

PUBLISHED BY THE ERIE YACHT CLUB

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The Flash Light

MEETING NOTICE.

The September Meeting of the Club will be held at the Anchorage on Wednesday, the 11th, at 8 P. M. The attendance at these meetings during the Summer months has been fairly good in spite of outdoor attractions. If you do not have the habit begin coming now and you will become interested.

It should be needless to say that the Directors should attend every meeting.

G. R. OBERHOLZER,
Secy.

PUBLIC SALE!

AUCTION EXTRAORDINARY

The sale of abandoned sails, spars, fittings and property of many kinds that have littered the place for, lo, these many years, will take place at the Club House at 3 P. M., Saturday, September 28th (not the 14th.) Rea Whitley will be auctioneer. Finally, if you have any property on the premises that you wish to call your own—

TAG IT AT ONCE
or you will most likely never see it again. The caretaker will furnish tags.

By order of the Club, G. R. OBERHOLZER,
Secy.

AN AUGUST WEEK.

On Monday eve we planned to take
A ride upon the bay.
We thought to take some friends along
In quite a social way—

But
It
Rained!

We postponed the sail 'till Tuesday,
And with aim to please the bunch,
And give the function finish,
We prepared a tasty lunch—

Still
It
Rained!!

"On Wednesday then we'll go," said we,
"The lunch will keep all right,
We will find the weather settled
And the new moon shining bright"—

Yet
It
Rained!!!

Then we'll try again on Thursday,
For the rain can't always last,
And we'll have the more enjoyment
When this frightful weather's past—

How
It
Rained!!!!

While Friday is unlucky—
So the superstitious say,
Let's give that abused day a chance—
But Friday said: "Nay, nay"—

For
It
Rained!!!!

Then Saturday once more we tried
This stunt to engineer,
But when that day arrived at last
Our hopes did disappear.

Yes
It
Rained!!!!!!

And then on Sunday just to make
The thing unanimous,
The elements got busy, and
Guess what they did to us?

Why
It
Rained!!!!!!

And
Rained!
And
RAINED!!

And
RAINED!!!

THE FLASH LIGHT

Vol. II September, 1912 No. 3

Shows at intervals of one month a brilliant and illuminating light of first magnitude, alternating red and white, visible from the Atlantic to the Pacific and from the icy wilds of Canada to the sunny hills of Mexico, wherever may be found a member of the
ERIE YACHT CLUB.

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William S. Foster.

Advertising Bureau.

Lawrence Nagle, Ray Eichenlaub
Clarence Brooks

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J. D. Cummins - - - - - Rear Commodore
F. M. Yates - - - - - Fleet Captain
G. R. Oberholzer - - - - - Secretary
R. R. Whitley - - - - - Treasurer
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LET US GIVE THANKS.

In the March number of this illuminating magazine we made some remarks on the hardship and injustice we Great Lakes yachtsmen had to undergo in being required to clear and enter our boats every time we made a trip to Canada. We were just a bit warm under the collar then but we feel better now.

In the heat and struggle of the closing days of Congress when everything but the big measures had to be considered by unanimous consent, we, even we more or less salty sailors of the fresh water seas received magnaminous attention. Both Houses passed and the President signed a bill permitting us to register our craft as has been done by our brethren on the coast. And so, hereafter, we will not have to clear and enter every time we want to fish across the pond, or when we want to call on our friends there.

The energy of our Detroit friends and the co-operation of the other fresh water clubs did much to bring about the happy result; but thanks are due, especially to the Department of Commerce and Labor who passed the matter to a successful issue.

RIPLETS.

A letter of acknowledgement from Capt. Clarence Converse expressing his pleasure at reading "A Winner of 1911" in the June "flash" conveys his regards to all his old friends, and closes with a promise to contribute something for the "Flash Light" one of these days.

J. P. Smart wishes it distinctly understood that he is not the yachtsman who mistook the glass globe of orangeade at Rindfuss' stand for a globe full of gold fish.

ST. SWITHIN'S DAY.

