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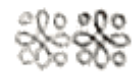
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The Pilot



NOMINATIONS FOR 1912.

Commodore—W. S. Foster; G. T. Bliss.

Vice Commodore—Geo. A. Fuchs; Jack Curtis.

Rear Commodore—J. D. Cummins; L. Nagle.

Fleet Captain—Charles Zuern.

Secretary—G. R. Oberholzer.

Treasurer—Rea R. Whitley.

Measurer—Grant Lynch.

Fleet Surgeon—J. H. Kelsey.

Directors—M. F. McCormick; W. H. Gaither; F. M. Yates; H. G. Irwin.

Regatta Committee—Snider; Clarence Brooks; Ray Eichenlaub; L. Cole; Jas. C. McDonald; Merwin Frank.

Nominating Committee—Wm. L. Morrison; F. M. Yates; M. F. McCormick.

MEETING NOTICE.

The November meeting of the Club will be called to order at 8 P. M., Wednesday, the 8th. The most important business of the meeting will be the election of officers for the ensuing year. Here is hoping that each one of us will be big enough to forget enmity, to take no account of friendship and here is the supreme test: *Remember not yourself*, but vote for the man that in his office can do most to make the Erie Yacht Club just what it should be—the largest, manliest, most worthy club in the city, and we have some to go.

G. R. Oberholzer,
Secretary.

THE CLUB BANQUET.

For the seventeenth time in the history of the Erie Yacht Club its members and their guests gathered about the banquet table on the night of October 12th. The Country Club generously permitted the use of their club house for the event. Not all of those who shared in the feed seventeen years ago were present, but a goodly number of the veterans who pulled the Club through many a squall and trial in the years gone by honored this latest feast with their presence and helped to make it as successful as any yet held.



THE TOASTMASTER

Commodore Foster as toastmaster managed the helm beautifully. His opening remarks were timely and were happily put. The chief guest of honor, Commodore Scripps, in his main theme "The Reliability Contest" had the Club with him in his statement that the motor boat race lacks the best elements of true sport, is almost

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ERIE YACHT CLUB

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FRANK W. PERRIN, - Advertising Manager

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REGATTA COMMITTEE

A. Gunnison Ray Eichenlaub Fred Yates

prohibitive in its cost, and serves no practically useful purpose. A reliability contest, similar to that of last summer looks good to us.

We were glad to hear of the success that our Detroit brethren have had in providing themselves with such an elegant new home. In telling of it Commodore Scripps demonstrated beyond question that the Erie Yacht Club has some to go to make it what it should and must be if it is to fill the large place in the life of the city that it is its privilege and duty to occupy. The Commodore's remonstrance against our christening this magazine "The Pilot" was all right. But candidly Commodore, if you had shown us your offspring earlier we wouldn't have this awful trouble. But, there, we will be real nice about it and have another ceremony, if only you will come to see us again.

Ex-commodore Bliss was going to be with us, of course, but to our regret was too ill to leave the house. His speech is in cold storage and we will not escape it.

We were particularly proud of Representative Shreve when he reminded us that, of all cities the glory of Perry's Victory belonged to Erie. Verily, it is up to the Erie Yacht Club to get in on that great celebration in 1913, and to begin now.

Last year when Oberholzer presented the season's prizes, he was so much stuck on his speech that he forgot to hand out the prizes. Hugh Lord did it all right this year, and say, it was some speech too.

Commodore Foster doesn't look like a poet, all the same he was guilty of bringing into this cold world that topical song to raise its temperature. And say, boys, for goodness sake let us take a day off and learn the classic sailors' songs that we can't sing worth a red. The quartett was fine as usual, and we are proud of them.

The quiet citizens of Erie are bewildered yet over that queer craft that sailed via Commodore Bliss' house out Eighth Street to the banquet hall with a four ton cargo of noise and empty stomachs. It was a five ton boat, but it (the boat) was perilously overloaded coming back. It was a stunt that beat any steam caliope to a standstill.

