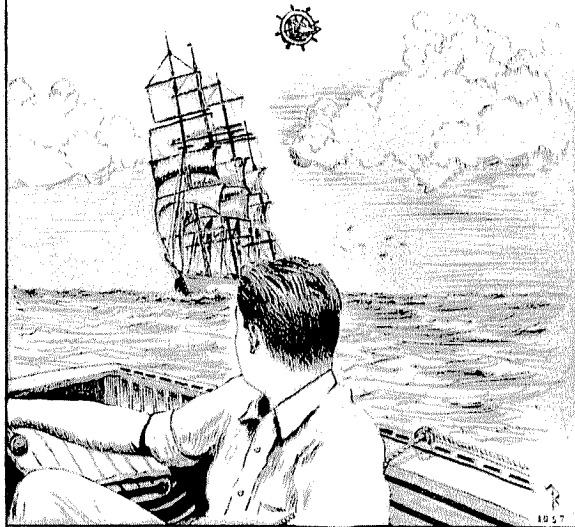


*Rochester
Yacht
Club
1903*

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ROCHESTER YACHT CLUB



PRESENTED BY



ROCHESTER
YACHT CLUB

1903

Organized, December, 1886
Incorporated, April, 1887

O f f i c e r s

Commodore.....CHARLES VAN VOORHIS (Genesee)
Vice-Commodore.....ALBERT E. VOGT (Iverna)
Fleet Captain.....FRANK T. CHRISTY (Iris)
Secretary and Treasurer.....THOMAS G. YOUNG
Corresponding Secretary.....L. G. MABBETT
Measurer.....WILLIAM H. PILLOW, JR.
Fleet Surgeon.....DR. W. A. KEEGAN

DIRECTORS—John W. Taylor, C. L. Barton, T. B. Pritchard, J. B. Cornwall.

EXECUTIVE COMMITTEE—Commodore, Vice-Commodore, Fleet Captain, Secretary and Treasurer, Corresponding Secretary, and Directors.

HOUSE COMMITTEES—Cafe: John W. Taylor, Chairman; A. E. Vogt, C. V. Burton, T. J. Watson. Property: L. G. Mabbett, Chairman; F. H. Bettys, W. G. Hull.

REGATTA COMMITTEE—Frank T. Christy, Chairman; L. B. Jones, J. W. Robbins, F. A. Mabbett, Charles F. Ames, L. G. Mabbett, W. W. Miller.

ENTERTAINMENT COMMITTEE—C. L. Barton, C. V. Burton, George P. Culp.

DELEGATES TO L. Y. R. A.—Charles Van Voorhis, F. T. Christy, T. B. Pritchard.

ALTERNATES—C. F. Ames, F. A. Mabbett, W. J. Graham.

Secretary and Treasurer—THOMAS G. YOUNG, Aqueduct Bldg.
Corresponding Secretary—L. G. MABBETT, 195 Main, E.

A C u p Y e a r

THE Canada cup contest is this year's center of interest to the Great Lake Yachtsmen.

While the gallant old Columbia, the speedy but unfortunate Constitution, and the untried Reliance, are battling for the honor of defending the supremacy of American yachtsmen on salt water, we of the inland sea will be watching with eager interest the performance of the craft which bears our hope of success. The history of the Canada cup is not so long as that of the American cup, but the contest has been less one-sided, and it is with strong hope of success that we look forward to the battle with our friendly enemies of the Royal Canadian Yacht Club.

The cup was originally offered by the city of Toledo in 1896, and was raced for off that city by the Vencedor of Chicago and the Canada of Toronto, the latter winning the contest and the cup. The cup was then presented by the owner of the Canada by deed of gift to the Royal Canadian Yacht Club as a perpetual international challenge trophy between representatives of the Yacht Clubs of the two nations bordering on the Great Lakes.

The Chicago Yacht Club was the first challenger, and no less than five yachts from that city were built for the trials. But there came also to the trials a vessel of broad beam and shallow draft, which took kindly to the waters of Lake Michigan—the Genesee. Her victory was an easy one, and later in the season, as the representative of the Chicago Yacht Club, she defeated the defender, Beaver, in a series of close and exciting races.