Of all the summers that we have experienced, we give the palm to 1912 when it comes to mean, wet, nasty, disappointing and disagreeable weather—and don't forget that we hold other adjectives in reserve if needed. Summer resorts campers, cottagers, base-ball and all out door interests have suffered with yachting and all declared it to have been positively the worst ever. We have seen cooler summers more than once, and we will not register any special kick on the temperature—but the rain!—
 —!! —!!! —!!!! —
 —!!!! And then some.

Would you know how it all came about? Well there's an old tradition that if it rains on St. Swithin's Day it will rain for forty days thereafter. But when is St. Swithin's Day, who was St. Swithin anyway, and did it rain on that day in this year of grace?

St. Swithin it appears was an individual who was quite inconsiderate of others, and he, probably having some sort of grouch, ordered that it rain for forty days.

The date, so it seems, is July 15th, and if it rains on that day you yachtsmen might just as well let down your side curtains, close sky-lights, port-lights and hatches, get into your oil skins, make everything snug and surrender to the elements for the balance of the season.

Did it rain on July 15th last? Well, had you been out in the terrific squall which swept Lake Erie that day you'd thought it rained, and would have believed that all of Nature's horse-power was driving the pumps!

Ask Captains Whitley and Eichlaub!

Someone wrote once "it's an ill wind that blows nobody good"

PAINT

You must soon think about painting and fitting out.

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and we have wondered just what good St. Swithin's Day is.

We have just figured it out.

Think of the responsibility that is lifted from the weather man's shoulders, who, when it rains on July 15th, has only to prognosticate "Probably Rain" for forty days thereafter!

THE "OLD BOYS" AGAIN.

In last month's "Flash" it was suggested that we have an "old boys' " race and the idea seems to have been well received to judge from the comments which we have heard, and we hope that the item was not altogether overlooked by the Regatta Committee.

And what's that about certain minds "flowing in the same channel?" Well it must be true for honest to goodness the idea was original with us, and yet, read this from the August Megaphone of the Toledo Yacht Club:

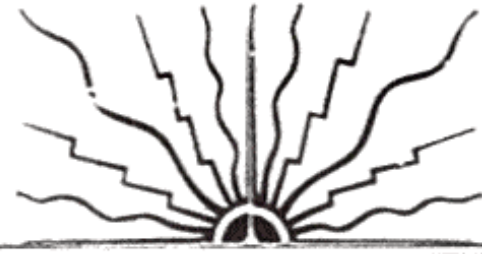
"The 'old timers' helped pull off a cat-boat race last Saturday, and there was an unusual amount of excitement around the old club. Kirby won first place with Snider second. The course was from the inner lagoon, out and around the Red Can.

You ought to have seen Commodore Brown. He sailed a pretty race. Pretty nearly everybody was disqualified for fouling."

Now then, if the stunt has been tried out and proven a success at Toledo why not at Erie?

Here's a further suggestion.

Make it a series of three (or even five races once around a prescribed course, all to be sailed in one afternoon, *the crews to exchange boats after each race.* Then close the afternoon's fun with a buffet luncheon at the club where we can talk it all over while discussing the sandwiches.



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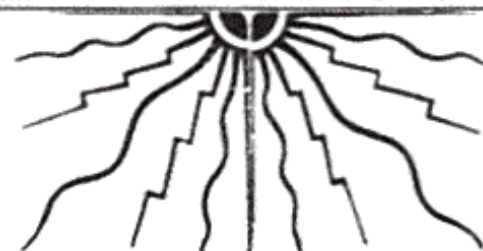
We have just received

A Full Line of Yacht Supplies

for the Spring fit-out

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506 State Street, Erie, Penna.



ATTENTION ALL.

The Treasurer insists upon his department being accorded some space this month for the purpose of emphasizing the importance of your paying up those obligations!

He says that the amount outstanding is scandalous, and includes current dues, locker and launch stall rentals, marine railway charges etc.

Pay up before the September meeting and escape the penalty which will be added after that date.

