Trophy for Star Boats. The winner will have his name engraved on Trophy and have possession of it for one year.

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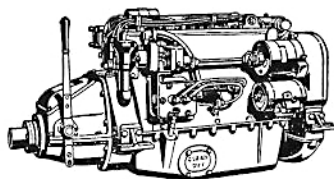
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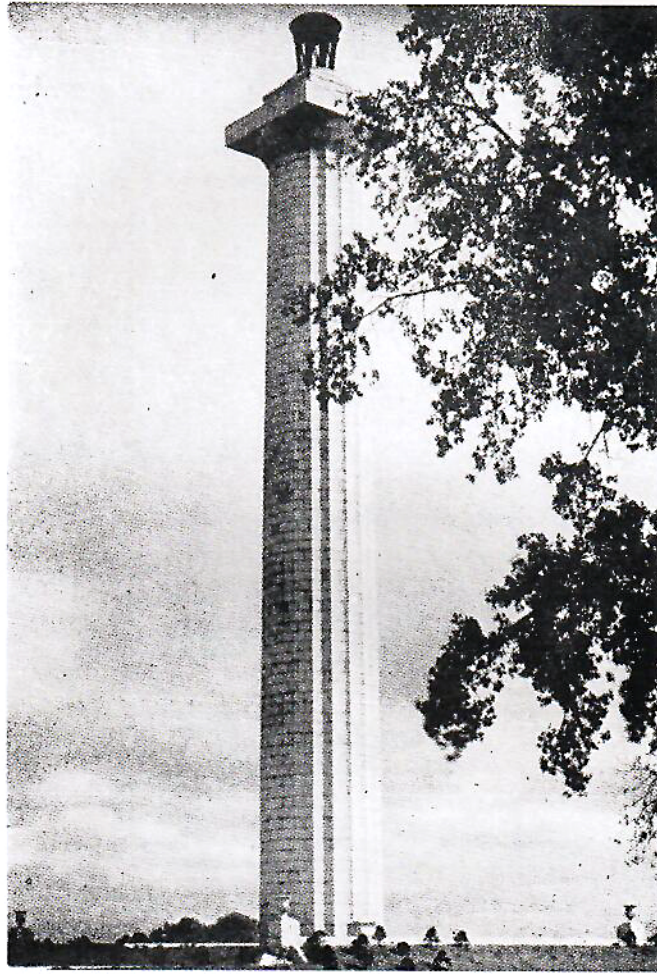
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PERRY'S VICTORY MEMORIAL

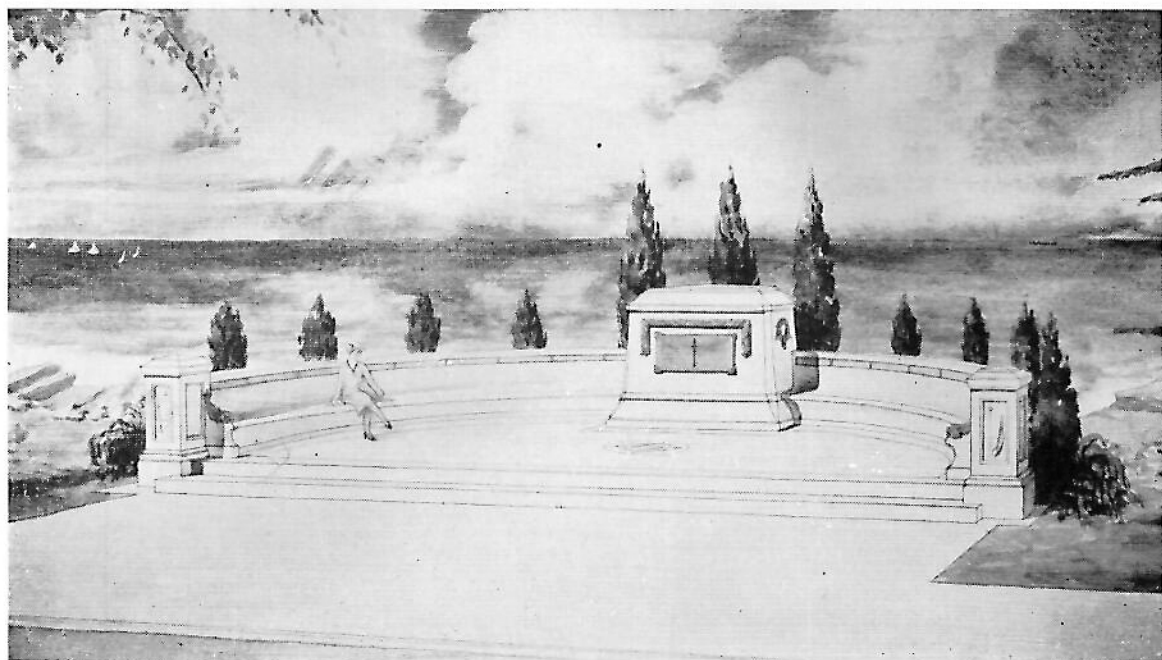
The great Doric column at Put-In-Bay, South Bass Island—Perry's Victory Memorial—holds special interest, for it commemorates not only the victory of Oliver Hazard Perry over the British Fleet in 1813, but the Northwest Campaign of William Henry Harrison and the one hundred years' peace ensuing between the United States and Great Britain.