A Cup Year

But the cup was not to remain long away from old Ontario's shores. In 1901 the Royal Canadian Yacht Club again competed for it, shrewdly building a boat to meet the light weather conditions of August on Lake Michigan. Cadillac, of Detroit, defeated the Chicago candidates for cup defense, but was unable to foot with Invader, the Toronto craft, which sailed like a witch in the light airs prevailing in three out of the four races.

The battle for the cup is this year directly between the Royal Canadian Yacht Club, defenders, and the Rochester Yacht Club, challengers. It promises to be a royal fight and when the starting gun is fired on August 8th, there will cross the line two boats representing the highest types of wholesome yacht building in the two great nations. Irondequoit, for such is the name of our challenger, designed by Gardiner, and built, without regard to expense, by Wood, of City Island, will prove a formidable antagonist for her Canadian rival. Mr. Gardiner ranks among the most successful designers of racing craft of about this size, his creations having frequently shown their taffrails to the best productions of Herreshoff, Smith, Crowninshield and Hanley. But the Canadians are by no means asleep. "Payne of Southampton" is the name which appears on the design of their new defender, and it is a name to command respect from any aspirant for cup honors.

Almost identical in size and rig, each craft, having a water line length of approximately 40 feet, a

A Cup Year

beam of 13 feet, and an over all length of more than 60 feet, and spreading 2,600 feet of canvas to the breeze, the contest should be one in which the skill of the skipper will be no unimportant factor. There will be no time allowance and there should be some heart-breaking finishes before the next abiding place of the Canada Cup is decided. The Rochester Yacht Club fleet that anchors in Toronto bay the week of the races should be a large one. The Club owes to the syndicate which has gone to so great an expense in building the new boat, something more than a vote of thanks. It owes a hearty support of boat and crew; it owes a display of enthusiasm and interest that will encourage every amateur sailorman aboard the Irondequoit to do his level best toward bringing to our club rooms the coveted cup which we once won, but never held.

All else has not been lost sight of in this, the Cup year. There will be the usual weekly races for our local Corinthians and the usual social entertainments at the club house. The house verandas will prove more popular than ever. The dining room is now on the third floor, thus clearing the second balcony and making navigation much pleasanter for the rocking chair fleet, at the same time insuring better service for the diners.

With the increased membership, improved accommodations, and our growing fleet, much should be accomplished in the near future for the good of yachting on our inland sea.

12 Boats Start light wind close pack

Program, 1903

DECORATION DAY, MAY 30TH
OPENING CRUISING RACE TO SODUS BAY

THE preparatory gun will be fired from the East Pier at 8:50 A. M., and at 9:00 A. M. another gun will be fired for a signal to start. The start will be across an imaginary line drawn from the outer end of the East Pier to the outer end of the West Pier.

The classes will be started as follows:

- 9:00 A. M.—20-Foot Special Class
- 9:30 A. M.—20-25 Class
- 10:00 A. M.—30-35 Class

The starting gun of the 20-Foot Special Class shall be considered the preparatory gun of the 20-25 Class, and the starting gun of the 20-25 Class shall be considered the preparatory gun of the 30-35 Class.

Time of finish will be taken as yachts cross an imaginary line drawn from the outer end of West Pier to the outer end of East Pier at Sodus. No time limit.

Each yacht shall tow a dinghy over the course. No restrictions as to number of men in crew. In all respects, except as herein stated, the regular racing rules will apply.

PRIZES

- 30-35 Class—Flags and Special Prizes
- 20-25 Class—Flags and Special Prizes
- 20-Foot Special—Flags and Special Prizes

The Wright Cup will be awarded the winner in the 20-25 Class.

A Yacht Ensign will be given as a special prize to the first yacht to cross the finish line at Sodus.

Wainall first to finish
Ginlee 2nd
Kearner 3rd

First Series

CLUB RACE—Saturday, June 13th.

All classes.

Preparatory gun, 2:20 P. M.

Triangular course, 6 miles.

Points for first series.

Flags for individual race.

NO RACE
Hard Rain
Dailed off June 20

CLUB RACE AND LADIES' DAY—Saturday, June 20th.

All classes.

Preparatory gun, 2:20 P. M.

Windward and leeward course, 6 miles.

Points for first series.

Flags for individual race.

fine Race
8 Starters
2 classes

CLUB RACE—Saturday, June 27th.