We have made gratifying progress in reducing our indebtedness this year, and if each member will pay his arrearages, the Treasurer will be able to submit a statement at the annual meeting in November which will thrill our membership with pride. But he cannot do it alone. It is up to you, yes and **You**, also to **YOU!** To borrow Lord Nelson's battle signal we "expect every man to do his duty!"

A QUERY.

Now, honest, Tom Day, when the "Detroit" rolled like a log and the ballast climbed up the sides and all sorts of desperate things happened—didn't you sometimes yearn for the "Sea Bird" with her yawl rig?

W. JAMMER.

Moral.

Believe no tales that the fishers tell.
They're all good men, and they all mean well;
But it's Nature's plan, and it never fails—
There's something fishy in all fish tails!

—John Kendrick Bangs.

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R. R. WHITLEY,	-	Assistant Cashier

"PATRICIA" vs. "MICHICAGO."

The eyes of all fresh water yachtsmen were focused on Chicago last month during the international yacht races at that place. It seems good to learn of this revival of international racing after so many years have passed without a contest for the "Canada" cup.

The fact that the Canadian "Patricia" won over our American "Michicago" is of small consequence for can we not go over to Toronto and lift it" on some future occasion?

We rather guess so!

IN REMINISCENT VEIN.

The sailboat race of Saturday, August 24th, was the prettiest contest seen around these parts for a number of years. A stiff snorter from the sou'west at the gait of 25 miles per, made things interesting for the five boats entered. Double reefed all around, there was plenty of wind for everybody, which fact was proven by Oscar Nick, skipper of the "Skip," who was trying to put a reef in the centerboard, and almost succeeded, for one could see the full length of the Skip's keel and about two feet of her centerboard. Well, anyhow, from the standpoint of excitement there never was anything as thrilling in power boating as there was in this race, and it demonstrated again the seaworthiness of the windjammer when in the hands of experienced men—and speed? Why it would have made the average power boat look as if it were still-fishing! From the starting point at the Yacht Club to the stake in big Bend, and from there to the can buoy better than $8\frac{1}{2}$ miles per were averaged, and that is going some.

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This event brought back to memory some of the old time races we had some years ago, and one in particular. It was between the thirty-footers, all two-stickers. There were seven starters, the "Kingfisher", "Caprice," "Wah-Wah-Ta-See," "Sultana," "Viking," Gerard Downing's double cat and the "Una." The race was one of a series of five, and was run on points, the winner taking seven points, second boat six, and so on according to the number of boats started.

In this particular race we had all the breeze wanted—28 miles per hour to start with and winding up with a 40-mile snorter, coming out of the nor'west; every boat was tucked down to the last reef, and the farther the race progressed the less canvas we were able to carry; on the second leg around main-sails alone, triple reefed, were the limit, and it wouldn't have been any trick to dump any of the boats at any time.

The Kingfisher was one of the leaders, and when she came down from the stake to the can buoy, where she had to come about, her mainmast went overboard, snapping off about 20 inches above decks! One can imagine the sea there was running at this point and also the hustling that was going on about this time!

Well, there was nothing to be done but drop the hook which was promptly done, but then there were no power-boats to get a hold of her and tow her home, but, she got home, and in less than an hour after the spar went overboard, and this is how it was done. Oscar got his crew to work getting the wreckage inboard, then, with lines he lashed the broken stick to the breasthook, spiked her down on the step, and while we were still wondering how he would get home, up

4%

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went some kind of a rag and to the astonishment of everybody he worked to windward with it and made her moorings. Do you remember it, you old timer?

Let's have some more of the excitement of the kind you boys had on Saturday, August 24th, '12.

CARL REICHEL.

LONG DISTANCE—LONG POINT.

From a yachtsman's standpoint, one of the most welcome improvements in this locality is the establishment of a long-distance telephone line at Long Point which is now an accomplished fact. Many a time have our members been held over there by stress of weather without being able to make their whereabouts known at home.