Will Nick and Ed. Davis with the Commodore for backing are to be credited with the success of the feed. There wasn't a hitch anywhere, except when the Stoneslider used to stop five minutes to change speeds.

T'OTHER END TO.*(Contributed)*

"I sometimes wish that things were turned

About the other way;
The alphabet would then begin
With Z and end with A."

—*Philistine.*

The above verse often comes to the writer's mind when a handicap power-boat race is mentioned.

Goodness knows we don't want to throw cold water on any thing that is worth while—but a handicap race between the various types of power-boat belonging to the Erie Yacht Club—dear me, what does it signify after all?

Put one of our 8-mile boats over a 24-mile course against a 12-mile craft. Theoretically, the 12-mile boat must give the slower craft one hour start in order to bring them both back over the finishing line at the same moment. In actual practice, however, the so-called 8-mile boat may run only seven and nine-tenths miles per hour, while the speedier craft may make twelve and one-tenth miles, or vice versa, and all without the actual knowledge of either owner.

Now add to these boats a half dozen other crafts of various speeds—complicate the situation further by the difficulty of logging off a water course, which will be precisely the desired distance, and you have a problem in handicapping that the wisdom of a Solomon could not solve.

The handicaps are announced by the committee—denounced by the owners—and the race is on! The slow boat wins! What does it signify? That by virtue of winning it has suddenly become the fastest boat? No! That it has proven its owner to be the best navigator? No! Then what? Simply that it was favored—unconsciously of course—in arranging the handicaps, noth-

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ing more! And the prize, it seems to us, is awarded wrong end to, as it were, and then we

"Wish that things were turned

About the other way."

and the trophy were given to the best handicapper instead of the best handicapped.

Now, you Captains! On deck!!

Let's hold a novelty race next season by each contributing toward the purchase of a suitable prize. Invite every member of the Erie Yacht Club to be present at the anchorage on a given day. Fire a preparatory gun at 2:30 o'clock, a starting gun at 2:45. During this preparatory period let every member present make out a schedule estimating the finishing time of each contestant from the speedy "Fulton" to the slow going—

there, we almost made trouble! Let all boats, regardless of type or size get over the line as one class on the firing of the starting gun, and cover the inside course twice, then award the prize to the fellow who comes nearest to guessing out the order in which the contestants cross the line at the finish.

Instead of a half dozen entries we will then have twenty-five or more, and our recompense will be found in the fun we get out of a race with so large a number and such a variety of competing boats.

It is time our members are having a chance at some of these prizes, and it is time our Captains are giving these other fellows a run for their money, and this scheme would at least have the merit of awarding the prize to the fellow making the best performance which cannot be said of a handicap motor-boat race.

And when it's all over we will stop at the Club, pick up every member who is present, and proceed—with Capt. Yates' consent—to the Wigwam, where we will



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have a jamboree and a bully good time and we will run the race all over again over the coffee and sandwiches.

Think it over!

CAPTAIN.

Erie, Pa., Oct. 18, 1911.

The Regatta Committee report herewith a general summary of the races for the season of 1911:

On the 2nd day of Jan. an ice-boat race was held. Ice a little soft and a double reefing breeze blowing. There were 9 enteries. Mr. G. Papesche, Yacht "Drub", took first prize. O. Nick in the "Gull" received second prize.

Prizes being a Club Burgee and a box of cigars.

Jan. 21, 1911, being an ideal day for ice boating, and all the boys being present, the Regatta Committee held two races of a series

best out of five, to be for a Champion Flag. Conditions of ice, hard as flint, no snow to speak of, wind blowing strong, necessitating a double reefed mainsail and reefed jib. There were eight starters, seven finished. Course 12 miles, fastest time 30 minutes, made by the winner of the first race R. A. Eichenlaub in the Pirate. The second boat, the Highball, sailed by Joe Kinney, came in 2 minutes and 29 seconds later.