All classes.

Preparatory gun, 2:20 P. M.

Triangular course, 6 miles.

Points for first series.

Flags for individual race.

End of first series.

Prizes will be divided after this race.

SPECIAL CLUB RACE—Saturday, July 4th.

All classes.

Preparatory gun, 9:55 A. M.

Start, 10:00 A. M.

Triangular course, 6 miles.

Flags and special prizes.

Six Starters
2 classes
Solo in lead from the start
Sailed off July 5
Sailed off July 5
Good Race
4 10 30
9

Second Series

CLUB RACE — Saturday, July 11th.

All classes.

Preparatory gun, 2:20 P. M.

Triangular course, 6 miles.

Points for second series.

Flags for individual race.

CLUB RACE — Saturday, July 18th.

All classes.

Preparatory gun, 2:20 P. M.

Windward and leeward course, 6 miles.

Points for second series.

Flags for individual race.

L. Y. R. A. REGATTA.

A special program, giving date, time of start, chart of course, and list of prizes, will be issued for this event.

CANADA'S CUP RACE — Saturday, August 8th.

The first race will be sailed on Lake Ontario, off Toronto, on the above date, and the other races on consecutive days thereafter, (Sundays excepted) until one of the contestants shall have won three races.

*Brondaguard wins
last 3 out of 5 Races*

Second Series

CLUB RACE AND LADIES' DAY — Saturday, August 22nd.

All classes.

Preparatory gun, 2:20 P. M.

Triangular course, 6 miles.

Points for second series.

Flags for individual race.

This will be the final race in the second series, and prizes for the series will be awarded after this race.

SEALED HANDICAP RACE — Monday, September 7th.

Preparatory gun, 9:55 A. M.; start, 10 A. M.

Triangular course.

The 30-35-Foot, 20-25-Foot, and 20-Foot Classes will sail 12 miles.

No time limit, and no limit to crew or canvas, but in all other respects the regular racing rules will apply.

The winner of this race will be awarded the Kelpie Cup, and additional prizes will be offered, as usual.

*wind North of East 8 to 12 miles
miles 8 starters
fastest time 1-57-00
Genesee wins first
Chitta 2nd free leap 300
Haomas 4th*

11/11/11

Racing Rules

ENTRIES for the season shall be filed with Secretary of the Regatta Committee at least 24 hours before the first race. No time allowance shall be allowed any yacht whose owner has not, previous to the race in which the time allowance is demanded, filed with the Secretary of the Regatta Committee a certificate of measurement from the official measurer of the club.

All starts shall be "flying," and shall be one-gun starts.

Five minutes before the time of starting, a preparatory gun will be fired. A red flag will be hoisted if all bouys are to be left to port, and a blue flag if they are to be left to starboard. Should the gun miss fire, the lowering of the flag shall be the signal to start.

The preparatory gun for all races, except those of May 30th, July 4th, and September 7th, will be fired at 2:20 P. M. Starts in the various classes will be as follows:

30-35-Foot Class	2:25 P. M.
20-25-Foot Class	2:30 P. M.
Special 20-Foot Class	2:35 P. M.
16-Foot Class	2:40 P. M.

In the event of an unfilled class, the gun will not be omitted.

The time limit on all club races, excepting cruises, shall be 3 hours.

A yacht having no competition may sail over the course and claim half the points (500), but no trophy.

There will be no first prize in any series unless two yachts start, no second unless three, no third unless four.

All yachts larger than the Special 20-Foot Class shall be subject to the racing and measurement rules of the L. Y. R. A.

No boats shall be entered in the Special 20-Foot Class except such as are "yachts" under the ruling of the L. Y. R. A., but their racing length shall be computed as follows:

$$L. \text{ or } l. + \frac{\sqrt{\text{Sail Area}}}{2} = \text{Racing Length.}$$

