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JOHN C. MOORE CORPORATION  
ROCHESTER, N. Y.

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## A F E W R E M I N D E R S

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**D**ON'T forget that this is the best year in the history of the Club.

☞ **REMEMBER** that the Canada's Cup races are over and we can devote ourselves to our own interests.

☞ **DON'T** forget that the Club House is to be made more attractive and homelike than ever.

☞ **REMEMBER** that all roads lead to Summerville all summer.

☞ **DON'T** forget that every official of the Club is working.

☞ **REMEMBER** that the House Committee has made the Cafe service popular and efficient.

☞ **DON'T** forget to carry your Club card, and don't feel offended if you are asked to show it. 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 open to suggestions at any time.

☞ **REMEMBER** that your friends can become members if you suggest it. And "more members mean more money".

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## O F F I C E R S

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Commodore . . . . . GEORGE P. CULP  
Vice-Commodore . . . . . GEORGE B. SAGE  
Fleet Captain . . . . . ERIC C. MOORE  
Secretary (No. 20 Trust Building) . . . CLUTE E. NOXON  
Treasurer (No. 115 Sibley Block) . . EDWARD O. GRAHAM  
Fleet Surgeon . . . . . DR. W. J. HERRIMAN  
Measurer . . . . . CHARLES J. PEMBROKE

**DIRECTORS**—Frank Ocumpaugh, George V. Fleckenstein, A. R. Gorsline, Thomas B. Pritchard, Frank T. Christy, Winfield P. Pembroke.

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

**PROPERTY COMMITTEE**—Frank Ocumpaugh, chairman; Thomas B. Pritchard, Charles J. Pembroke, Edward O. Graham.

**CAFE COMMITTEE**—Frank B. Callister, chairman; Edward O. Graham, A. R. Gorsline, L. M. Beattie.

**REGATTA COMMITTEE**—Eric C. Moore, chairman; Frank T. Christy, Winfield P. Pembroke, George B. Sage, Vincent T. Bly, Charles Van Voorhis, Clute E. Noxon.

**ENTERTAINMENT COMMITTEE**—A. G. Zimmerman, chairman; George V. Fleckenstein, Dr. Frank L. Sibley, George B. Sage, Thomas W. Shannon.

**BASIN AND ANCHORAGE COMMITTEE**—Frank Ocumpaugh, chairman; Thomas B. Pritchard, William J. Graham, W. G. Stuber, Edward O. Graham, Charles J. Pembroke, George B. Sage, George P. Culp, Frank E. McCord, E. N. Walbridge, Frank E. Woodworth, Eric C. Moore, Charles VanVoorhis.

**DELEGATES TO L. Y. R. A.**—Thomas B. Pritchard, Lorenzo G. Mabbett, Charles J. Pembroke.

**ALTERNATES** — Charles VanVoorhis, William J. Graham, Frank T. Christy.

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## BEAR AWAY FOR THE BASIN

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For the first time in several years, we face the yachting season unburdened by the cares, the worries and the anxieties of an international yacht race. The Canada's Cup—the championship prize of the unsalted seas, is still in our custody and the glorious old flag of victory still flaunts defiance to those who would wrest our hard-earned supremacy from us.

But diligently and successfully as we have striven in the past to place our Club at the pinnacle of yacht racing aspirations, still more serious problems confront us, and we must strive to reach a far grander goal than that of yachting championship. We face to-day a proposition, the handling of which requires more activity, more intelligence, more loyalty than the building and racing of white-winged flyers and in exact proportion will result in more direct benefit and credit to the Club.

Boat owners, prospective boat owners and their friends, who occasionally enjoy the hospitality of yachtsmen on board the fleet, should lend their hearty co-operation to the enterprise of opening and developing the new basin anchorage, and with all of them, shoulder to the wheel, surprising progress will be made in a short time.

The advantages of the basin are obvious. Not only will it afford excellent anchorage ground, but the new property, equipped with ways powerful enough to haul out the largest yacht, with ample space for shoring her up, and a club house for storage of spars, sails and rigging, should prove a strong incentive to the increase of boats, and result in a much larger membership to the Club.

It is no iridescent dream—this basin. The committee in charge have gone over the matter care-

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## BEAR AWAY FOR THE BASIN

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fully, and perhaps slowly. They have gathered a mass of data bearing on every phase of the question, and when the work commences there will be no hitch nor halt. The virtue of patience must be exercised, but it will be its own reward. Everything that can be done consistent with resource, to speed the work, will be performed. Those who may be inclined to become disgruntled over procrastination should remember that the committee is composed of business men, engaged in other activities, and that their efforts are purely gratuitous. They have spent months going over figures and plans. They are doing this work, not for their own individual pleasure or profit, but because, if it is to be done at all, some one must do it, and because they believe heart and soul in the project and in the Club. They are deserving already of the highest praise, and that their efforts will be rewarded with ultimate success is best assured by a retrospective glance at other committees of the Rochester Yacht Club that have been the dynamic force in going after, bringing back and keeping that much-coveted trophy, the Canada's Cup. "What the Rochester Yacht Club goes after, it gets," should be as good a slogan as any with which to meet the basin problem, and with that idea firmly lodged in the minds of our members there will be more enthusiasm, more optimism and better feeling all around.

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## THE SAILING SCHEDULE

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The yachting schedule this year should prove especially attractive to those who participate in this branch of the Club's diversions. The Regatta Committee has given careful attention to a program that will best suit the interests of yachting, both from a cruising and racing standpoint. The opening cruise to Sodus Bay, the proposed long distance race from one end of the lake to the other, in which a number of our flyers will be entered, and the closing cruise to Oak Orchard with a dash back to port by the fleet on Labor Day are a few of the features, while the weekly contests around the club triangle are deserving of representation by every sailing craft in the fleet. Every skipper should endeavor to make the start anyway—no matter about the speed qualities of his boat. It's good fun—good practice and good nerve-tingling excitement. It makes a better showing for the Club and encourages the sport immeasurably more than for one to go moping off alone or sit on the veranda, while one's yacht accumulates barnacles and moss—chained down to her moorings. Get the fleet out, boys, and give the visitors to the lake a treat. Let them see the squadron moving up and down the river—out in the lake—anywhere, so long as they can see that the Club has a floating membership as well as a piazza fleet.

As for the power boat owners, they too are urged to take part, especially in the Club cruises and accompany the racers. They make a respectable looking fleet when they are all out, and more sail yachts would go into the races if there were some modicum of chance that power boats would stand by and pass a line in case a dead calm should swoop down on the white wings, which, as in many