In the second race of the series, the breeze plunked, and the racers were given orders to proceed around the course but once, thus making a run of 6 miles. Tucks were shaken out and the yachts were off once more. In this race the Highball came in first, making the course in 15 minutes, 8 seconds. Captain McCormick in the "Dixie" came in second, time 16 minutes 40 seconds.

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After these races no fair racing ice was had, so, accordingly, the prizes were awarded. The Champion Flag and pair of sealskin gloves going to Hays Clemens, owner of the Highball, who had 19 points; and the blanket, the second prize, going to R. A. Eichenlaub, who had 17 points.

Summer Events.

The first of the summer events was a rowing dinghy race held on June 3rd. There were 6 enteries—Joe Kinney getting first prize, a pair of oars.

The next race was an obstacle power boat race. A very rough day and fine for just such an event. It was fun to watch the boys heave at their anchors and Capt. Hogan lost all of 2 minutes because he changed his hook at the dock and got a smaller one, but it seemed to stick to the bottom much better, therefor the two minutes.

The winners of this race were Ed. White, who received a stern light, and J. M. Frank, who received \$1.00 worth of gasoline.

On June 30th, at 9:35 o'clock A. M., the starting gun was fired for the sail yachts to start on the race to Dover. This was a very slow race, there being hardly any breeze, and when they did get a small, wee bit, it came from dead ahead.

The "Iroquois, the first sail yacht to reach Dover, made the run in 16 hours 14 minutes, and thereby once more received the "Annette" perpetual trophy, upon which Capt. Ester has three times in succession had his name inscribed. The Marvel" came in second, her time 19 hours 10 minutes, for which Capt. Netheimer received a silk ensign. The "Skip" came in later making the run in 20 hours 15 minutes.

The Power Cruisers started in the race to Dover on the same even-

ing, the first three boats starting at 7 o'clock P. M. There were nine starters, among which were four new boats just launched this year. The Skipper from Conneaut certainly showed his seamanship, etc., for it was the first trip he ever made to Port Dover and he showed them all the way, beating the "Vamac" by only 1 minute in a 50 mile run. Two other boats, which started even, the "Roamer" and "Miriam" went across the finish line with the "Roamer" only 30 seconds ahead of the "Miriam." The "Searchlight," the first prize, was awarded to Capt. Cummins; the second prize, an alcohol galley stove went to the "Vamac."

Sail Yachts.

The first race for the McDonald Cup (the boat getting two firsts to have same) was run on July 22. There were four starters. A double reefing breeze blowing, which made it very exciting. They finished in the following order:—"Turtle", Capt. Eichenlaub, 35:30. "Eagle", Capt. Oberholzer, 45:30. "Marvel", Capt. Netheimer, 45:33. "Skit", Capt. Rossiter, disabled.

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The second race of the series was run on July 29th, just a nice full rag breeze blowing. Five starters, finished as follows: "Turtle", Capt. Eichenlaub, 57:40. "Mingo", Capt. Brooks, 59:45. "Natalie", Capt. Foreman, 60:08. "Eagle", Capt. Oberholzer, 60:29. "Marvel", Capt. Netheimer, did not finish.

The "Turtle" getting two firsts, receives the McDonald Trophy. The race for second prize, between the "Eagle" and "Mingo" was run on Sept. 23, and was won by the "Eagle".

"Wigwam" Power Cruiser Race

On June 12, there was a race held for the Wigwam Trophy, but, owing to a misunderstanding of the course by the contestants (none of whom came over to the committee boat to be enlightened whether to circle the outside can buoy or not) was called no race, Capt. Reichel being the only one to take the correct course.

The second race was held on Sept. 16th. There were seven starters, the "Una" Capt. Reichel, coming in first, and the "Roamer" second. The prizes were the Wigwam Cup to Capt. Reichel and a silk ensign to Capt. Fuchs.

This race finished the yachting season under the present Regatta Committee, who wish to thank those who helped them in their struggle to get something started and those who continuously kicked are forgiven. Amen.