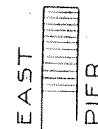
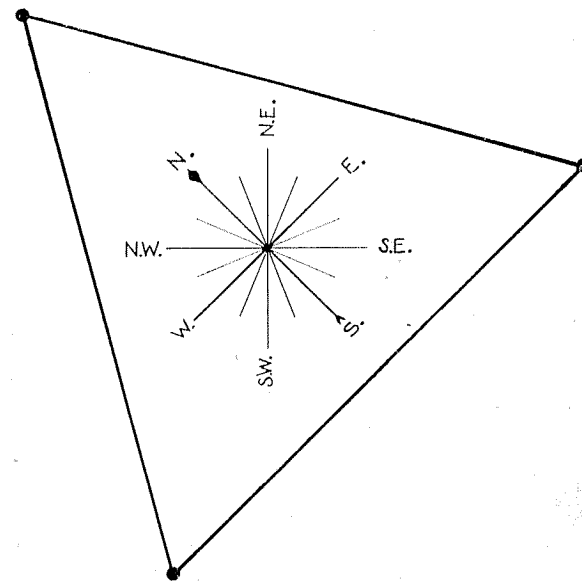
The 16-Foot Class shall be unrestricted as to form, construction, size or ballast, except that their racing measurement

Racing Rules

under the "load water line and sail area" rule given on preceding page shall not exceed 16 feet.

Every yacht must go fairly around the course and must not touch any mark, but shall not be disqualified if wrongfully compelled to do so by another yacht.

Protests against a yacht for a violation of these rules must be filed in writing with the Regatta Committee within twelve hours after the finish of the race.



MAP OF COURSE

Right of Way

WHEN one yacht is approaching another so as to involve a risk of fouling, one of them shall keep clear of the other as follows:

1. On different Points of Sailing.

A yacht free shall keep clear of one close hauled.

2. On the same Point of Sailing with the Wind on opposite sides.

When both yachts are close hauled, or both free, or both have the wind aft and on opposite sides, the yacht with the wind on the port side shall keep clear.

3. On the same Point of Sailing with the Wind on same side.

When both yachts are free, or have the wind aft and on the same side, the yacht to windward shall keep clear.

4. Wind Aft.

A yacht with the wind aft is deemed to have the wind on the side opposite to that on which she is carrying her main boom. A yacht with the wind aft shall keep clear of a yacht on any other point of sailing.

5. Overtaking.

An overtaking yacht shall in every case, as long as an overlap exists, keep clear of the yacht which is being overtaken.

6. Definition of Overlap.

An overlap is established when an overtaking yacht has no longer a free choice on which side she will pass, and continues to exist as long as the leeward yacht by luffing, or the weather yacht by bearing away, is in danger of fouling.

7. Altering Course.

When of two yachts one is obliged to keep clear, the other shall not alter her course so as to involve risk of fouling.

Right of Way

8. Luffing.

A yacht may luff as she pleases in order to prevent another from passing her to windward, provided she begins to luff before an overlap is established.

9. Bearing Away.

A yacht shall not bear away out of her course so as to hinder another in passing to leeward.

10. Rights on New Courses.

A yacht shall not be entitled to her rights on a new course until she has filled away.

11. Converging Close-hauled.

When two yachts, both close-hauled, on the same tack are converging by reason of the leeward yacht holding a better wind, and neither can claim the rights of a yacht being overtaken, then the yacht to the windward shall keep clear.

12. Passing and Rounding Marks.

If an overlap exists between two yachts when both of them, without tacking, are about to pass a mark on the required side, then the outside yacht must give the inside yacht room to pass clear of the mark. A yacht shall not, however, be justified in attempting to establish an overlap, and thus force a passage between another yacht and the mark, after the latter has altered her helm for the purpose of rounding.

13. Obstruction to Sea Room.

When a yacht is approaching a shore, shoal, rock, vessel or other dangerous obstruction and cannot go clear by altering her course without fouling another yacht, then the latter shall, on being hailed by the former, at once give room; and in case one yacht is forced to tack or bear away in order to give room, the other shall also tack or bear away as the case may be, at as nearly the same time as is possible without danger of fouling; but should such obstruction be a designated mark of the course, a yacht shall not force another to tack under the provisions of this rule.

List of Prizes

Opening Cruise to Sodus - - - Flags and special prizes

FIRST SERIES RACES

FOR POINTS

30-35-Foot Class, - Chronometer
20-25-Foot Class, - - Barometer
Special 20-Foot Class, Field Glasses
16-Foot Class, - - - Camera

SECOND SERIES

FOR POINTS

30-35-Foot Class, - Field Glasses
20-25-Foot Class, - - Chronometer
Special 20-Foot Class, - Barometer
16-Foot Class, - - - Field Glasses

Trophies

"WRIGHT" CUP.