On July 20th a cruising party had occasion to put the line to practical use. They had stopped at the Point in the late afternoon to make some minor repairs and just as they were about completed a severe wind squall came down upon them, which with a rapidly falling barometer, suggested the advisability of seeking the protection of Gravelly Bay nearby for the night. A long-distance message to the E. Y. C. anchorage from whence it was relayed to the homes of the interested families prevented any unnecessary worry over the delay in the party's arrival.

A long-distance at this place will prove to be a Godsend to yachtsmen and mariners.

Cordial.

Mrs. Jenkins—Mrs. Smith, we shall be neighbors now. I have bought a house next you with a water frontage.

Mrs. Smith—So glad! I hope you will drop in some time.—*Everybody's*.

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BUFFALO, N. Y.

EUPHONIOUS NAMES.

We somehow cannot resist the opportunity of suggesting that the one-design idea be carried further and the fleet be given one-design names. Why not name them all after flowers, or fish, or girls, or bugs, or insects, or something or other that will be both uniform and euphonious? It seems cruel to overwhelm a small boat of this class with a name heavy enough to swamp a steamboat. A splendid illustration of appropriate names is found in those given the four sailing dingheys of eight or ten years ago. They were "Eenie", "Meenie," "Minie" and "Mo," and the only objection was that these four boats exhausted all the names in that familiar old doggerel. Maybe that's the reason that class didn't grow, although they might have named the next four, "Catcha "Nigger", "Bythe" and "Toe"!

Why not?

REGATTA NEWS.

The Regatta Committee opened the season, June 22nd, the event being the first of a series of three races for open launches. Three boats competed in this race—Squaw, Florence and Tar Baby. The Florence won first place and the Tar Baby, second. More entries were expected from the large number of open launches at the Club.

The Dominion Day races of sail and power boats, which left Erie June 29th, were entirely successful. The sail boats left Erie for Port Dover at 5:00 A. M. The boats competing were the Eagle, Marvel, Eldred and finally the Iroquois which was one hour late in getting started. The two anxious boats, namely, the Skip and Naomi did not wait for the starting gun, and thereby forfeited all

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chances of winning the Annette Cup, which goes to the Marvel, and the Barometer which goes to the Eagle. The engines on all the sail boats were sealed before leaving Erie. This will definitely dispose of all insinuations in the future.

The power cruisers started in the afternoon, the first boat leaving at 2:00 P. M. The boats entered were the Kingfisher, Vamac, Una, Eleanor and Anona. The race was full of events and to start the fun the Eleanor lost her ambition and stopped in the middle of the lake, after which she collected herself together and came back to Erie. The Una did not finish the race, and instead—fished. The weather was ideal for the races, but a heavy sea was rolling. The Kingfisher won the Flash Light trophy by one minute over the Anona which was second.

The next event was held on July 6th, which was the second race of the series for open launches. This was won by the Florence. The Florence having won two out of the three races scheduled gets the cup. The third race was not held.

On July 10th, the first race of a series of three for power dingheys was held. Seven boats entered. Four were disqualified. One did not finish. George Final won first place and Carl Reichel, second.

The sailing dingheys had a special race on July 13th. The race was won by Ray Eichenlaub, who sailed F. H. Payne's boat. A burgee was put up for the winner.

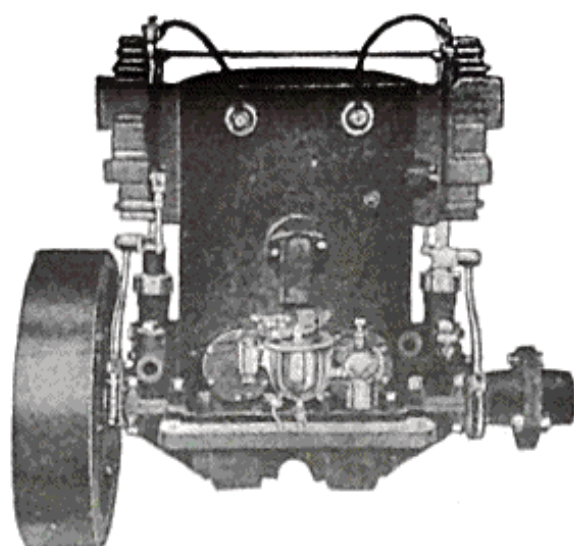
The second race of the power dingheys again went to George Final. Chas. Hall, second. This was held July 17th.

