

Published Articles
of
Early Powerboat
Racing
at
Ossining, NY
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The Democratic Register
6.04.1904

Yachting News. Commodore Franklin Brandreth and Chairman William M Carpenter, of the Regatta Committee, have donated handsome cups as prizes for the motor boat races.

--There was a regular meeting of the Shattemuc Yacht and Canoe Club held at the club house last (Friday) evening and considerable important business was accomplished.

--The Regatta Committee has issued the rules and regulations for the June races to the power boat owners this week. They were printed in full in The Register some three weeks ago.

--Capt. Charles Hilbert's yacht "Kaelma", was launched this week, and will be sent to Lake Champlain next week for use by Mayor McCaffrey, of Plattsburgh, who is part owner of the yacht.

--Irving S Haff will be in command of J Herbert Carpenter's fleet of yachts, house-boats, launches, sailboats, etc, this season. A good selection, and another case of the right man in the right place.

---A big open regatta, to be attended by many of the boats enrolled in the American Power Boat Association, is planned for some time in August. The event will be a big one, and details will be announced later.

--Frederick Potter, Harry D Boyce, Amos Bedell and Daniel Carpenter of Ossining; M E Mullaney of Albany; and Hon. James K Apgar of Peekskill were elected to membership in the Shattemuc Yacht and Canoe Club last (Friday) evening.

--The Regatta Committee announces a series of three races for power boats for

the month of June. The first race will take place today (Saturday) over a triangular course off the club house. The preparatory gun will be fired at 2.20 PM and the starting gun for the first class at 2.30 PM. Prize pennants are to be awarded to each boat winning in each class in each race, and a further prize of a handsome cup is to be awarded to each boat winning the most races in each class, in the series. Refreshments will be served to members and their invited guests.

---Roger M Haddock's new auto boat, Ardis, of the Shattemuc Yacht and Canoe Club, represented Ossining at the first auto boat race meet ever held in this county, on Monday in Manhasset Bay, Port Washington, L.I. The Ardis won the race in Class I, over a 19½ mile course in 1.5116 [sic] elapsed time beating her nearest competitor.

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The Democratic Register
6.11.1904

The First Motor Boat Regatta. The first race for motor boats ever held in these waters took place over a four-mile course laid out in front of the Shattemuc Yacht and Canoe Club, on Saturday afternoon last, and was most successful.

The race was viewed by a large number of spectators, the club house being filled with guests of members of the club, and then the river walls and wharves held their quota, as did also numerous boats on the river.

There were ten boats taking part, and they were divided into three classes, called C, D and E. The boats in the first class carried a red flag and went around the course four times, sixteen miles in all. The second class carried white flags and went around three times, twelve miles. The third class carried blue flags and went around twice, or eight miles.

The starting gun was fired at [2.50] for the E class, D and C followed at five-minute intervals. The start was a one-gun affair, the gun being taken as the time of start.

The boats were measured, and the time allowance made up, according to the rules of the American Power Boat

Association, by Measurer Roger M Haddock.

To William M Carpenter, the efficient and hustling chairman of the Regatta Committee, much of the credit of the successful handling of the affair is due, as most of the detail work fell upon him. The Register takes this opportunity to extend thanks to Mr. Carpenter for an invitation to enjoy the hospitality of the club at the race. The judges were Messers. William E Barlow and Robert T Dennis, and they had some tight and close finishes to decide.

The results were as follows:

Class C – Red Flag			
Boat	Owner	Finish	Elapsed
Rover	James Bedell	4:52:24.	1:52:24
Senta	Fred G Mead	4:52:06	1:52:06
Isabel	E B Sherwood	4:52:23	1:52:23
Class D – White Flag			
Getty	Morris Vail	4:30:19	1:35:19
Spry	H M Carpenter	4:41:10	1:46:10
Class E – Blue Flag			
Robin	WM Carpenter	4:02:33	1:12:33
Florence	Mezger-Dennis	[4:02:46]	1:12:46
Sioux	L A Soule	4:10:06	1:20:06
Teddy	J H Carpenter	4:06:52	1:16:52
Isamyrr	A B Murray	4:13:23	1:23:23

The Isabel won from Senta by 24 seconds, corrected time. The Getty defeated the Spry by 10 minutes and 51 seconds, but will be re-measured before a decision is settled on in that class. The Isamyrr won by time allowance by 9 minutes and 53 seconds over the Robin.

The winners were congratulated on their return to the club house, and the losers were just as enthusiastic over the result as the former were. They say there will be a different story next time.

Excellent refreshments were served to the guests during the afternoon, and the affair took on the aspect of a very pleasing social event.

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The Democratic Register
6.11.1904

Yachting News. The next regatta will probably take place on next Saturday, the 18th instant.

--Leonard K Secor has purchased a launch built by Frank Valentine. It has a two horse-power motor.

--It is said that Roger M Haddock contemplates placing a twenty-horsepower motor in his auto boat, in place of the 10.87 horse-power now in it.

--Harrison B Washburne and Leonard K Secor are additional new members of the Shattemuc Yacht and Canoe Club.

--The Ardis, Measurer Haddock's fast auto boat, will take part in the open regatta of the Columbia Yacht Club, New York, today (Saturday). A number of our local power boat enthusiasts will witness the race.

--The American Power Boat Association has races arranged at various yacht clubs for nearly every week from the present time through August, and a number of special events will probably be added to the list during the season.

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The Democratic Register
6.18.1904

Yachting News. The Ardis is over at New Rochelle today (Saturday) entered in the auto boat races at one of the yacht clubs there. We hope she shows the way over the course to the rest of the boats in her class.

--The second of the series of motor boats races will be held today (Saturday) in front of the club house of the Shattemuc Yacht and Canoe Club, under the same conditions governing the race of the 4th instant. Today's race will be started promptly at 2.45 o'clock.

--The local motor boats were represented at the regatta of the Columbia Yacht Club, foot of West Eighty-sixth street, New York, on Saturday last, by Morris Vail's Getty and F G Mead's Senta, in Classes C and D, over a 16-knot [sic] course. The Queen Bess won in this class with 1.42:10 corrected time, to the Getty's and Senta's 1.54:11 and 1.57:41, respectively. Roger M Haddock's Ardis was beaten by the San Toy II, over a 16-knot course, also by 30 seconds elapsed, and 1 minute and 33 seconds corrected time.

--The Regatta Committee – consisting of William M Carpenter, chairman; William E Barlow and Supervisor

Robert T Dennis – has filed its final report on the protests of the Isabel and the Spry in Classes C and D, as follows:

In the former class the protest of the Isabel was not allowed, the race being placed to the credit of the Senta, and the pennant awarded to her, the corrected time giving her the race over the Isabel by six seconds. In Class D the protest of the Spry was not allowed, the race being placed to the credit of the Getty, and the pennant awarded to her.

--For the information of those intending to view today's races we append the following memoranda as to the course, starting time, and prizes:

The course will be triangular, as follows: start to be made off the club house from an imaginary line between the committee boat and a stake flying a white flag, to and around a stake flying a white flag off Croton Point, to and around a stake flying a white flag off Sparta, to the starting line. All marks to be left to port in turning. Distance four nautical miles. Class E will cover the course twice; distance eight miles. Class D will cover the course three times; distance twelve miles. Class C will cover the course four times; distance sixteen miles. Preparatory gun for all classes will be fired from the club house dock and the club flag hoisted at 2.45 PM sharp. The start will be a flying one, one gun, and the hoisting of the class flag on the forward staff of the committee boat. Class E (blue flag) will start ten minutes after the preparatory signal, and Class D and C will follow at five minute intervals, as follows: Class D, white flag, start 3 PM; Class C, red flag, start 3.05 PM.

Prize pennants will be awarded to each boat winning in each class where two boats start. A second prize pennant will be awarded to the second boat in each class where three boats start.

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6.25.1904

Another Successful Regatta. The second of the series of power boat regatta was held over the Shattemuc Yacht and Canoe Club's course on Saturday afternoon last, and was most successful. There were ten starters, and a large concourse of spectators viewed

the race from the club house and from yachts on the river and points of vantage along the shore.

The afternoon was a perfect one for the race, and the numerous boats flitting about made a pretty spectacle.