It was erected under the auspices of the United States Government and the States of Ohio, Pennsylvania, Michigan, Illinois, Wisconsin, New York, Rhode Island, Kentucky and Massachusetts. The cornerstone was laid in July, 1913, and the monument was opened to the public in 1915. Built of pink Milford granite, destined to endure through the years, it rises 352 feet above the lake and when flood-lighted, its beacon is visible at forty miles at sea, reflected for twenty miles in all directions in the waters of Lake Erie.

It is the highest monument in the world, next to the Washington Monument, the greatest battle monument in the world and the most massive column ever attempted by ancients or moderns.

Beneath the monument lie three American and three British officers killed in the Battle of Lake Erie who had lain for over a hundred years where they had been buried on the shore of Lake Erie after the battle. This common burial is symbolic of the feeling that existed between the two nations at the close of the War and of the peace between them for over a century since.

The youthful Perry became a national hero, for he proved himself not only an able commander and clever strategist, but to quote Captain Barclay, the opposing commander, "a gallant and generous enemy." The monument honoring his victory will be known as "Perry's Monument" long after the events it commemorates are forgotten.



Memorial Monument

In Memory of Our Past Commodores

GEO. W. GARDNER, C.Y.C.
Commodore 1894—Died Dec. 18, 1911

JOHN E. GUNCKEL, T.Y.C.
Commodore 1895—Died Aug. 8, 1916

GEO. H. WORTHINGTON, C.Y.C.
Commodore 1896, 1905, 1908, 1913
Died Jan. 9, 1924

S. O. RICHARDSON, JR., T.Y.C.
Commodore 1897, 1909
Died May 4, 1927

ALEX I. McLEOD, D.Y.C.
Commodore 1898—Died Aug. 20, 1930

GEO. T. BLISS, E.Y.C.
Commodore 1899—Died Nov. 1, 1924

GEO. F. ANDERSON, S.Y.C.
Commodore 1900—Died Aug. 10, 1937

WM. R. HUNTINGTON, S.Y.C.
Commodore 1901, 1912, 1918
Died April 15, 1927

C. C. WARREN, S.Y.C.
Commodore 1902—Died Mar. 22, 1905

HENRY TRACY, T.Y.C.
Commodore 1903—Died Jan. 19, 1904

FRANK W. FLETCHER, T.B.Y.A.
Commodore 1907—Died Dec. 12, 1922

C. G. JENNINGS, C.C. of D.
Commodore 1910—Died Jan. 9, 1936

ALEXANDER WINTON, C.Y.C.
Commodore 1911, 1917
Died June 21, 1932

EMIL G. SCHMIDT, S.Y.C.
Commodore 1916—Died Jan. 4, 1939

R. GEORGE MARSH, G.P.Y.C.
Commodore 1919—Died April 18, 1937

F. W. WAKEFIELD, V.B.C.
Commodore 1919—Died June 4, 1934

F. W. ROBERTS, C.Y.C.
Commodore 1921—Died Mar. 1, 1929

C. W. KOTCHER, D.Y.C.
Commodore 1922—Died Dec. 16, 1933

OTTO F. BARTHEL, D.Y.C.
Commodore 1924—Died Sept. 12, 1941

THOS. A. DeVILBISS, T.Y.C.
Commodore 1925—Died Nov. 12, 1928

A. A. SCHANTZ, D.Y.C.
Commodore 1926—Died Jan. 28, 1934

WM. A. WILSON, B.Y.C.
Commodore 1927—Died Nov. 15, 1941

E. H. REED, T.Y.C.
Commodore 1928—Died March 10, 1948