July 20th, opened the series of sailing races for both classes. Five sailing dingheys were entered and started late, 4:30 P. M. The boats went around the Can Bouy and

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Erie, Pennsylvania

back. This race was won by Donald Sterret, who sailed F. H. Payne's boat.

The large sail boats started on time and sailed twice around the usual course. Four boats entered and the race was won by the Marvel—Turtle, second.

A third power dinghey race was held July 22nd, for second place in the series and was won by Carl Reichel. The series was a success and Geo. Final gets the cup and Carl Reichel the pipe.

One of the most interesting events of the season took place at about 8:00 P. M. July 31st, when the gun was fired which started a single oared rowing match with seven entries. The oarsmen went around the Can Buoy and back. The race was hotly contested and finally won by a boat called the "Wop" manned by Peter Schaaf, who accordingly will be presented with a fine fishing rod for his prowess as well as a stick pin bearing the Club emblem. It has been in the minds of the Regatta Committee to present each contestant with a pin, but the pins have been so long in the "making" that perhaps it would be as well to wait until the holidays before presenting.

The second race in the series for sailing craft was held Aug. 3rd. Five sailing dingheys entered and George Eichenlaub won first place with Hays Clemens second.

Only three boats entered the large class event and this race was won by the Turtle; Eagle, second.

August 10th, the last race of the series for the larger sailing craft was held. Eagle, first. Marvel, second.

The series was won by the Marvel which gets the cup, and the Turtle has second place in the series and gets the running lights.

The dinghey race scheduled for Aug. 10th, was postponed until

Oscar H. Nick

AGENT FOR

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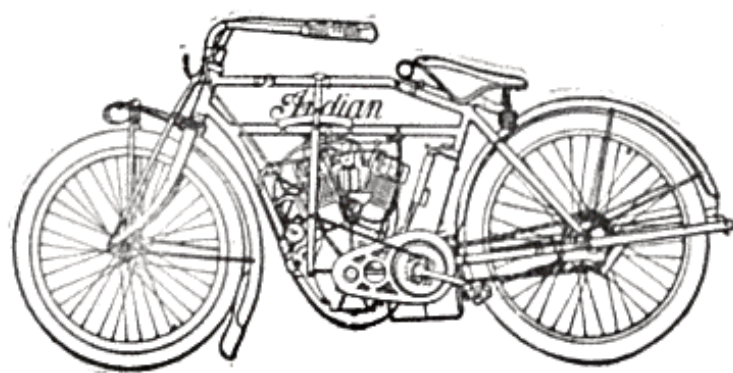


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EIGHTEENTH AND SASSAFRAS

Aug. 31st. A championship race will also be run by the sailing dingheys when the weather permits.

August 17th, a championship race for the larger sailing craft was held. No handicap was figured out for this race and was easily won by the Turtle.

RIPLETS.

Among the recent callers at the club was Mr. Orin McMurray and his bride. Mr. McMurray used to be one of our most active members and was every inch a sailor.

Another member for whom wedding bells have been ringing is Director H. W. Mehl who sprung a surprise on his shipmates by claiming a bride in California last month.

Some of the boys who believe in being forehanded, have taken advantage of the inclement weather of the past month and have overhauled their ice-yacht rigging.

We go to press this month too late to call attention to the annual party at Waldameer, and too early to tell you what a howling success it was.

Friends of "Petey" Varnum, now of Los Angeles, Cal., recently received post cards representing him with a string of very large fish.

While the picture conveys the natural inference that "Petey" caught them, yet it was noted that in his written description of their size and weight he skilfully dodged any mention of who held the line at the time they were landed. No doubt the "fish" in question were made of tin or papier-mache, and are part of the studio equipment of some enterprising coast photographer.

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