The winners were the Sioux, the Spry, and the Senta, the former winning by 4 minutes and 39 seconds, corrected time, the Spry by 12 seconds, and the Senta by 9 minutes and 1 second. These include the various time allowances. The summary of the races follow:

CLASS E –BLUE FLAG –8 MI. -START 2.55			
NAME, OWNER	FINISH	EL'SD	COR'D
Robin, W M Carpenter	4.06.37	1.11.37	1.11.37
Florence, Mezger & Dennis	4.05.12	1.10.12	1.10.12
Sioux, L H Soule	4.04.05	1.09.05	1.03.17
Teddy, J H Carpenter	4.10.08	1.15.08	1.07.56
Isamyr, A B Murray	4.30.20	1.35.20	1.26.14
Valentine, L K Secor	4.17.20	1.22.20	1.14.26
CLASS D – WHITE FLAG –12 MI. -START 3.00			
Getty, Morris Vail	4.33.50	1.33.50	1.23.50
Spry, H M Carpenter	4.41.38	1.41.38	1.33.38
CLASS C – RED FLAG – 16 MI. -START 3.05			
Rover, James Bedell	4.54.45	1.49.45	1.49.45
Senta, Fred G Mead	4.53.14	1.48.14	1.40.44

The various races two weeks previous were won by the Isamry, Getty, and Isabel, so the third race will be very interesting, different boats in each class having won last Saturday.

The judges were Vice Commodore Gilbert M Todd, Supervisor Robert T Dennis, and J Curry Barlow.

Refreshments were served to the members and guests in the club house following the race, and altogether a most enjoyable afternoon was spent by those present.

Roger M Haddock's auto boat, Ardis, participated in the regatta held by the New Rochelle Yacht Club the same afternoon, and covered the nineteen miles in 1:52:26. She was beaten, however, by each of the three other boats in her class.

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7.02.1904

Saturday's Motor Boat Regatta. The last of the June series of three regattas

for the motor boats of the Shattemuc Yacht and Canoe Club was held on Saturday last, Classes E and D only competing. As usual, the regatta attracted a large number of sight-seers and was a pretty sight.

There were the usual breakdowns and minor mishaps with the motors that wouldn't "mote", etc. but these are to be expected, and only add a strain of uncertainty to motor boating that lends further interest to that sport.

The summary of the races follows:

CLASSE-BLUE FLAG-8 MI. -START 3.05			
NAME, OWNER	FINISH	EL'SD	COR'D
Robin, W M Carpenter	4.14.50	1.09.50	1.09.10
Florence, Mezger & Dennis	4.15.20	1.10.20	1.10.20
Sioux, L H Soule	4.12.38	1.07.38	1.01.50
Teddy, J H Carpenter	4.19.48	1.14.48	1.07.36
Isamyr, A B Murray	4.24.00	1.19.00	1.09.54
Valentine, L K Secor	4.20.32	1.15.32	1.07.38
No Name, H Washburne	4.24.37	1.19.37	
Laura, J E Huber	4.27.25	1.22.25	1.08.07
CLASS D - WHITE FLAG -12 MI. START 3.10			
Getty, Morris Vail	4.46.12	1.36.12	1.36.12
Spry, H M Carpenter	4.48.41	1.38.41	1.31.23

The Sioux won from the nearest competitor by 2 minutes and 22 seconds [sic], and the Spry won from the Getty by 4 minutes and 59 [sic] seconds, corrected time.

This gives the prizes for the series to the Senta, Fred G Mead, owner, in Class C. The Spry H M Carpenter, owner, wins in Class D, and the Sioux, L H Soule owner, wins in Class E.

The prizes were handsome silver berry dishes presented by Commodore Franklin Brandreth, in Classes C and E, and a pair of brass sidelights in Class D, presented by Treasurer William M Carpenter.

Prize pennants were awarded to the winning boats in the three classes in each of the three races of the series as follows:

Class C - Senta two first; Isabel, one second.

Class D - Spry, two first; Getty, one first.

Class E - Sioux, two first; Isamyr, one first; Teddy, three second.

The races may lead to another series, as a number of the owners want to try conclusions boat to boat, no time allowance.

Commodore Brandreth has offered a prize for the Senta, Isabel, and Rover for a twenty-mile race on the above conditions, and it will probably take place very soon.

The officials on Saturday who had charge of the regatta were George F Hoag, Supervisor Dennis, and "Ted" Sherwood. They used the Rover, James Bedell's comfortable craft, as the judges' boat.

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The Democratic Register
6.24.1905

Motor Boat Regatta Today. The Shattemuc Yacht and Canoe Club will have a series of motor boat races this (Saturday) afternoon. They are open to club members and the boats will be divided into three classes -C, D, and E, respectively, according to their size and power.

The course will be a triangular one, covering a distance of four miles.

The class C boats will sail around it four times, making sixteen miles: Class D, three times, and Class E, twice. The prizes are very handsome.

Commodore Brandreth has offered a copper loving cup with silver lining and a handsome copper stein, pewter lined. William M Carpenter donates a handsome silver cup, and the Regatta Committee puts up a cabin lamp, compass and brass boat hook.

The regatta and entertainment committee is composed of Harry M Carpenter, chairman; Louis H Soule, and George F Hoag. They are also making preparations to repeat the grand display of fireworks, at the club house, which was the source of so much pleasure last Forth of July.

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The Democratic Register
10.14.1905

Exciting Motor Boat Racing. The motor boat races under the auspices of the Shattemuc Yacht and Canoe Club announced in the Register for last Saturday, took place and afforded an afternoon of exciting sport to the lovers of craft of this sort, who witnessed the race from the balcony of the club house. The weather conditions were excellent, and the competitors were of a close and interesting character. The course was a triangular one four miles in length, and had to be traversed three times, making twelve miles in all.

In Class C, Charles L Ambler's power boat "Grace" covered the course in 1:29:29, having things all her own way, as her opponent, E Frank Kipp's "Edna" withdrew after the first round on account of trouble with the machinery.

Class D had four competitors, but H M Carpenter's "Spry" broke down and withdrew soon after the start. Philip H Fleck's and William Heagle's "Whim" covered the course in 1:38:45; beating Judge Valentines "Irene" by forty-five seconds. Lansing Terwilliger's "Twig" finished forty-nine seconds behind the "Irene".

In Class E, William M Carpenter's "Robin" won easily. Mezger and Dennis's "Florence" withdrew after being left far in the rear. Leon J Quick was the judge, and Captain Frank Hancke was time-keeper and signalman.

Messrs. Fleck and Heagle received a French clock as first prize in Class D; and a brass anchor light was given as a second prize to Judge Valentine.

The prizes in Classes C and E were not selected, but will be presented to the winners later.

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The Democratic Register
10.6.1906

Hold Motor Boat Races. The Shattemuc Yacht and Canoe Club held a series of motor boat races over a triangular course, with the starting point off the club house, last Saturday, and the best of sport was afforded. The course

had to be covered three times, making a distance of about twelve miles. A southeast wind was blowing, which made very choppy going for the little boats. The start was made about three o'clock and the boats were arranged as follows:

First class – Maude, Oscar H Ressegiue; Beldame, Wilson P Foss, Haverstraw; Rover, James Bedell; Whileaway, J Herbert Carpenter; Edna A, B F Kipp; Peggy (No 2), John Powers.

Second Class – Twig, Lansing Terwilliger; Irene, Irving H Valentine; Whim, Fleck & Heagle; Spry, Harry M Carpenter; Sally, George H Eldridge; Florence, W F Mezger.

The first prize in the first class was a large silver loving cup, and it was awarded to Mr. Ressegiue's handsome and speedy Maude. The Beldame came in second and won a silver mug.

The first prize in the second class was a spirit compass, which was won in most decisive style by the Irene; the Twig, which was a scratch boat, took second prize, a silver mug.

The best time made in the first class was 1:10:58, and the winner's time in the second class was 1:44:10.

During the race the guests at the clubhouse were entertained with excellent music, and refreshments were served under the direction of Mine Host Macdonald, of the Weskora Hotel.

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The Sentinel
5.25.1907

Motor Boat Race and Cruise. The Regatta Committee of the Shattemuc Yacht and Canoe Club have arranged for a motor boat race and cruise the later part of next week, commencing Memorial Day – Thursday – and ending on Sunday, June 2d.

The course will be from the local club house to the Newburgh Yacht Club.

The first day's run up the river will be a race, with prizes to winners in each class. Time allowances and further

information will be given out as soon as the entries are all filed and the classes made up. The committee earnestly desires that all of the motor boat owners, of whom there are a large number, will participate, as a most enjoyable time is assured. All of the club members, not boat owners, are also invited, and will be assigned to places in the different cruisers, and at the hotels, if accommodations on the boats are lacking.

