

ROCHESTER YACHT CLUB LOOKS FOR W

SERIES OF CUP EVENTS TO KEEP LOCAL SAILORS BUSY

Lipton and Fisher Trophy Races Features of Active Year; Boats Taking to Water

Not in twenty years has the Rochester Yacht Club been promised a more active season from the sailing and racing standpoint than the one which it is now entering. With two Class P boats and four in Class R, all of them fast sailers and many races to be scheduled that will not only bring them into competition at their home port as well as abroad, there is going to be a summer of racing such as has not been seen since the great cup races of a score of years ago.

The chief event of the year will, of course, be the Fisher Cup races to be held at Toronto early in September. As this event is for Class P boats interest here centers in the coming performances of the Alloede, owned and sailed by Lorenzo G. Mabbett, and the Olympian, owned by Dr. Paul Lalonde and to be sailed by the veteran Frank T. Christy. Both of these boats are now being carefully groomed at the club yard, Summerville, and are slated to enter the water on May 9th. They will then be rigged with gaff-headed mainsail and made ready as soon as possible for preliminary try-outs.

Gaff Rig for 'P's'

Under this rig these yachts will present a somewhat different appearance than they made last year when they sailed under Marconi rig. This latter sail plan would still be more acceptable to the owners but the Toronto yachtsmen insisted that the Marconi be barred from the Fisher Cup contest and to insure acceptance of their challenge, the Rochester Yacht Club was forced to go back to the old style rig. This has necessitated many changes on both the Olympian and Alloede as well as the purchase of brand new sails to meet the requirements of the Canadian defenders. It will be interesting to see how the rivals will line up under the new canvas as the owners and skippers have their own individual ideas as to sail arrangement. It is possible but hardly probable that these yachts will cruise to Sodus Bay with the fleet on the Memorial Day run. Uncertain weather conditions at this time of the year make it hazardous and unnecessary risks are not likely to be taken with the new canvas which must be carefully looked after and be kept in the best possible condition for the cup races. In former years, cup racers have sported several suits of canvas but not in these days of twenty-five cent cotton.

The Regatta Committee will later announce a special schedule of races

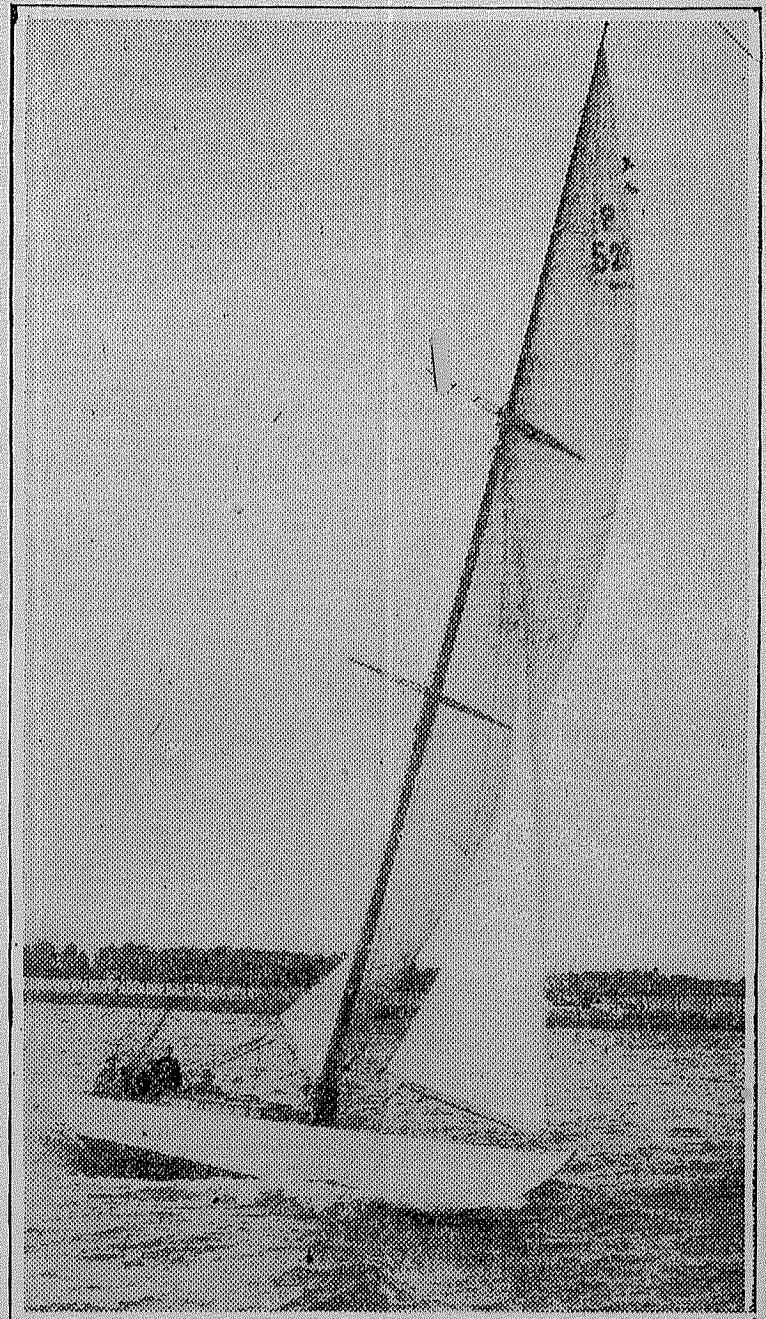
the Semeion into the water and the sequence with which these three boats were launched brings to mind the fact that before the summer is over there is going to be a match race between them as an outgrowth of a lot of shore talk as to their speed merits. The Semeion is only 35 feet long but her owner contends that she has been able to hold the other two and partisans have done the rest in the way of stirring up rivalry.