Presented to the Club by Commodore Alfred G. Wright in 1899, to be awarded to the winner of the opening cruising race of each year.

The winner in this race may be challenged not earlier than thirty days from above date, the winner of the second race to hold the cup for the balance of the season.

Won by Iverna, 1899.
Won by Iris, 1899.
Won by Iverna, 1900.
Won by Iris, 1900.
Won by Iris, 1901.
Won by Iris, 1901.
Won by Veritas, 1902.
Won by Iris, 1902.

THE "FISHER" CUP.

This cup was presented to the Chicago Yacht Club, July 8th, 1882, by A. J. Fisher, Esq., as a challenge cup.

Won by Cora, July 8th, 1882.
Won by Cora, September 9th, 1882.
Won by Cora, August 4th, 1883.
Won by Atlanta, August 8th, 1883.
Won by Norah, September 17th, 1884.
Won by Norah, July 30th, 1892.
Won by Onward, September 19th, 1892.
Won by Genesee, September 8-10th, 1900.

On November 1st, 1895, the cup became the bona fide property of the owners of the "Onward," in accordance with the rules under which it was won.

In a deed of Gift, made November 15, 1895, Messrs. J. R. White, Arthur T. Hagen and Fred S. Todd, owners of the "Onward," donated the cup to the Lake Yacht Racing Association of Lake Ontario, on condition that it shall be a perpetual challenge cup for competition between the sailing yachts which shall be in the 35-foot class and over, enrolled in the clubs of Lake Ontario (including the Bay of Quinte) from time to time forming the part of the L. Y. R. A. The cup shall not be held by the winning yacht, but by a club on Lake Ontario, eligible to hold the same, to which said yacht

T r o p h i e s

belongs, designated by the owner, and such club shall be responsible for its safe keeping. For the first race the Rochester Yacht Club was named as the holder of the cup, and is still held by them. It is earnestly hoped that a race may be arranged this season.

Any one interested may secure copies of the original deed of gift by addressing the corresponding secretary.

THE "MADGE" CUP.

This cup was given to the Rochester Yacht Club in 1888, by Wolters Brothers, to be awarded to the yacht making the best record in the Club's fixtures during that season. It was won by "Madge" and was given by her owners to the Club, to be raced for each year, and awarded to the yacht making the best record in all the Club races and cruises for that year.

Won by Velnette in 1890.

In 1891, Velnette, Amelia and Romola each scored the same number of points, and the cup remained in the possession of the Velnette.

Won by Nox in 1892. Won by Nox in 1893.

In 1894, Nox and Lo Bengula scored the same number of points.

Won by Nydia in 1895. Won by Zanita in 1896.

In 1897, Pedro and Chic each scored the same number of points.

Won by Pedro in 1898. Won by Chitta in 1900.
Won by Chitta in 1899. Won by Nox in 1901.

Won by Naomi in 1902.

"KELPIE" CUP.

Presented to the Club by Col. James S. Graham, to be awarded to the winner of the sealed handicap race on Labor Day of each year.

Won by Kelpie in 1897, 15 competing.
Won by Majel in 1898, 13 competing.
Won by Verona in 1899, 5 competing.
Won by Quo Vadis in 1900, 8 competing.
Won by Teaser in 1901, 10 competing.
Won by Nox in 1902, 9 competing.

Classification

40-45 FEET

IRONDEQUOIT

Cinderella	Red Jacket
Genesee (Watson)	Vreda
Helene	Cruiser
Onward	.....
Papoose	.....
Wave Crest	.....

30-35 FEET

Amelia	Neola
Anna	Mohawk
Genesee	.....
Majel	.....

20-25 FEET

Avis	Vita
Iverna	Iris
Kittie	Weno
Lady Emma	Chitta
Nox	Teaser
Pedro	Kee Lox
Veritas	.....

20-FOOT SPECIAL

Anoatok	Sea Bird
Braze	Juanita
Nixye	Joker
Merry Chanter	.....
Naomi II	.....
Zanita	.....

16 FEET

Cherokee	Iola
Dora	Bub
Priestess	.....