These events of this popular yacht club are always looked forward to with great anticipations by the members, and this spring's cruise bids fair to excel in enjoyment and fun all previous ones.

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6.13.1908

Motor Boat and Canoe Races Today. The annual spring regatta of the Shattemuc Yacht and Canoe Club will take place this (Saturday) afternoon at two o'clock, and the Regatta committee – Robert M Akin, chairman; George F Secor, and John P Faure – have arranged for three events and three classes, two for motor boats and one for canoes.

Class A will be for power boats over 25 feet in length, and the course will be to Tarrytown buoy and return.

Class B will be for those power boats under 25 feet in length, and they will run over a shorter triangular course laid out in front of the clubhouse.

Class C will be for open canoes, tandem, single blade, and they will paddle over a straight half-mile course, finishing in front of the clubhouse.

The starting time, signals, and time allowances will be posted on the clubhouse bulletin board this (Saturday) morning.

Besides the regatta, today will be observed as Club Day, and there will be music from 4 to 8 PM and refreshments will be served by the club to its guests.

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8.22.1908

Race for the Robin Cup. The Regatta Committee of the Shattemuc Yacht and Canoe Club - consisting of John P Faure, George F Secor and Robert M Akin, chairman – have completed all of the arrangements for the first of this season's series of races to be contested for the beautiful Robin Cup presented by William M Carpenter of Birkenhead England, the club's former popular treasurer, which takes place this (Saturday) afternoon.

The course will be from an imaginary line between the clubhouse and the committee boat, to and around a buoy at Tarrytown and return, a distance of twelve miles. In turning at Tarrytown the buoy must be left to starboard.

The "Robin Cup", which is an exceptionally fine one, must be won twice to become the absolute property of any boat entering the races.

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8.19.1908

New Winner for the Robin Cup. The first in the series of races for the Robin Cup, offered by William M Carpenter, of Birkenhead England, under the auspices of the Shattemuc Yacht and Canoe Club, was held last Saturday afternoon, and was won in hollow fashion by Percy H Dowden's Sioux.

The day was an ideal one for the race, the morning storm having passed away leaving the river like a mill pond, and the course lay from the club house to a buoy off Tarrytown, and return. Of the eleven boats entered, the following five started: Sioux, owned by Percy H Dowden; Ripple, C S Emmeluth; Spry, Harry M Carpenter; Whim, William Heagle, and Junior, Rev. William A Ranney.

In the absence of Robert M Akin and George Fisher Secor, John P Faure was the only member of the Regatta Committee on hand, and he demonstrated his entire ability to handle such an event satisfactorily, he being ably assisted in starting the boats by Gilbert Brandreth.

Throughout the race the boats maintained the positions allotted to them at the start except the Whim, which passed the Junior. This was the first race in which Mr. Dowden's Sioux was a competitor and, consequently, the committee had scarcely any basis for fixing a handicap. Mr. Dowden is naturally proud of his victory, but he will undoubtedly have a heavy handicap imposed in the next race.

The following are the entries, time of starting and finished:

Sioux.....	2:28:17 – 4:13:09
Ripple.....	2:35:26 – 4:23:41
Spray.....	2:37:05 – 4:28:22
Whim.....	2:38:00 – 4:24:25
Junior.....	3:01:54 – 4:30:12

During the afternoon, the guests who occupied the balcony of the pretty club house were entertained by music, and after the race they were taken for a sail of about half an hour in the motor boats of the club members. Mr. Emmeluth took three guests; Mr. Ranney, eight; Mr. Heagle four; Mr. Dowden, six; Mr. Dunnell, five; Rev. Mr. Finch, six; Mr. Carpenter, eight.

This was an innovation in connection with the club regattas, and it is needless to say that it was highly appreciated by those who were allowed to indulge in the trip. This new departure will increase interest in club affairs and is a most pleasing reward to those who sit patently watching the boats start and then waiting for their return.

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9.05.1908

Race For Robin Cup. The second race in the series for the Robin Cup, presented by William M Carpenter, was held last Saturday, under the auspices of the Shattemuc Yacht and Canoe Club, and this time the Spry, owned by Harry M Carpenter, crossed the finish line first. Percy H Dowden's Sioux, which ran away from the field on the previous Saturday, was punished for her friskiness by the infliction of a heavy handicap and finished last. The Ripple was also soundly punished for having come in first on a previous occasion.

The course as usual lay from the club house to Tarrytown and return, and the day was an ideal one for the smaller boats, there being scarcely a ripple to disturb the surface of the water.

George F Secor, of the Regatta Committee, was in charge of the race, assisted by Albert R Genet.

The boats started in the following order: Spry, Harry M Carpenter 2.45; Ripple, C S Emmeluth, 2.48:02; Whim, William Heagle, 2.49:52; Sioux, Percy H Dowden 2.50:55; Vive, Isaac T Washburne, 3.11:34; Peggy, George F Secor, 3.14:24.

The finishing time was as follows: Spry, 4.36; Ripple, 4.40:30; Peggy, 4.41; Whim 4.41:25; Vive, 4.42:15; Sioux 4.42:45.

The final result upon which depends the ownership of the handsome trophy is still in doubt, as two wins are necessary to capture it.

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9.19.1908

Sioux wins Robin Cup. Percy H Dowden's fleet little motor boat Sioux won her second race in the Robin Cup series, last Saturday, and was awarded the handsome silver trophy offered by William M Carpenter of Birkenhead, formerly the treasurer of the Shattemuc Yacht and Canoe Club, under whose auspices the races were held.

The day was all that could be desired for motor-boat racing, there being neither a gale nor heavy sea to impede the progress of the boats. The Sioux owned by Percy H Dowden was the first boat to be sent away, at 2.31 o'clock, the handicap having been arranged by the Regatta Committee, composed of Robert M Akin, George Fisher Secor, and John P Faure. Charles S Emmeluth's Ripple went away next at 2.34:52, Harry M Carpenter's Spry at 2.33:40, Oscar H Ressegiue's Betsy, at 2.45, and Isaac T Washburn's Vive at 2.57:04. George Fisher Secor's Peggy was entered in the race but did not start, owing to a disarrangement of her motor. The course was from the clubhouse to Tarrytown and return, and the Sioux had

no trouble keeping in the lead for the entire distance, finishing at 4.19:16, the others reaching home as follows – Betsy 4.24:21, Spry 4.24:31, Vive 4.27.26, Ripple 4.31:15.

The newspaper representatives on hand to see the race enjoyed a most delightful sail as the guest of Rev. Nelson P Dame, on his home-made and cozy launch, Virginia Creeper.

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The Register
6.10.1909

Memorial Day Opening of Shattemuc Yacht Club. The formal opening of the clubhouse of the Shattemuc Yacht and Canoe Club for the season took place the afternoon of Memorial Day. The weather conditions were perfect for the members and guests on the float and balcony, but a brisk wind and a heavy sea did not add to the enjoyment of those entered in the motor boat contest. The Regatta Committee – I T Washburne, W E Barlow, and Col. Franklin Brandreth – laid out a triangular course in front of the club house which kept the boat in view of the spectators at all times. Five times around completed the race, making seven and one-half miles in all.

The boats entered were as follows: Class B – Florence, Joseph Royle, owner; Class C – Sioux, P H Dowden; Spry, Harry M Carpenter; Chickie, Dr. Pedersen; Whim, P H Fleck and William Heagle; Dixie, Albert Kamp; Sally, George H Eldridge.

The start was at two o'clock and the boats finished in this order:

NAME	ELAPSED	CORRECTED
Whim	1:06:15	1:05:45
Spry	1:08:30	1:08:30
Sally	1:17:00	1:11:30
Chickie	1:12:50	1:12:50
Sioux	1:17:40	1:17:40
Dixie	1:19:30	1:19:00

Silver cups were given to the leaders in each class and when they had been awarded, refreshments were served and music was furnished by Hoffman.

The canoe races were omitted on account of the high wind and choppy sea.

