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JOHN C. MOORE CORPORATION  
ROCHESTER, N. Y.

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*Dr. Richard Cromwell*  
*6/11/48*

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## FACTS FROM THE FLAG SHIP

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DON'T forget that this is the greatest year in the history of the Club.



REMEMBER that the Canada's Cup races constitute the biggest event on fresh water, and that it is Great Britain against the United States.



DON'T forget that Nat Herreshoff, the world's most successful designer and builder, is the creator of our Cup defender.



REMEMBER that all courses lead to Charlotte in August.



DON'T forget that every official of the Club is on the job.



REMEMBER that the House Committee is determined to make the Café service popular and efficient.



DON'T forget to carry your Club card. The house is for members only and their friends.



REMEMBER the Club dances and smokers. These features of the season's entertainment are worth while, and the Entertainment Committee is more than anxious to make it a happy season for all.



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# O F F I C E R S

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Commodore . . . . . THOMAS B. PRITCHARD  
Vice-Commodore . . . . . FRANK E. WOODWORTH  
Fleet Captain . . . . . FRED A. MABBETT  
Secretary (No. 20 Trust Building) . . . CLUTE E. NOXON  
Treasurer (No. 115 Sibley Block) . . EDWARD O. GRAHAM  
Measurer . . . . . WILLIAM H. PILLOW, JR.  
Fleet Surgeon . . . . . Dr. THOMAS PARSONS

**DIRECTORS**—Frank Ocumpaugh, George V. Fleckenstein, Lorenzo G. Mabbett, Frank T. Christy, Louis M. Beattie, A. R. Gorsline.

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

**HOUSE COMMITTEES**—Property, Frank Ocumpaugh, chairman; Charles J. Pembroke, Edward O. Graham, Thomas B. Pritchard; Café: A. R. Gorsline, Chairman; Louis M. Beattie, Edward O. Graham, Frank E. Woodworth.

**REGATTA COMMITTEE**—Frank T. Christy, Chairman: John A. Taylor, Raymond W. Everest, Winfield P. Pembroke, Lewis B. Jones, Joseph W. Robbins, Lorenzo G. Mabbett, Clute E. Noxon.

**ENTERTAINMENT COMMITTEE**—George V. Fleckenstein, Chairman; George P. Culp, Dr. Frank L. Sibley, George E. Wyman, A. A. Zimmerman, Sandy C. Gloud.

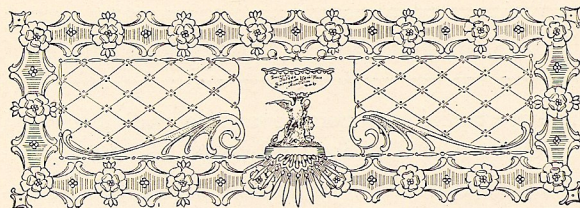
**DELEGATES TO L. Y. R. A.**—Thomas B. Pritchard, Charles Van Voorhis, Frank T. Christy.

**ALTERNATES**—Dr. A. H. Smith, Charles J. Pembroke, Eric C. Moore.

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OFFICES:

BUSINESS AUDIT CORPORATION, NO. 201 CENTRAL BUILDING.



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## EVERYBODY STAND BY

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**A** GAIN the Rochester Yacht Club comes before the eyes of the yachting world, taxed with a burden it has thrice borne before and fully as sanguine of success this year as when it was plunged in the struggles of the glorious past.

Again the Flower City is called upon to uphold the yachting honor of the United States bordering on the Great Lakes, against the best that Great Britain can produce.

Again the trophy, emblematic of the yachting championship on fresh water, the Canada's Cup, is to be competed for by the old-time rivals.

Greater than all previous fights for this cup, will be the series of races which are scheduled to be run off in August, 1907. The Canadians, persistent in their efforts to restore the prize that bears their country's honored name, are exhausting their ingenuity to send a boat to our shores that will lower the colors of the defender and place the Royal Canadian Yacht Club once more at the top of the Great Lakes list. They have Fife, Mylne, and Payne, three of the best of European designers working out lines, and figuring on displacement that will turn the trick, and they are coming over



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## EVERYBODY STAND BY

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in large round numbers to add to the gayety and enthusiasm of the occasion.