LIST OF YACHTS ENROLLED IN THE ROCHESTER YACHT CLUB.

NAME.	L. V. R. A. NO.	COR. LENGTH.	RIG.	TYPE.	DIMENSIONS.			OWNER HOME PORT	BUILDER.
					O.A.	W.L.	BEAM DR'T.		
AMELIA, - - -	6	30.00	Cutter	Keel	31.42	26.00	8.42 6.00	Schirck Bros., Charlotte, N. Y.	Schirck Bros., Rochester, N. Y.
ANNA, - - -	—	30.00	Yawl	Keel	40.00	32.00	10.5 5.5	J. B. Cornwall, Charlotte, N. Y.	Wm. W. Miller, Rochester, N. Y.
ANOATOK, - -	—	—	Sloop	C.B.	24.00	16.9	6.4 1.1	J. W. Robbins, Charlotte, N. Y.	J. W. Robbins.
AVIS, - - -	—	25.00	Sloop	Fin	28.00	19.50	6.50 4.50	Geo. F. Savage and Geo. N. Teall, Charlotte, N. Y.	
BRAZE, - - -	16	20.00	Sloop	C.B.	24.50	15.00	6.25 .50	W. B. Bridgeman, Canandaigua, N. Y.	
BUB, - - -	—	—	Cat	C.B.	15.70	10.16	6.00 0.33	Geo. P. Culp and E. W. Delano, Charlotte, N. Y.	E. W. Delano, Rochester, N. Y.
CHEROKEE, -	159	16.00	Cat	C.B.	15.50	14.65	3.90 1.00	W. H. Pillow, Jr., Charlotte, N. Y.	Joseph Doyle, Charlotte, N. Y.
CHITTA, - - -	10	25.00	Sloop	Keel	32.00	20.2	8.25 4.10	Jas. and A. M. McDonnell, Charlotte, N. Y.	Wm. W. Miller, Rochester, N. Y.
CINDERELLA, -	217	—	Cutter	—	63.30	52.00	16.05 7.00	F. E. Woodworth, Charlotte, N. Y.	Hy. Piepgras.

SAILING YACHTS—CONTINUED.

NAME.	L. V. R. A. NO.	COR. LENGTH.	RIG.	TYPE.	DIMENSIONS.			OWNER HOME PORT	BUILDER.
					O.A.	W.L.	BEAM DR'T.		
CRUISER, - -	—	—	Scho'er	C.B.	42.00	39.00	14.00 2.00	C. V. Burton, Charlotte, N. Y.	
DORA, - - -	33	16.00	Lug	C.B.	15.59	14.50	4.50 .50	A. M. Bennett, Charlotte, N. Y.	W. H. Long, Rochester, N. Y.
GENESEE (WATSON)	—	—	Scho'er	Aux.	148.00	110.00	27.00 13.50	J. S. Watson, Brooklyn, N. Y.	Lewis Nixon.
GENESEE, - -	77	30.00	Sloop	C.B.	44.75	27.75	11.80 1.80	Van Voorhis Bros., Charlotte, N. Y.	C. C. Hanley, Quincy, Mass.
HELENE, - -	—	—	Scho'er	C.B.	64.30	—	17.00 5.00	W. A. Stace, Charlotte, N. Y.	Cary Smith, New York.
IRONDEQUOIT, -	—	40.00	Cutter	Keel	64.00	39.00	13.00 8.83	Roch. Yacht Club Syndicate.	Frank Wood, City Island, N. Y.
IOLA, - - -	—	13.75	Sloop	C.B.	17.25	13.25	5.00 .50	C. W. Faxon, Charlotte, N. Y.	A. G. Neff.
IRIS, - - -	80	25.00	Sloop	Keel	32.00	22.00	7.50 5.50	Frank T. Christy, Charlotte, N. Y.	Spaulding, St. Lawrence B. Co.
IVERNA, - -	36	25.00	Yawl	Keel	31.00	18.00	8.00 4.50	A. E. Vogt, Charlotte, N. Y.	N. H. Compton, Rochester, N. Y.

SAILING YACHTS—CONTINUED.