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6.12.1909

“The Peggy” at Catskill. Since her last appearance up Catskill Creek, George Fisher Secor’s classy cruising yacht Peggy (of Ossining) has been lengthened nearly fourteen feet at a Nyack shipyard and is now sixty eight feet over all, which is why the waterfront denizens of the Westside failed to recognize Peggy when she rounded Hop-o’-Nose promontory last Saturday and tied up at the stone dock. Aboard the Peggy were Mr. Secor, Republican boss of Ossining and its vicinity (and that isn’t all – he is president of the Ossining Daily Citizen, the Yonkers Daily News, the Ossining National Bank, and is a member of a big Ossining firm besides); Treasurer J P Powers of the State Fireman’s Association (and, in parenthesis, Mr. Powers is a prominent K of C man, being State delegate to the National Convention, Knights of Columbus, to be held in Mobile, Ala., week of August 1st; also he holds a responsible position in Sing Sing Prison, and is a very likeable Ossininger all ‘round); Judge T Henry Calam, Dr. Augustus Hall of Sozodont fame, Chief Engineer Robert Kennedy of Sing Sing Prison, and Julian Henrique, all of whom came ashore on Sunday morning and in a carryall made a trip to the Catskill Mountain House and the sceneryfied mountain parks. Frank Hanke is engineer and William Miller steward of the Peggy, which vessel on Monday glided from this port, bound for the Shattemuc Yacht and Canoe Club anchorage at Ossining. - *Catskill Recorder*

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6.26.1909

Shattemuc’s Very Successful Spring Regatta. The annual spring regatta of the Shattemuc Yacht and Canoe Club, held last Saturday, was an entirely successful one and was witnessed by a large number of spectators.

The power boats composing the racing fleet were divided into two classes and the handicaps were figured so close that

in some instances seconds alone divided the position of the boats at the finish.

The Class B boats were as follows: Frances R, Willet Acker owner; Getty, Morris Vail owner; Nick, Schuyler V C Hamilton owner; Florence, Joseph Royle owner; Twig, Lansing V Terwilliger owner; Betsey, O H Ressegiue owner.

Class C was made up of the Spry, Harry M Carpenter owner; Whim, William Heagle owner; Chickie, Dr. Pedersen owner; Ripple, H J Axten owner.

The course was a triangular one, about a mile in length; three times around to complete the race. The Frances R won in Class B, her corrected time being 47 minutes. The others finished in this order on their corrected time: Getty, 49 minutes, 30 seconds; Nick, 51 minutes. The Florence was disqualified on a charge of fouling, although the offence was unintentional, and the Betsy following a tilt with the Getty, got cranky and her motor quit on the last round.

In Class C, the Spry led home, her time being 54 minutes 30 seconds; the Whim was in close pursuit, finishing in 54 minutes 35 seconds, and the Chickie was a good third, her time being 54 minutes 55 seconds. The Ripple’s engine stopped and she had to be towed home.

Percy H Dowden’s boat, which usually gives a good account of herself, met with a mishap which put her out of the race. Mr. Dowden was alone when his motor stopped working, and before he could get it in operation again the boat drifted onto the beach smashing the rudder.

After the motor boat race there was a lively tandem paddling race for canoes, those entered being Sniffin and Ferguson, Acker and Miner, Genet and Briant. The course lay from Gen. Brayton Ives’s dock to the clubhouse.

The winners were Genet and Briant, with Acker and Miner second. Five minutes previous to the race Briant had no intention of paddling and simply

entered the race to furnish a mate for Genet.

Prizes were given for first, second and third boats in the regatta, and in the evening at the club house there was informal dancing, the music being furnished by Miss Elizabeth Fisher, and refreshments.

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The Register

8.21.1909

Rover Wins First Race of the Robin Cup Series. The first “Robin Cup” race of the present season under the auspices of the Shattemuc Yacht and Canoe Club, was held on Saturday last with an unusually large entry, eleven boats having competed.

The course was from the club house to Tarrytown light and return - thirteen miles – and proved an uninteresting affair for the spectators, the boats only being in sight for a couple of minutes at the start and finish.

It was a handicap race, the “Florence”, Joseph Royle owner, giving the others generous allowances, the “Teddy” owned by J Herbert Carpenter, getting the extreme limit, 44 minutes and 42 seconds in a thirteen mile course.

The boats started at three o’clock, and the “Rover” owned by James Bedell, led all the way, crossing the finish at 4.25:45. Having an allowance of 12 minutes and 42 seconds, her corrected time over the course was 1 hour, 13 minutes and 5 seconds.

“Virginia Creeper” Rev. Nelson P Dame’s fine boat, finished second with an allowance of 1 hour, 26 minutes, and 35 seconds, but was not able to retain her place against others getting better handicaps.

The position of the boats after Messrs. W E Barlow and I T Washburne of the Regatta Committee finished figuring, was as follows:

BOAT	OWNER	COR. TIME
Rover	James Bedell	1:13:05
Florence	W F Mezger	1:20:10
Spry	H M Carpenter	1:22:35
Betsy	O H Ressegiue	1:22:36
Virginia	Rev. N Dame	1:24:09

Creeper		
Nick	Derrenbacher & Swain	1:24:28
Chickie	Dr. A Petersen	1:25:20
Frances R		1:29:30
Florence	Joseph Royle	1:32:20
Sioux	P H Dowden	1:39:56
Teddy	J H Carpenter	2:22:18

“Rover” gets a win on the Robin Cup; “Florence” and “Spry” each got a Thermos bottle, and “Betsy” got a pretty club emblem.

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The Register
9.03.1909

The Beldame Wins Second Race. Last Saturday the second race in the Robin Cup series was sailed from the Shattemuc Yacht and Canoe Club to and around the Tarrytown buoy, a distance of 13 miles, and Wilson P Foss’s fast yacht Beldame won over 13 other starters. A large audience viewed the start and finish of the race from the clubhouse.

The Beldame comes from Haverstraw, but is enrolled in the Shattemuc’s fleet. She is a twelve to fifteen-mile craft and was a scratch boat, allowing all the way from 23 minutes and 45 seconds to 48 minutes and 50 seconds to the others in the race.

The water was rougher than on the previous Saturday and the time made was not so fast.

The boats finished in the following order, the corrected time being given: Beldame, 1:02:20; Betsy, 1:04:50; Twig, 1:05:07; Rover, 1:06:25; Nick, 1:07:50; Francis R, 1:09:10; Florence (Royle), 1:10:12; Spry, 1:10:40; Whim, 1:11:00; Sioux, 1:11:30; Chickie, 1:14:50; Virginia Creeper, 1:24:05; Crosby 1:26:00.

The Florence (Mezger) a prize winner the previous race was a starter but did not finish, having engine troubles. The Virginia Creeper ran out of lubrication oil and was delayed several minutes.

The Twig and Florence were disqualified for finishing on the wrong side of the stake and the Nick for starting on the wrong side. This left the

Betsy winner of second prize, Rover third and Francis R fourth.

The Prizes for second, third and fourth boats were pretty cups.

The next race will take place this (Saturday) afternoon, at 3 o’clock.

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The Register
9.11.1909

Still Another Robin Cup Winner. The third in the series of motor boat races for the Robin Cup took place on Saturday afternoon last at the Shattemuc Yacht and Canoe Club, and Dr. Petersen’s Chickie became a dangerous contender for the handsome trophy offered by William M Carpenter.

Fourteen boats were entered but only nine started, the Betsey, Twig, Nick, Whim and Virginia Creeper having withdrawn just before the hour for starting. The weather was ideal for boating, but the race, like its predecessors, arose scarcely any enthusiasm. This, as has been explained before, is on account of the course, which gives club-house spectators but a few minutes to see the contestants at the start and finish.

The Beldame, of Haverstraw, Wilson P Foss owner, which won the week before, was a scratch boat. She allowed the Rover 28 minutes, 40 seconds; Frances R 36 minutes; Florence II 35 minutes, 30 seconds; Spry 54 minutes; Sioux 54 minutes; Chickie 63 minutes and 20 seconds; Areo 60 minutes; Florence I 62 minutes.

The boats finished in the following order, the elapsed and corrected time being given:

BOAT	ELAPSED TIME	COR. TIME
Chickie	1.50:36	47:15
Florence I	1.52:20	50:20
Spry	1.46:20	51:20
Florence II	1.32:00	56:30
Rover	1.27:00	58:20
Frances R	1.34:45	58:46
Beldame	1.03:45	1.03:45
Sioux	1.58:50	1.04:30

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The Register
9.18.1909

“Robin Cup” Goes to the Beldame. In a brisk gale and a choppy sea the last race for the Robin Cup took place over the Shattemuc Yacht and Canoe Club course last Saturday. The Beldame, owned by Wilson P Foss of Haverstraw, won, having a distinct advantage over her smaller rivals under such conditions, and she covered the distance over four minutes faster than in any of their previous races.