C. O. MINIGER, T.Y.C.
Commodore 1933—Died April 22, 1944

ANDREW R. HACKETT, D.Y.C.
Commodore 1939—Died Nov. 16, 1943

J. W. HARBRECHT, S.Y.C.
Commodore 1940—Died Oct. 11, 1941

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ADVERTISERS' INDEX

	<i>Page</i>
Balas Collet Manufacturing Co.	37
Ball, Burge & Kraus	29
Barnes Boat Mart	55
Barthel, O. E.	49
Baxter & Co., A. J.	42
Bayview Yacht Club	14
Biro Manufacturing Co.	39
Broer-Freeman	61
Brown & Sons, Inc., Worthy R.	19
Bundy Tubing Co.	50
Burger Boat Co.	51
Calder, Gorton & Co.	49
Chris Craft Corp.	18
Cleveland Boat Service, Inc.	44
Cleveland Diesel Engine Div.	Front Cover
Front Cover	
Cleveland Insurance Agency, Inc.	5
Cleveland Steel Products Corp.	35
Cleveland Yacht and Supply Co.	47
Cleveland Yachting Club, Inc.	2
Cooper's	45
Cornish, Jack H.	43
Crescent Hotel	47
Detroit Boat Club	43
Detroit Yacht Club	47
Douglass & McLeod, Inc.	40
Edgewater Yacht Club	45
Edwards & Co., H. D.	31
Evans Products Co.	42
Ford, Jr., Frederick S.	35
G. & G. Sales Co.	49
Gallup & Sons, Inc., Noyes P.	43
Gamlen Chemical Co.	35
General Underwriters, Inc.	19
Gray Marine Motor Co.	41
Gregory Boat Co.	50
Grosse Pointe Yacht Club	48
Gulf Refining Co.	19
Hinde & Dauch Paper Co.	61
Hollenden Hotel	37
Hudson Co., The J. L.	Back Cover
Huron Steel Co.	39
Jacobs Co., F. L.	36
Jim's Cottages	48
John's Boat Livery	56
John's Place	45
Joys Bros. Co.	43
Kasco Mills, Inc.	54
Ken and Greta	61
Kindt-Collins Co.	40
Kuttkuhn, William, Printer	44
Kyle Agency, Inc.	52
Lakeside Yacht Club, Inc.	37

	<i>Page</i>
Lakewood Lumber and Material, Inc.	55
Lorain Yacht Club	56
Lyman Boat Works	28
Marquette Metal Products Co.	30
Matthews Co.	15
McDonough & Co., Inc., W. R.	40
McGuire, Inc., J. P.	38
Mentor Harbor Yachting Club	5
Michigan Steel Casting Co.	44
Miller's Boat Livery	17
Motor Specialties Corp.	Back Cover
Back Cover	
Neesley Ins. Agency, Robert P.	52
Ohio Pipe and Supply Co., Inc.	29
Palmer Scott & Co., Inc.	42
Park Hotel	44
Parker's Garage	56
Petzold Motor Sales Co.	14
Phinney & Sons, Don	39
Priebs Sales Corp.	38
Progress Paint Co.	56
Put-In-Bay Yacht Club	58
Rittman Market	51
Rocky River Island Co.	57
Sanderson Motors, Inc.	41
Sandusky Sailing Club	37
Sandusky Yacht Club	50
Schnoor & Fuchs	45
Shomer & Co., J. A.	51
Smith Co., Henry H.	40
Socony-Vacuum Oil Co., Inc.	42
Stay-tite Products Co.	54
Stoiber's Store	52
Strelinger Co., The Chas. A.	49
Stroh Brewery Co.	29
Timken Roller Bearing Co.	4
Toledo Yacht Club	47
Tools and Gages, Inc.	51
Vans, Denny	39
Van Dyke Club	52
Wakefield, A. F.	48
Wallace & Co., Don B.	17
Werthmann Bros.	14
Weyhing Bros. Manufacturing Co.	41
White City Yacht Club	55
Whittier Hotel	17
Wilson Engineering Co., Inc., Lee	46
Winton Heat Treating Co.	54
Wolfe Industries	53
Zucker Marine Supply Co.	41



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