NAME.	L. V. R. A. NO.	COR. LENGTH.	RIG.	TYPE.	DIMENSIONS.			OWNER. HOME PORT.	BUILDER.
					O.A.	W.L.	BEAM DR'T.		
JOKER, - - -	—	—	Sloop	C.B.	26.00	17.02	7.50 1.00	W. L. Hughes, Charlotte, N. Y.	W. W. Miller, Charlotte, N. Y.
JUANITA, - - -	—	17.42	Sloop	C.B.	23.25	15.00	6.25 1.00	C. W. Faxon, Charlotte, N. Y.	E. W. Delano and A. G. Neff, Rochester, N. Y.
KEE LOX, - - -	—	25.00	Sloop	Comp	38.00	22.75	9.50 2.25	J. T. Miller, Charlotte, N. Y.	Fred. Medart, St. Louis, Mo.
KITTIE, - - -	35	25.00	Cat	C.B.	27.00	21.00	11.00 2.50	M. A. McDuff, Charlotte, N. Y.	
LADY EMMA, - - -	—	20.00	Sloop	C.B.	27.00	17.50	8.10 1.33	A. T. Hagen, Charlotte, N. Y.	Wm. Miller, Rochester, N. Y.
MAJEL, - - -	57	30.00	Cutter	Keel	30.25	26.80	9.25 6.25	J. G. Cramer and J. F. LeClare, Charlotte, N. Y.	W. B. Smith and Lawler & Son.
MERRY CHANTER,	—	—	Sloop	C.B.	16.17	15.00	6.00	Porter Farley, M. D., Charlotte, N. Y.	
MOHAWK, - - -	—	35.00	Sloop	C.B.	50.00	31.00	13.75	Louis Sayer and J. E. Dayton, Canandaigua, N. Y.	A. W. Springstead.
NAOMI H., - - -	—	19.25	Sloop	Keel	26.00	16.34	5.11 4.00	L. B. Jones and John H. Taylor, Charlotte, N. Y.	W. V. Long.

SAILING YACHTS—CONTINUED.

NAME.	L. V. R. A. NO.	COR. LENGTH.	RIG.	TYPE.	DIMENSIONS.			OWNER. HOME PORT.	BUILDER.
					O.A.	W.L.	BEAM DR'T.		
NEOLA, - - -	—	—	Sloop	Comp	43.00	31.00	11.50 5.00	J. S. and W. J. Graham, Charlotte, N. Y.	
NIXYE, - - -	50	19.06	Sloop	Keel	24.60	16.75	6.00 4.50	R. W. Everest, Charlotte, N. Y.	Wm. W. Miller, Rochester, N. Y.
NOX, - - -	213	25.00	Sloop	Keel	34.50	24.50	8.00 6.00	Miller Bros., Charlotte, N. Y.	Wm. W. Miller, Rochester, N. Y.
ONWARD, - - -	160	54.26	Cutter	C.B.	58.00	51.00	17.00 5.00	Henry Loewer, Charlotte, N. Y.	Lon Smith, Islip, L. I.
PAPOOSE, - - -	172	—	Yawl	Keel	44.00	36.00	12.01 8.00	John T. Mott, Oswego, N. Y.	
PEDRO, - - -	79	20.00	Sloop	Keel	28.00	18.00	5.00	Wm. W. Miller, Charlotte, N. Y.	Wm. W. Miller, Rochester, N. Y.
PRIESTESS, - - -	—	16	Sloop	C.B.	19.5	16.00	5.8 0.50	Van Voorhis & Quinby.	Wickham, Sodus Point.
SEA BIRD, - - -	69	—	Sloop	C.B.	18.00	17.06	6.00 .50	D. R. Clark, Charlotte, N. Y.	
TEASER, - - -	—	25.00	Sloop	Keel	33.50	21.00	7.50 5.50	C. F. Ames, Charlotte, N. Y.	C. F. Brown, North Haven, Me.

SAILING YACHTS—CONTINUED.