The list of starters was not as large as usual, some of the owners of the little open boats not caring to get a drenching for themselves and the motors. Some of the little fellows ventured out, however, and found anything but pleasant going. Dr. Pedersen broke down in the Chickie near the Rockefeller place, and W F Mezger’s Florence lost ground while a broken spring was being repaired. Harry M Carpenter’s Spry covered the course without mishap, but her skipper looked as if most of his time had been spent under water.

The prettiest struggle was between Rev. Nelson P Dame’s Virginia Creeper and James Bedell’s Rover. The Rover led on the down trip by a small margin, but just as the boats were rounding the Tarrytown buoy, the Virginia Creeper answered her helm more promptly and shooting ahead maintained her lead to the finish. But when the allowances were figured up it was found that both of the boats were tied for third place, Joseph Royle’s Florence having finished second.

The boats started at three o’clock, and the following table shows their elapsed and corrected time:

BOAT	ELAPSED TIME	COR. TIME
Beldame	58:50	58:50
Florence II	1.31:40	1.01:40
Rover	1.29:05	1.04:05
Virginia Creeper	1.28:35	1.04:05
Spry	1.50:10	1.06:50
Nick	1.38:30	1.07:20
Florence I	2.00:56	1.12:46

So, Beldame won the Robin Cup; Florence II a silver cup, and on a toss-up Virginia Creeper took third prize, a club pin and Rover fourth, also a pin.

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10.23.1909

Closing Regatta at Yacht Club The closing race for the season of 1909 under the auspices of the Shattemuc Yacht and Canoe Club, took place on Saturday afternoon last, under weather conditions that were anything but agreeable. A keen frosty wind swept over the river, churning up the whitecaps, and the occupants of the smaller open boats which ventured out were drenched with the flying spray.

In spite of the fact that there were six handsome prizes, three of the cups having been donated by the club and three others by Isaac T Washburne, chairman of the Regatta Committee, only five boats crossed the line after the starting gun was fired. These were the Rover, James Bedell owner; the Francis R, Willett Acker owner; the Florence II, Joseph Royle owner; the Chickie, Dr. A R Pedersen owner, and the Sioux, Percy H Dowden owner.

As originally planned, the race was to be around the club's triangular course, nine miles in all, but the heavy seas caused the Regatta Committee to fix the course from the club house to the Rockland light and back.

The start was made at 3:30, and the little boats were away toward the lighthouse¹, each one kicking up a big wave at her bow. Of course the larger boats soon drew away from the little ones, but matters were equalized by a very careful handicapping.

The Rover, the scratch boat, finished first, followed by the Florence II and the Francis R, in close order. The Sioux and the Chickie were having a pretty contest all by themselves until about three-quarters of a mile from the home mark, when the motor of the Sioux suddenly stopped, and no amount of coaxing on the part of the crew, W H Deacy, could induce it to move again. Mr. Dowden qualified for one of the prizes, however, as his boat finally drifted across the line. The following summary shows the

elapsed and corrected time of the contestants:

	Elapsed		Corrected	
	m	s	m	s
Rover	30m	52s	30m	52s
Florence II	31m	51s	31m	04s
Francis R	32m	18s	31m	18s
Chickie	41m	22s	36m	37s
Sioux	59m	00s	54m	15s

The club has had a most successful season of racing, and the members in general expressed the greatest satisfaction on the services performed by the Regatta Committee, composed of Isaac T Washburne, chairman; William E Barlow, and Col. Francis Brandreth.

Democratic Register
6.11.1910

Shattemuc Yacht Club Regatta. The regatta committee of the Shattemuc Yacht and Canoe Club – Messrs W A Ranney, chairman; Deputy Postmaster Heagle, and Leo Derrenbacher – have just announced their schedule of events for the season at this popular club.

Today (Saturday) the annual spring regatta will be held, the start to be made at 3 PM. The power-boat events will be over a four and one-half mile course, class A three times around, and class B twice.

There will be two canoe races, of one-half mile each; a single paddling and a tandem paddling, mixed.

First, second, and third prizes will be given in all races when more than four boats start, and the House Committee will provide music and refreshments.

The following is the programme for the balance of the season:

June 25th – Spring cruise and race to Poughkeepsie to view intercollegiate rowing races.

July 4th – Usual Fourth of July celebration; fireworks, music, and refreshments.

July 23d – Regatta and club day; power-boat and canoe races, music and refreshments.

August 20th – First Robin Cup race.

August 27th – Robin Cup race

September 3d and 5th – Annual regatta of Hudson River Yacht Racing Association to be held off club house.

September 10th Robin Cup Race.

September 17th – Fall regatta; power-boat and canoe races, music and refreshments.

Democratic Register
6.25.1910

Motor Boat Race to Poughkeepsie. A number of the yachts of the Shattemuc Yacht and Canoe Club will race to Poughkeepsie today (Saturday) and incidentally the owners and their guests will enjoy an opportunity of seeing the intercollegiate boat races.

The Regatta Committee, composed of William Heagle, William A Ranney, and Leo Derrenbacher, have arranged to conduct the race in the shape of a handicap, and prizes of cups will be awarded to the boats finishing first, second, and third.

The boats and their starting time are as follows: Derrenbacher and Swain's "Nick", 8:52; Willet Acker's "Francis R", 9:00; James Bedell, 9:20; Wilder Stratton's, 10; Harry M Carpenter's "Marie Louise", 10.

It is expected that most of these boats will remain at Poughkeepsie until tomorrow (Sunday).

Democratic Register
7.30.1910

Regatta of Shattemuc Yacht Club. Another regatta of the Shattemuc Yacht and Canoe Club was held on Saturday afternoon last and afforded good sport for a number of the amateur yachtsmen in town. It also attracted a large number of spectators who found the breeze-swept veranda off the clubhouse far more comfortable than any place in the rest of the village.

The original plan called for the boats covering a triangular course in front of the clubhouse three times, but it was found that in placing the buoys the distance was shortened and after a consultation of the Regatta Committee and the captains of the competing boats,

¹ Rockland lighthouse resembled Kingsland Lighthouse at Tarrytown, but developed a list and was replaced by the present steel tower.

it was agreed that the boats should traverse the distance four times, and this change probably cost the Rover the race. The Rover is owned by Commodore James Bedell and, while he understood fully the change in the distance, he absentmindedly shut down his power after going over the triangular course three times.

The Regatta Committee is composed of Rev. William A Ranney, Leo Derrenbacher, and Deputy Postmaster William Heagle, and the handicapping was done in such a way as to keep the contest exciting to the end.

The Rover pulled away from the other competitors and would probably have won were it not for dropping out too soon.

The "Marie Louise", the new yacht built for Harry M Carpenter, obtained first place and was awarded a fine cup. It was her first race and, being an unknown quality, she escaped without a handicap. Her time over the course was 1 hr. 43 min. 48 sec.

The other boats finished in the following order, the corrected time being given:

Francis R, Willet Acker owner, allowance .06.52 – time 1.44.39; Florence II, Joseph Royle owner, allowance .05.22 – time 1.46.02; Spry, H M Carpenter owner, allowance, 20.57 – time 1.46.28; Sioux, Percy H Dowden owner, allowance 15.40 – time 1.53.45.

During the afternoon the guests at the clubhouse were entertained by music furnished by William O'Brien Coleman, cornet; Miss Mabel Gensler, piano, and Chester Pierson, violin. Refreshments were served.

The first and second prizes were cups and the third was a thermos bottle.

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Democratic Register
9.10.1910

Local Yachtsmen Prove Excellent Regatta Hosts. The sixth annual regatta of the Hudson River Yacht Racing Association was held off the

Shattemuc Yacht and Canoe Club Labor Day, and it was conceded by those who attended the preceding ones to be far superior to them in point of entries, attendance, and management of every detail.

The boats began to arrive, singly, in twos, and in groups, early Saturday morning, and at night a large fleet rode at anchor off this village. Sunday afternoon there were numerous additions to the number which had already arrived and the Albany contingent, commanded by Commodore Matt McCarthy, won a hearty cheer when they drew near to shore and headed for their allotted places. There were eighteen boats in the fleet and they filed by the clubhouse in warship style, an exact distance being preserved between them. Sunday nights, when the signal lamps were set the effect of a swarm of immense fireflies was produced by the twinkling lights.