Power Craft Start.

John Power's little Anona is looking spicker and spanner than ever and she has been doing more sailing of late years than when Pete Dukelow used to pilot her many long years ago. Alvah G. Strong's Juliet, Fred A. Mabbett's Luanne II and Walter L. Todd's Onaire are again ready for a crowded season and make a most creditable appearance in their spring freshness. The old war horse Iroquois seems to be deserted and neglected. Skipper Christy, having assumed charge of Olympian, has been unable to give his old racer any attention so far and it may be that the Canada's Cup champion of 1905 will not be put in commission for a month or two. Tantrum, Leslie Block's fast twenty-footer will soon be champing at her mooring and Skipper Block hopes to get in a few left hand jabs on the R boats before the season is over. Tantrum ran a burgee of glory to the masthead last summer when she won out in her class at the L. Y. R. A. meet and while the R boats are larger and faster, Tantrum, when she gets weather to her liking, sometimes gives them plenty of trouble.

Those still to be launched within the next two weeks are John H. Quinn's Ojibway, Dr. Thorn's High Jinks and Peck Farley's former cruiser Over'n Back now owned by John Castle; Otis Nagle's Menemsha, an ideal yawl for cruising and comfort, Fred Mabbett's first Luanne, now the property of J. C. Curtis, the Exile which Dr. Harold Baker bought of

TO MEET ALLOEDE IN TRIALS



Above is Dr. Paul Lalonde's class craft, Olympian, which will race in elimination matches with the Alloede, Laurie Mabbett's entrant, to determine which will be the challenger for the Fisher Cup races.

mine which will be sent to Toronto and it is probable that both yachts will be seen in the first of these brushes on the Fourth of July. There has been some talk of the Intrepid, of Chicago, and the Joyant, of Buffalo, being entered for these trials, but according to the deed of gift made by Messrs. J. R. White, Arthur T. Hagen and Fred S. Todd, owners of Onward, the yacht that brought the Fisher Cup to Rochester, which was later presented to the Lake Yacht Racing Association, races are to be restricted to yachts belonging to Lake Ontario yacht clubs enrolled in the L. Y. R. A.

Four 'R' Class Boats.