REGATTA COMMITTEE.

R. A. Eichenlaub.

A PERRY MEMORIAL.

Of course at present there is more or less interest taken in the subject of the Perry Centennial, and our citizens, are of course, wondering what can be done in Erie as a lasting tribute to our hero.

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At the Yacht Club Banquet, the other night, Hon. M. W. Shreve, gave a very forceful talk on the subject of the celebration generally, and it revived a scheme which the writer has had in mind for a number of years, and of which he has spoken to many.

The one relic of 1812, that every city on the Great Lakes want, is the wreck of the Niagara, sunken in the mud and slime of Misery Bay, it does good to no one and might better be in some other city where care would be taken of it, *but* Erie should not let it go. It is supposed the wreck is about ninety feet long, fifteen feet wide, and perhaps four feet deep. Only one side of the bottom and keel are supposed to be remaining. If this water-logged wreck was exposed to the air it would soon dry and crumble to dust, so if it is to be preserved it must be under somewhat similar conditions as the present.

Suppose we would take the site of the fountain in the East Central Park, as water pipes are there, drainage provided for, cement walk laid, and no trees to cut down. Well up over the fountain basin erect a heavy raised platform, plenty large enough to accomodate the wreck. Place it there and then enclose with cement arches, closing the openings with heavy glass. This great aquarium would then be filled with water and stocked with every specimen of lake fish.

The building surrounding this tank to be merely arches supporting a roof, giving about ten feet from the sides of the tank to the outside pillars of the arches. At one end of this portico, arcade, or what ever it may be called, should be a statue of Capt. Dobbins, who built the Niagara along with the rest of Perry's Fleet. Over the

tank should be a sky light, more for the purpose of keeping sticks leaves and dirt out of the water than anything else.

The maintenance of this would be almost nothing, but the care of the tank and fish must be considered.

Having the bottom of the tank six feet above the bottom of the basin, then covering the sides of the entire basin (roofing it) to this same height would give a circular cellar for numerous necessities. For instance, it might be necessary to have what little fresh water is used to be filtered, though that hardly seems necessary. The most important item, as the tank would be practically in the open air winter and summer, would be to prevent freezing. It seems this could be overcome by leading pipes around the bottom of the tank, close to the inside of the glass sides; have some heated agent pass through these pipes. The water in the tank being warmed by coming in contact with the pipes would rise to the glass sides, and besides this the water supply could also be slightly warmed.

This proposition is respectfully submitted to our citizens for their consideration by the Erie Yacht Club, and it is hoped will bear some fruit.

It is our earnest desire, that when the Perry Centennial is held, and Erie is thronged with visitors, that even if our bay has degenerated into a cess-pool and a grave-yard for unsightly old hulks, and our bay front is reeking with filth, the buildings in all stages of collapse and some half burned, that we will be able to show a lasting and unique memorial to the "Hero of Lake Erie" and the builder of his victorious fleet.

GEO. T. BLISS.

A HAPPY THOUGHT.

It was indeed a happy thought that prompted some of the club members to hire the large auto truck and rig up the same as a ship and sail out to the annual banquet in grand shape. It was also a happy thought upon the part of the bunch to go out West 6th Street and stop at the house of our former Commodore Bliss and salute him. This was a demonstration of loyalty and affection, and shows that the hearts of the boys of the E. Y. C. are in the right place.

RIPLETS.

We were very sorry that Commodore Bliss was unable to attend our annual banquet on account of sickness. We missed his genial smile and we are happy to say though, that he is on deck once more.

Commodore Scrips made a very pleasing speech at the Banquet, and gave us several good nuts to crack.

Perhaps our members were not aware of the fact that Secretary Geo. Graves, who accompanied Commodore Scripps from Detroit, was a former Erie boy.