The clubhouse presented a busy scene on Monday morning when the final preparations for the regatta were underway and, when the preparatory gun was fired at nine o'clock, it also acted as a signal for the hundreds of spectators to seek vantage points from which to view the races. A gravel barge having chairs placed upon its decks was anchored between the club house and the power house dock for the accommodation of the club's guests, who numbered over three hundred. The float and verandas of the clubhouse were crowded and all the docks and hills commanding a view of the course were dotted with spectators.

Launches bearing the word "Police" in big black letters scurried about driving the scores of heavily laden yachts from the course of the races. The police arrangements were in charge of Captain O C Mamlet, United States Revenue Service, with the cutters "Manhattan" and "Guide", and his work was done in an absolutely perfect and satisfactory manner.

Heavy, threatening clouds rolled overhead and a dense fog obscured a view of the boats from shore during the morning hours, but these conditions

were more comfortable than the subsequent sunshine and intense heat of the day.

Soon after the preparatory gun was fired the officials and newspaper men entered a launch and were taken to the "Sentinel", which General Edwin A McAlpin had generously placed at the disposal of the Association as a committee boat. The timers, starters and scorers were delighted at having such a splendid place to perform their respective duties and found the use of such a commodious yacht a welcome innovation over other years when they were compelled to do their work surrounded by hundreds of spectators.

It was intended to have the sailing races first but it was found necessary to change the order on account of lack of wind.

The first of the motor boat races was started at 10 o'clock, when the Class 1 auto boats came flying across the line. The "Emerson", built and owned by Al Traver of Poughkeepsie, gave a marvelous exhibition of speed. Starting far behind the others, she flew down the river overtaking and passing her rivals as if they were at anchor. As she flashed by the committee boat on her first round of the course, all that could be seen was a cloud of spray on both sides of the boat. She finished the twenty mile course in 44 minutes and 3 seconds, 11 minutes ahead of the scratch boat "Driscoe", but lost the race on the time allowance to the "Gunfire II".

Later in the day when the "Emerson" was demonstrating how completely she was outclassing the other racing machines, she met with an accident just as she was rounding the stake boat near Tarrytown, which put her of commission. A broken strut released the gear shaft and the propeller blade crashed through the bottom of the boat. The "Emerson" established a world's record at Peoria, Illinois, last week.

One of the amusing features of the day was a victory of "Dixie II" in her class. She is nothing more than an ugly looking old rowboat owned by T V Roe Jr. of Tarrytown, and is equipped with a

motor of a little more than one horse power. Although she finished far behind the others her generous time allowance gave her the race.

The handsome cup offered by Harry M Carpenter, president of the Association, for the boat making the fastest actual time in any race, was awarded to the "Emerson", although the "Driscoe" protested the result of Class I race on the ground that the "Emerson" and "Elmer L" had not been correctly measured. The protest was referred to the Regatta Committee and the boats were ordered remeasured.

The free for all race, which was looked forward to as the best event of the power boat classes, proved a disappointment on account of the mishap to the "Emerson" and the withdrawal of the "Gunfire II" through a lack of gasoline.

One of the interesting spectators was Joseph R Ellicott, a member of the Tappan Zee Yacht Club of Nyack and a resident of Grand View. He is the originator of the Hudson River Yacht Racing Association and as an incentive to the yachtsmen he offered a trophy a few years ago known as the Ellicott Cup, to become the property of any boat winning it three times. On labor Day it was won by "Gunfire", which defeated "Elmer L", which had already two victories to her credit.

After the free for all there was a double paddle canoe race of a half mile and it was won by a Tarrytown team, who defeated Rivers Genet and Charles Pratt, of this village.

During the hour's intermission, which followed, lunch was served to the officials and others at the clubhouse. It was prepared by Papino and was of an excellent character. During the day over five hundred luncheons were served in the clubhouse and all who partook of them were delighted at this additional evidence of the hospitality of the Shattemuc members.

The sailing races were started about three o'clock, a brisk wind having developed, which puffed out the sails

and made the boats heel over at an acute angle.

One of the best contests of the day was the one between the "Louisa" owned by E Cornell and the "Bantam" owned by J Herbert Carpenter Jr. in which the latter boats lost by five seconds.

The prettiest race of the day was that of the single-design class in which were no time allowances. Twelve boats were entered and they presented a most beautiful sight as they swept across the starting line grouped close together and their sails almost touching. In the beginning the wind held strong, stretching every inch of canvas, but it gradually decreased toward sunset and the last of the boats came drifting home after dark.

The first to finish was "May Flo" of Yonkers, owned and sailed by J J Wiffler Jr. a Yonkers boy. William Ross sailing the "Zoe III" of Tarrytown, who asserted that the "May Flo" fouled the stake. The matter was referred to the Regatta Committee, who overruled the protest after hearing the evidence.

The three single design boats built this year finished among the last, the leader of the trio being the "Shattemuc" and a member of the Shattemuc Club, commenting on this said: "The one-design class was adopted at the annual meeting of the Association last spring. It was supposed that all Mower one-design boats should be exactly alike. In Monday's race and in the race last Saturday the 1910 one-design Mower boats were beaten by the 1908 class, showing that a finer line and less beam was used in the latter division. The Shattemuc demonstrated last Saturday and again Monday that she is equal to any of the 1910 class, by winning over them in a strong wind on Saturday and by being beaten only by seconds in a no-breeze finish Monday".

Among the boats which performed a very important duty in an extremely modest way during the day was the "Florence" owned by William F Mezger, which marked the extreme limit of the course at Tarrytown.

A rather startling incident occurred just before the windup of the last race and it is to be regretted that a moving picture machine was not present to make a record of the affair. The crew of the "Sentinel" in a rowboat were hauling up the stern anchor of the yacht when their boat upset throwing them into the water. The men managed to get a grip on the upturned boat and the steward to add another incident to the scene dived overboard and swam to his companions' assistance. Ladies in nearby yachts screamed but the men were rescued on the arrival of a couple of launches.

The races were started by Vice President C Gordon Reel, of the Rondout Yacht Club. Mr. Reel will probably be the Democratic nominee for State Engineer and Surveyor this fall and were the people of the Sate in general as well acquainted with him as are the Hudson River yachtsmen he would have an overwhelming majority for the office. The timers were Charles E Ulrich, of the Tappan Zee Yacht Club, and Louis F Marron, of the Yonkers Yacht Club. The scorers were E W Marshall, Yonkers Yacht Club and Isaac T Washburne, Shattemuc Yacht and Canoe Club.

The results in the various motorboat classes were as follows: "Gunfire II", was first in the auto boat Class I; "Artful" in Class 2 for auto boats; "Foxy Quiller," in Class A; "Grace" in Class B; "Lida M" in Class C; "Isabelle" in Class D; "Dixie II" in Class E; "Gunfire II" in Class F for Joseph R Ellicott cup; "Elmer L" in the free-for-all. In the sailing classes the winners were as follows: "Louisa" in Class E; "Mohawk" in Class G and H; "Wisp" in Class J; "Selfish" in Class N and O; "May Flo" in Class Z for the Carpenter one-design cup.

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Democratic Register

6.17.1911

Yacht Club Opens Regatta Season. With the most perfect conditions prevailing, the Shattemuc Yacht and Canoe Club opened its racing season for the year of 1911 last Saturday afternoon, and a large party of invited guests

witnessed the interesting races from the balcony of the clubhouse.

In Class B, for motorboats, the Marie Louise, owned by Vice-Commodore Harry M Carpenter, was the only starter. She started at 3.25 and finished at 4.04:48. corrected time 39.48.

The winner in class C was Philip H Fleck's "Whim", with Reuben Sterritt's "Betsy" and Willet Acker's "Francis R" second and third, respectively. W F Mezger's "Florence" finished in fourth place, despite the fact that Alderman J Curry Barlow was at the wheel and Alderman John W Horsefall was making the engine run. Pretty prizes were awarded to first, second and third in each class.

The start was made at 3.25 and the following is the summary, the corrected times at finish being given: "Whim" 39.04; "Betsy" 41:39; "Francis R" 42:00; "Florence", 47:10.

The sailing race had two competitors, W M Collyer's "Rival" and the "Shattemuc", owned by the yacht club, and they furnished some of the best sport of the day, the "Rival" winning by a scant margin of twenty-five seconds.

The "Rival" came from New Hamburg and was sailed by the owner's son, John Collyer. Isaac T Washburne skippered the "Shattemuc", and his son Harold and Bruce Patrick were his gallant crew.

The winners in the tandem canoe race were George and Sidney Bruce, and they each received a silver shaving mug. The defeated pair were Messrs. Briant and Cotton.