NAME.	L. Y. R. A. NO.	COR. LENGTH.	RIG.	TYPE.	DIMENSIONS.			OWNER. HOME PORT.	BUILDER.
					O. A.	W. L.	BEAM DR'T.		
VERITAS, - - -	42	25.00	Sloop	C. B.	30.00	19.25	8.25 5.00	A. H. Smith, Charlotte, N. Y.	Spaulding, St. Lawrence B. Co.
VITA, - - -	70	24.88	Cutter	Keel	30.00	22.00	6.20 5.66	C. H. Nash, Charlotte, N. Y.	Hingston, Buffalo, N. Y.
VREDA, - - -	—	—	Cutter.	Keel	68.00	30.00	13.50 9.00	A. C. Peuchen, Toronto, Can.	
WAVE CREST, -	—	—	Scho'er	C. B.	91.00	84.30	23.00 7.00	White, Clark and Pulver, Charlotte, N. Y.	
WENO, - - -	39	25.00	Yawl	C. B.	33.00	23.00	10.00 1.25	C. H. and E. C. Moore, Charlotte, N. Y.	Miller Bros., Rochester, N. Y.
ZANITA, - - -	81	19.20	Cat	C. B.	19.50	17.75	8.50 1.50	C. P. Brady, Charlotte, N. Y.	

STEAM AND NAPHTHA YACHTS.

NAME.	ENGINE.	DIMENSIONS.			OWNER.	BUILDER.
		O. A.	W. L.	BEAM DRAUGHT		
BLACK DUCK, -	Naphtha	30.00	—	7.50 2.50	Irving Rouse.	
BROWNIE, - -	Vapor	18.00	16.00	4.50 1.25	Geo. Koch, Charlotte, N. Y.	Rochester Gas Engine Co.
HARLEM, - - -	Naphtha	25.00	22.00	5.07 1.75	A. T. Hagen.	
VIOLA, - - -	Naphtha	32.00	25.00	6.50 2.50	W. F. Watters, Charlotte, N. Y.	
MARY STUART, -	Steam	28.16	26.00	6.00 2.50	Alfred G. Wright, Charlotte, N. Y.	C. S. Coddington.
EL VAG, - - -	Naphtha	50.00	47.00	8.50 3.50	W. H. Briggs.	
NAVAJO, - - -	Steam	85.00	72.00	12.00 5.00	C. M. Everest, Charlotte, N. Y.	Chas. L. Seabury & Co.
NORDKYN, - -	Naphtha	40.00	—	8.00 2.50	C. M. Everest, Charlotte, N. Y.	
THE MARGARET,	Naphtha	30.50	27.33	6.50 2.58	L. J. and Wm. DeLand.	

STEAM AND NAPHTHA YACHTS—CONTINUED.

NAME.	ENGINE.	DIMENSIONS.			OWNER.	BUILDER.
		O. A.	W. L.	BEAM DRAUGHT		
THETIS, - - -	Steam	140.00	130.00	30.50 10.00	Hiram W. Sibley, Charlotte, N. Y.	Wm. Murphy, Buffalo, N. Y.
"13," - - -	Steam	25.00	20.00	8.00 2.00	H. L. Dawson, Charlotte, N. Y.	Wm. W. Miller, Rochester, N. Y.
"20S," - - -	Vapor	25.00	25.00	5.00 1.25	J. J. Leary, Charlotte, N. Y.	Rochester Gas Engine Co.
VESUVIUS, - -	Vapor	20.50	15.00	6.50 1.50	Wilnot Castle, Charlotte, N. Y.	John Lake, Charlotte, N. Y.
ONLY WAY, - -	Vapor	25.00	22.00	5.50 2.00	Fred Meyers.	Stevens & Son, Rochester, N. Y.
INFANTA, - - -	Steam	34.00			Chas. Van Voorhis.	
FAR NIENTE, -	Gas	35.00		10.00 .75	John J. Leary, Rochester, N. Y.	John J. Leary.
ESMERALDA, -	Gas	26.00	22.00	5.75 2.10	F. H. Beach, Charlotte, N. Y.	J. E. Lindsay.
	Gas	30.00	29.00	7.00 —	C. A. Macy, Charlotte, N. Y.	C. A. Macy, Rochester, N. Y.

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Babcock, G. E.
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Backus, Ogden
Baker, W. J.
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Balkam, W. F.
Barbite, John A.
Barnard, D. D.
Barrows, H. A.
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Bausch, Henry
Bausch, Wm.
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Beach, F. H., Jr.
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Beckley, J. N.
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Bickford, F. E.
Bickford, F. W.
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Dunn, T. B.
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Graham W. J.
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