In the R class there will be excitement aplenty. Last year Peck Farley and William Barrows started it with the Rogue and Hilda owned by them respectively. They were having a merry time of it when John Barrows introduced the Clarice into the fray and made a triangular scrap of it. The season ended with Skipper Bill having a shade the best of the battle. Not satisfied with this showing, however, he sold the Hilda to Pritchard Strong and is now expecting the arrival of a new R boat designed and built by Lawley, of Boston. With this quartette of racers hitting the line there is abundant promise of racing thrills. There are two objects of supremacy in this class. One is the Lipton Trophy recently presented to the Rochester Yacht Club for the R boat championship by Sir Thomas and the other is the George Cup to be raced for at the L. Y. R. A. regatta in the Bay of Quinte off Belleville. This latter trophy represents the Lake Ontario championship in Class R now held by the Riowna, of Toronto.

The Clarice, Hilda and Rogue were launched last week and will probably be given short sail stretching spins from now on. As they all have cruising as well as racing canvas, they will undoubtedly be seen in real action on the opening jaunt toodus Bay. Skipper Bill Barrows is hoping to have his new racer in on this deal if she arrives in time to be properly fitted out for the cruise.

Craft Taking Water.

During the last week or so of pleasant weather the club yard has presented a scene of animation as skippers, crews, and other willing workers have been scraping, caulking, polishing, varnishing and painting hulls in hurried efforts to get their craft in readiness to meet the spring launching schedule. More than fifty boats have been shored up all winter and about half of them are now in the water. Harpoon, the flagship of Commodore Thomas Parsons, was one of the first to mingle with the muddy waters of the basin and a busy season is ahead for this handsome yacht. Kee Lox III was the next and in a short time the familiar lines of this famous cruiser will be missing from her old port as she has been sold to Gifford Crary, of Binghamton, who intends to use her on the classic waters of Cayuga Lake.

Florence S. Donald Woodward's graceful yacht, is again being put in commission, having wintered here instead of Florida as was the case a year ago. Matchem, formerly Harry C. Stevenson's flagship, Alice II, has been purchased by William Daley and is already making short trips out in the lake. George Fleckenstein's roomy cruiser Semeron is again at her mooring. James Hutchinson's Minnehaha and Dr. Fred Tarrant's Shur, forty and sixty feet respectively, followed

Pembroke Building.

Then we have Phil Hoffman's St. Lawrence river express cruiser Jaqueta, Herbert Meier's Leone and E. L. Chapin's Nautilus. Also the famous Weno of the days of Willie Hart. Weno is a changed boat now in dress and disposition and Willie would never know his little playmate that used to drag moorings around the river and spear boat houses full of holes. No indeed, Weno is now a dignified looking little yacht and she goes wherever the fleet goes. Her skipper Ed Marth sees to that. Going down the line we find Charlie Barons working hard on his Mabel E. and William V. Clark putting the finishing touches on Shell Bank. The boys on Comrade, another sailing yacht, under the leadership of her owner, Chester Salzer, are just as enthusiastic as though their craft was entered for a Canada's Cup race and while they do not very often get temporary deafness from the finishing gun blazing out near their ears, they have lots of fun just the same.

About the last ones to go in will be the power craft Ugigo owned by Delos C. Birdsell, Dr. Albert J. Haag's Joy Boy, Dr. T. B. Maynard's Lanita, Donald McKay's Comfort and Reginald Bryant's Ioneta and Winnaac owned by W. H. Hewitt. Mary Bill, a thirty-five foot cruiser owned by Milton Miles will be the last of the fleet to take the slide.

Over in Billy Miller's shipbuilding plant on the Charlotte side of the river, W. P. Pembroke is having a yacht built that will be the largest ever turned out at the harbor. She will be ninety feet long, seventeen feet beam and five feet draft. Two 200-horse power engines will be installed and every modern convenience utilized. Following a precedent he set twenty-five years ago in naming his boats Kee Lox, the new yacht will be christened Kee Lox IV. She is well along toward completion but it is hardly possible that she will be in commission until the middle of June. All equipment for cruising on salt water will be included in her fittings.