During the afternoon refreshments were served and splendid music was furnished by Prof. John W Hoffman Jr, Henry J Rall and Miss Elizabeth Fisher. The races were handled in a most able manner by the Regatta Committee composed of Col. Franklin Brandreth, Isaac T Washburne and J Herbert Carpenter.

Today and tomorrow (Saturday and Sunday) a number of the members will

enjoy a cruise to Newburgh and return and prizes will be awarded.

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Democratic Register
7.08.1911

Holiday Regatta and Fireworks at Yacht Club. The Shattemuc Yacht and Canoe Club celebrated Independence Day with a regatta and display of fireworks, and the large party of guests expressed themselves as highly pleased with the entertainment provided.

The Regatta was managed by the Regatta Committee, composed of J Hebert Carpenter, Isaac T Washburne and Col. Franklin Brandreth, and they directed proceedings from the deck of Col. Brandreth's "Phalarope".

There was a good entry list and boats competed representing The Tappan Zee Yacht Club, Newburgh Yacht Club, Nyack Yacht Club, Poughkeepsie Yacht Club, Albany Yacht Club, Jamaica Bay Yacht Club, and Lake Hopatcong Yacht Club.

The race of the auto boats "Peter Pan IV" and "Traver", which promised to be an exciting contest, ended in a disappointment, the latter withdrawing at the first turn, having failed to get all of the cylinders working. The "Peter Pan" went over the fifteen-mile course alone, completing the trip in 32 minutes and 40 seconds.

The results in the various classes was as follow:

Class C- Open power boats, course seven and one-half miles:

	Start	Finish	Cor. Time
M E B	3.22	3.45:50	23:55
Onoto	3.22	3.44:50	22:55
Bibbie	3.15	3.59:40	32:39
Betsy	3.15	3.59:32	28:06
I N O	3.15	3.59:41	26:53
Francis R	3.15	4.01:39	24:03
Florence	3.15	4.14:03	31:39
Red Log	3.36	4.27:39	17:24
Dixie	3.15	4.12:27	20:38

Class B- Cabin power boats, seven and one-half mile course:

	Start	Finish	Cor. Time
Minnie I	3.10	3.45:09	35:09
Rover	3.22	4.04:35	41:17
Spindrift	3.33	4.12:01	29:06

Grace	3.34	4.12:57	29:04
Louise II	3.12	4.59:16	36:21
Marie Louise	3.22	4.04:06	29:52

Free-for-all – Speed boats, fifteen mile course:

	Start	Finish	Cor. Time
Peter Pan IV	3.32	4.04:40	32.40
Traver	3.32	Did not finish	

Class E- Cabin sloops, three and three-fourths miles:

	Start	Finish	Cor. Time
Louisa	4.03	4:53:13	50:13
Bantam	4.03	4.54:53	50:48

1910 One Design Class Sloops, three and three-fourths miles:

	Start	Finish	Cor. Time
Rival	3.57:00	4.50:30	53:30
Shattemuc	3.57:20	4.53:00	55:40
Tappan	3.57:22	4.54:17	56:55

Tandem canoe race, one hundred yard course:

George and Sidney Bruce, first; Albert Briant and W H Deacy, second.

The boats, clubs and owners were as follows:

Class C – M E B, R L Stilson, Tappan Zee; Onono, G T Byers, Nyack Yacht Club; Betsy, Reuben Sterritt, Shattemuc; Bibbie, G W Gerlach, Shattemuc; I N O, Miles Vernon, Shattemuc; Francis R, Willet Acker, Shattemuc; Florence, William Mezger, Shattemuc; Red Log, W R Golden, Tappan Zee; Dixie, Albert Kamp, Shattemuc.

Class B – Minnie I, A Traver, Poughkeepsie Yacht Club; Rover, James Bedell, Shattemuc; Spindrift, C R Butler, Albany Yacht Club; Grace, C S Smith, Tappan Zee; Louise II, J C Geiss, Jamaica Bay Yacht Club; Marie Louise, Harry M Carpenter, Shattemuc; Class E – Louisa, Frank E Cornell; Shattemuc; Bantam, J Herbert Carpenter, Jr.

One Design Class – Rival, M M Collyer; Shattemuc, Shattemuc Yacht and Canoe Club; Tappan, Tappan Zee Syndicate.

Free-for-all – Peter Pan IV, James Simpson, Lake Hopatcong Yacht Club;

Traver, A H Traver, Poughkeepsie Yacht Club.

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Democratic Register
9.23.1911

Local Yachtsmen Receive Nyack Prizes. Harry M Carpenter took a jolly party of Shattemuc tars to Grand View, Nyack, on the "Marie Louise" last Saturday night and they called upon the members of the Tappan Zee Yacht Club who were carrying out their annual custom of distributing the trophies won during the racing season. They were royally entertained and did not return until after midnight.

The Shattemuc yachts, which received pretty cups, were Harry M Carpenter's "Marie Louise", Willet Acker's "Francis R", J Herbert Carpenter Jr.'s "Bantam" and the Shattemuc Yacht and Canoe Club's "Shattemuc".

Those who went as Mr. Carpenter's guests were Charles W Frean, Lansing V Terwilliger, Raymond C Peck, George F Carpenter, and J Herbert Carpenter.

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Democratic Register
9.23.1911

"Francis R" Gets Leg on "Robin Cup". The second race for the Robin Cup was contested over the seven and one-half mile triangular course opposite the club house of the Shattemuc Yacht and Canoe Club last Saturday, under the most beautiful weather conditions.

Two boats crossed the starting line after the starting signal was fired. These were the scratch boat "Marie Louise" owned by Harry M Carpenter, and Willet Acker's "Francis R". The "Betsy", owned by Reuben Sterritt, which won on the previous Saturday, was unable to start, having burned out a rod bearing just before the preliminary gun was fired.

The "Marie Louise" and the "Francis R" crossed the line almost simultaneously but the former gradually drew away from her smaller rival but was not able to develop a sufficient lead

to overcome the handicap of 4 minutes and 32 seconds allowed to the "Francis R", which won on corrected time by a margin of 1 minute and 17 seconds.

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Democratic Register
9.23.1911

Regatta at Yacht Club Today. The annual open regatta of the Shattemuc Yacht and Canoe Club will be held this (Saturday) afternoon and will be under the direction of the Regatta Committee, composed of J Herbert Carpenter, Col. Franklin Brandreth and Isaac T Washburne.

There will be contests for sailing boats and motor boats and also canoe paddling races. The third race for the Robin Cup will be contested.

For the entertainment of the members and guests there will be music and refreshments at the club house.

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Democratic Register
9.30.1911

Fall Regatta at the Shattemuc Club. The fall regatta of the Shattemuc Yacht and Canoe Club was held last Saturday afternoon and an interesting programme was enjoyed by a number of guests of the organization. The course was a triangular one, three and three-fourths miles long, over which the sailing craft passed once and it was covered twice by the entrants in the motor boat races.

The "Francis R", owned by Willet Acker, won the second leg on the Robin Cup and became the owner of the fine trophy offered by William M Carpenter, of Birkenhead, England. Harry M Carpenter's "Marie Louise", the scratch boat in the contest, broke a cable on her steering gear just before the race and was unable to start.

The other serious mishap of the day was the breaking of the newly installed engine in Miles Vernon's "T N O" just when she was giving a fine account of herself in the race for open power boats.

The little one-design sloop "Shattemuc" of the Shattemuc Yacht and Canoe Club, defeated the "Tappan" of the

Tappan Zee Yacht Club, by a scant margin of fifty-three seconds.

The little open sloop "Bantam", J Herbert Carpenter Jr., owner, did some pretty work, particularly on the second leg of the course, and crossed the finish line thirty seconds ahead of her opponent, the "Louisa", owned by Edward Cornell of the Tappan Zee Yacht Club, and with her handicap time added to this the "Bantam" won by 1 minute and 46 seconds.

The mishap to the "T N O" left the "Betsy", Rueben Sterritt, owner alone in the open power boat class and she won in the elapsed time of 59 minutes. The "Francis R" had no opponent in the class for cabin power boats, the accident to the "Marie Louise" putting the latter out of the race. The elapsed time for the Acker boat was 59 minutes and 10 seconds.

In the race for the Robin Cup, the "Betsy" allowed the "Francis R" 2 minutes and 7 seconds and the latter won, her corrected time being 57 minutes and 3 seconds. This made the second win on the cup for the "Francis R" the other race having been won by the "Betsy".