Local yachtsmen, in nowise alarmed, and viewing with complacency the elaborate preparations of their brothers across the border, are patiently awaiting the coming of the invaders, their hope and belief backed by sublime faith in the designer and builder of the Cup defender—Nat. G. Herreshoff, the Wizard of Bristol.

It is to be a contest, tense and patriotic with feeling, and yet withal, friendly and honorable. Each side will struggle hard to win, and every fair advantage will be seized by skippers and crews to put their boat across the finish line a victor.

It is a time for everyone connected with the club to stand by ; it is a time for all to lend their encouragement to those who are doing their level best to retain the cup ; it is a time to uphold the club and in a larger sense the pride of our city ; let everyone root and root hard for the defender, and above all, let everyone turn out during the races ; turn out in your own boat, and if you haven't one of your own jump on someone else's.

Should the proud record of the Rochester Yacht Club be unbroken and the Cup remain on American soil, the treasure seekers will be just as hearty in their congratulations ; just as vociferous in their applause, and just as ready to challenge again as they have done before. On the other hand, should the visitors' efforts be crowned with the laurel of

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## EVERYBODY STAND BY

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success, Americans will be equally as magnanimous in gracefully bowing to defeat and wishing their conquerors the best of luck—a fair wind and safe passage home. In either event, this "Sport of Kings" will be conducted on a plane befitting the royal nomenclature of the phrase.

But before we get to the big events of race week, there are other matters on the card which will interest and enthuse our members. Both the sailing and social sides of the club have received careful attention from the committees entrusted with these features of the season and a program has been mapped out that will touch a responsive cord in the hearts of all.

The Regatta Committee has prepared a schedule that will keep yacht owners and their mates busy from the bang of the gun. Classes have been so arranged as to insure closer and more enjoyable racing and any skipper that doesn't drive his craft out to the starting line when the wind is blowing, is going to miss some good fun. The 30-foot and 25-foot classes remain the same as last year, and the old warriors will fight it out as they have been doing in the past ; but it has been deemed advisable to place the 20-foot special and 20-foot regular yachts in one division, with a time allowance given the little fellows based on a measurement rule which will be issued later and which is considered most equable and satisfactory to all. By taking this action, the committee considers that more yachts will compete



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in this class and as a consequence a better incentive given boat owners to line up for gunfire.

The racing schedule comprises three cruising contests and ten club races around the triangle. The season opens with a cruising race to Sodus Bay on Decoration Day, yachts leaving as usual in divisions, the first one to round the pier at Sodus Point to be awarded the Wright Cup. The Grand Squadron Run of the fleet, which last year had for its objective point Presque Isle Bay, across the lake, will this year be a sixty mile race to Olcott Beach, the start being made at ten o'clock on the night of July 3rd. The Nichols cup goes to the winner. The Labor Day cruising race will be run from Sodus Bay this season, the yachts being started from off the Light on Monday, September 2nd. The first yacht to poke her nose between the piers at Charlotte will be decorated with the Kelpie Cup. The Colonel Pond Cup will again be given to the 30-foot yacht making the best record of the season and the Madge Cup goes to the club yacht winning the most races.

The Entertainment Committee, upon whom devolves no small part of the season's program, has arranged a schedule of social events that should appeal to members in general. Commencing with a house-warming and beefsteak dinner on the occasion of the spring opening of the Clubhouse, there follows a series of smokers and dances that will provide plenty of diversion for all. Special events incident upon the reception of the visitors during

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## EVERYBODY STAND BY

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Regatta week will be announced later. The season will wind up as usual with a grand hurrah and clambake in September.

The House and Café Committee is determined this year to give club members and their friends a dining service far superior to any that has been installed in previous years. A competent steward has been engaged, who is charged individually with the responsibility of seeing to the comfort and attention of members and a radical change for the better is to be made in every department of Clubhouse service.