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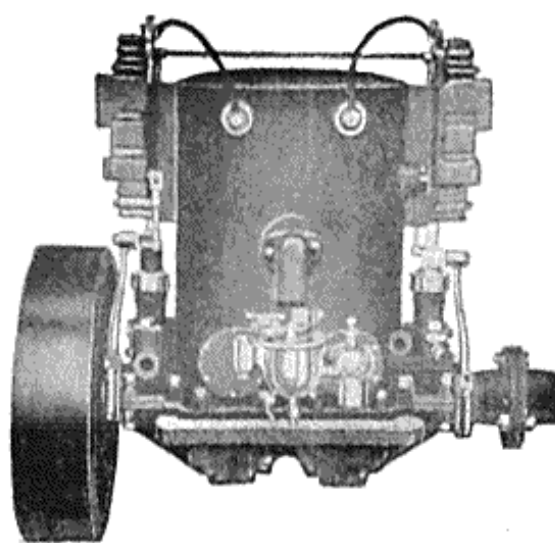
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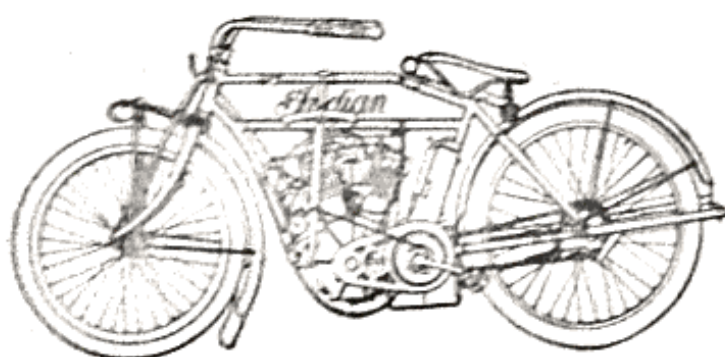


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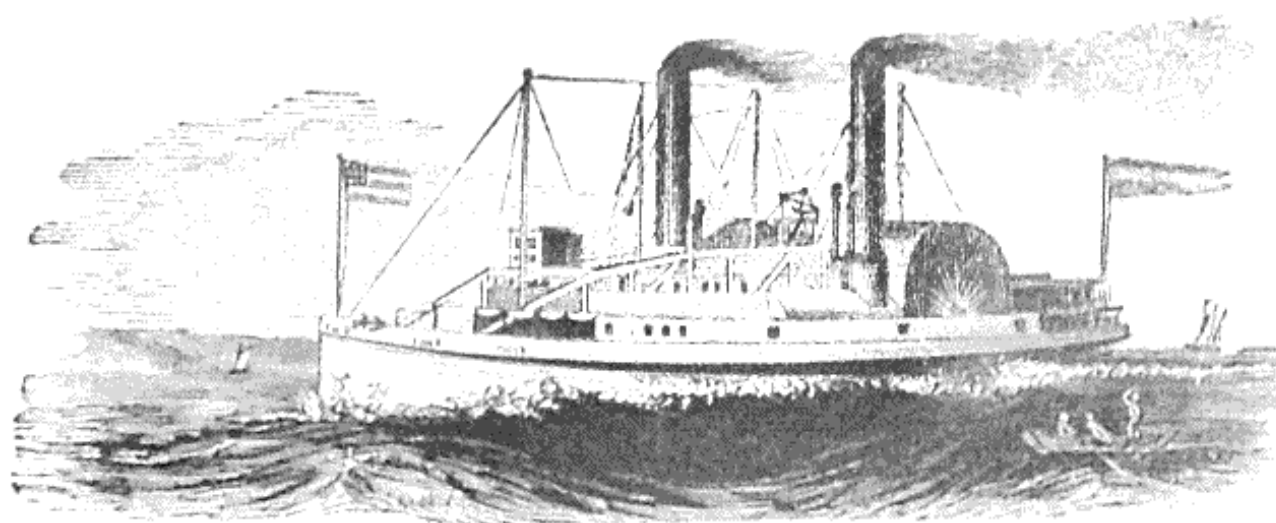
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