During the afternoon there was music at the clubhouse and refreshments were served.

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7.06.1912

Yachtsmen Enjoy Spectacular and Exciting Race. The Shattemuc Yacht and Canoe Club held a regatta over the club course last Saturday, and some of the races were held in the teeth of a howling gale, which churned up a choppy sea and tested the skill of various skippers to keep their boats right side up.

The first boats to get away were the cabin motor boats, three in number: the "Grace", Tappan Zee Y.C.; the "Spindrift", Albany Y.C., and the "Marie Louise", the last named being owned by Commodore Harry M Carpenter of the Shattemuc Yacht and Canoe Club. The "Spindrift" was the scratch boat and won, her elapsed time

being 57 minutes and 35 seconds, with the "Marie Louise" having an allowance of 2 minutes and 55 seconds, second, the latter being beaten on her corrected time by 25 seconds. The "Grace" with an allowances of 34 seconds, covered the course in 1 hour and 1 second on corrected time.

In the auto boat class the "Sea Robin" won, her elapsed time being 39 minutes and 30 seconds.

In the class for open power boats the winner was "Eastern Star", her elapsed time being 1 hour, 6 minutes and 35 seconds.

The race of the one-design boats - 1908 and 1910 models - was the most exciting event of the day. The boats were bunched at the start and as they worked away toward the first buoy, a thunder storm swept down the river and the boats were met with a succession of squalls. After rounding the first buoy the boats scudded before the wind down the river, with the wind developing to the proportion of a howling gale. When about opposite the High Stack, the "Shattemuc" heeled over, plunging her main boom into the waves, and she was unable to right herself. The crew, consisting of Raymond C Peck, Rossiter Holbrook, and Thomas Carpenter, clung to the capsized craft until they were rescued by Commodore Carpenter. A few minutes after the "Tappan" of the Tappan Zee Yacht Club, capsized and the crew came ashore in Albert E Tompkins motor boat "Twig", which put out to rescue them. Mr. Tompkins party consisted of Wilbur E Horton, George LeFevre and Thomas Collyer, and they formed a most effective life-saving crew.

Other boats in the race lowered the sails and dropped anchor until the storm passed, but Tower Ridge Boat, No. 5, gave one of best exhibitions of seaworthiness ever witnessed hereabouts. Only once was a reef taken in the sails and while the mast bent and threatened to break, the boat plunged on and crossed the finished line a winner. One of those in the crew was Counselor Fagan and he is just conceited enough since to believe that his skill and good

advise were factors in making such a spectacular finish, but some of the jealous members of the yacht club think that it was his presence as ballast in the bottom of the boat which prevent the boat from going over. All in all the regatta was one of the best held in this village in a long time.

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10.05.1912

"Marie Louise" Gets Win on Robin Cup. The second race for the 1912 Robin Cup was held over the Shattemuc Yacht Club course last Saturday, and the scratch boat, "Marie Louise" defeated the "Twig", winner of the race the week previous.

The "Marie Louise" went over the 3¾ mile course in 46.20 minutes, while the "Twig" did it in 56.60, but her allowance brought her corrected time down to 48.49.

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Democratic Register

6.14.1913

Yacht, Motor Boat and Canoe Races Today. The Shattemuc Yacht and Canoe Club will open the season this (Saturday) afternoon when a regatta open to all boats of the Hudson River Yacht Racing Association and American Canoe Association will be held.

The motor boat classes and sailing classes will cover the triangular club course, Classes A and B going ten miles and the other five miles. The classes will be as follows: Class A, motor boats over thirty feet; Class B, motor boats under thirty feet; Class E, cabin sloops; Mower Class (1908); Mower Class (1910); Indian Class.

The canoes classes are: Decked sailing five miles; combined sailing and paddling, two and one-half miles; tandem, single-blade, half-mile with turn; single, double blade, half-mile with turn; tail-end race one hundred yards.

The racing will begin at 3 o'clock and the clubs already entered are the Colonial Yacht Club, New York Motor Boat Club and Tappan Zee Yacht Club.

The first canoe race for the season trophy in paddles took place Saturday and was won by Reed, with Acker second and Wood third.

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Democratic Register

6.21.1913

Small Regatta at Local Yacht Club. The Shattemuc Yacht and Canoe Club opened its season Saturday with some excellent sport, which was enjoyed by a large party of the members and friends.

In Class A the Sea Robin won from the Onoto, and in Class B the Isis won with Grace second. Other contestants in the order of their finish were Francis R and the Beamba. The Marie Louise and the North Star did not finish.

Isaac T Washburne sailed his pet the Shattemuc, to victory over the Tappan, and the Bantam sailed by J Herbert Carpenter Jr. defeated the Louisa. The canoe races were not held.

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Ossining Daily Citizen

9.19.1914

Shattemuc's Open Fall Regatta. The Fall Open Regatta of the Shattemuc Yacht and Canoe Club will be held over the club course, this afternoon at 3:30 o'clock. All members of the H.R.Y.R.A. have been invited to take part, and it is expected that the event will be one of the biggest yet. A cup will be awarded as first prize in each event. The program is as follows:

Sail Boats

1. Class E, 5 miles
2. Indian Class, 5 miles
3. Class Z (1908) 5 miles
4. Class Z (1910), 5 miles

Power Boats

5. Cabin Cruisers (Classes A and B), 10 miles
6. Standing Roof and Open Boats. Class B, (Rating under 40), 10 miles.
7. Open Boats, Class D, (Rating 40 and over), 10 miles.
- 8 Hudson Dingies, 5 miles

In the evening the club will give a reception and dance for visiting yachtsmen and their guests.

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Ossining Daily Citizen
9.21.1914

Shattemuc's Annual Fall Regatta.

The annual fall regatta of the Shattemuc Yacht and Canoe Club was held on Saturday afternoon and the weather conditions for the motor craft and spectators were about perfect. The sun shone bright and warm and there was scarcely the suggestion of a breeze, so that the surface of the river was exceptionally smooth.

The number of boats entered in the six races contested was very satisfactory, although the regatta of the Columbia Yacht Club held at New York prevented many of the city boats from competing.

In the Indian Class, Raymond C Peck was the winner, his boat covering the five mile course in 1 hour, 8 minutes and 10 second, elapsed and corrected time.

The "Eastern Star", Captain Finch, New York Motor Boat Club, was winner in the class for open power boats rating 40 or over, her elapsed time being 29 minute and 27 seconds for the ten miles and her corrected time was 14 minutes and 6 seconds. The best time over the course was made by the "Whizzer", owned by Charles M Whittaker, of the Tappan Zee Yacht Club, which negotiated the distance in 23 minutes and 27 seconds. William Burdick's "Bluebird" also competed and according to her rating had to allow the "Whizzer" fifteen minutes.

Albert E Tompkins's "Twig", Shattemuc Yacht and Canoe Club, won in the class for standing roof and open power boats, her elapsed time for five miles being 35 minutes. The "Hop-a-Long", Robert Donnell, Shattemuc Yacht and Canoe Club, was second, and the "Two Brothers", Lowenhaupt Brothers, Shattemuc Yacht and Canoe Club, owners, was third.

The "Fabius" Captain Thomas, New York Motor Boat Club, owner, won in the open cruiser class, her elapsed time being 49 minutes, 35 seconds, for ten miles, and her corrected time, 49 minutes, 21 seconds. The "Take-It-

Easy", Major Bleecker, Tappan Zee Yacht Club, owner, was second. Commodore Harry M Carpenter of the Shattemuc Yacht and Canoe Club started his "Marie Louise" in the race to make the contest more interesting, although she was not in shape for a race and had a party of ten persons on board.

The "Ha Ha", Captain Lynch, New York Motor Boat Club, owner, won in the Hudson Dinghy class, her elapsed and corrected time being 31 minutes and 32 seconds.

The three-eighths of a mile canoe race, one man, double blades, was won by B A Acker, in three minutes and 4 seconds. His opponents were Arthur B Goodwin, W W Good, C Howard Cotton.

The races were handled in first class style by the Regatta Committee, consisting of Arthur B Goodwin chairman; B A Acker and Norman Young.

In the evening there was a dance at the clubhouse and there was large attendance. One party of twenty-five came over from the Tappan Zee Yacht Club in a motor boat.

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*The above clippings were transcribed
from the original newspapers, which
reside at the Ossining Historical Society
in Ossining, New York*