

R. Y. C. Acce

FOUR OTHER IMPORTANT EVENTS SCHEDULED FOR SUMMER PREVENT TAKING ON OF ANOTHER BY CLUB

Offer of Yacht Olympian Also Accepted, Subject to Terms
Agreed on Between Executive Committee and Dr.
Paul S. La Londe, Owner of Boat.

Rochester Yacht Club members at a meeting last night in the clubhouse at Summerville decided to accept the challenge of the Bay of Quinte Yacht Club of Belleville for the Canada's Cup, with the stipulation that the race take place the summer of 1926 instead of this year.

The stipulation is made because of the four other important racing events to which the Rochester club is pledged for this year and because of the difficulty of taking on another event of major importance.

Accept Olympian Offer.

The club last night also decided to accept the offer of the yacht Olympian subject to the terms agreed between the executive committee of the club and the owner of the boat, Dr. P. S. Lalonde. The terms provide among other things for repairs to the hull of the Olympian and changes in the rigging and light sail of the boat, all at the expense of the club, the same as the conditions governing the previous acceptance of the sister ship owned by Alonzo Mabbett.

Protracted discussion preceded the decision in regard to the Bay of Quinte challenge. One faction of the club, headed by A. Herbert Dalzell, believed the club should accept the challenge of the Canadians at their own terms, which would require the staging of the race on September 2, 3 and 4.

Would Accept Defi as Sent.

"We have been trying to get challenges for this cup for years," said Mr. Dalzell. "Now that the challenge has come we should accept it. To reject it would look as though we were afraid to defend the cup."

Other members of the club, including Frank T. Christy, believed the club had all it could do this summer, with the four big races in which it is scheduled to participate, and felt that the proper course to take would be to turn the challenge altogether. It pointed out that the Bay of Quinte challenge violated one of the important terms in the deed of the cup, requiring a notice of months before the sailing of the race, and for that reason the local club could gracefully decline to compete.

Could Not Reject Offer.

George Fleckenstein urged that the club could not afford to reject the challenge entirely, after holding the cup for many years, but that a race of such importance should not be undertaken this summer. He suggested as a compromise that the club accept the challenge, subject to the condition that the race be held next year. This action could be taken logically, he argued, in view of the fact that the Canadian club had not given the required length of notice, and at the same time would absolve the local club from the charge of trying to sidestep the race. The motion was finally accepted in that form.

The big event of the year toward which the club is pointing all efforts is the race for the Fisher Cup against the Royal Canadian Yacht Club off Toronto September 7 and 8. In addition, the club will sail a fleet of Class R. boats in the George Cup race in Toronto; will participate in the Freeman, the long distance classic lost last year by the Olympian, and the R. ships will defend the new Lipton trophy. With this ambitious program, the members feel that the Bay of Quinte race may well go over until next year. This race will be staged off the Summerville shore, and is expected to be a matter of considerable interest to the city.

the decision in regard to the Bay Quinte challenge. One faction of the club, headed by A. Herbert Dalzell, believed the club should accept the challenge of the Canadians at their own terms, which would require the staging of the race on September 2, 3 and 4.

Would Accept Defi as Sent.

"We have been trying to get challenges for this cup for years," said Mr. Dalzell. "Now that the challenge has come we should accept it. To reject it would look as though we were afraid to defend the cup."

Other members of the club, including Frank T. Christy, believed the club had all it could do for summer, with the four big races in which it is scheduled to part, and felt that the proper course to take would be to turn down the challenge altogether. Christy pointed out that the Bay Quinte challenge violated one of the important terms in the deed of gift for the cup, requiring a notice of six months before the sailing of the race, and for that reason the local club could gracefully decline to compete.

Could Not Reject Offer.

George Fleckenstein urged that the club could not afford to reject the challenge entirely, after holding the cup for many years, but that a race of such importance should not be undertaken this summer. He suggested as a compromise that the club accept the challenge, subject to the condition that

the race be held next year. This action could be taken logically, he argued, in view of the fact that the Canadian club had not given the required length of notice, and at the same time would absolve the local club from the charge of trying to sidestep the race. The motion was finally accepted in that form.

The big event of the year toward which the club is pointing all efforts is the race for the Fisher Cup against the Royal Canadian Yacht Club off Toronto September 7 and 8. In addition, the club will sail a fleet of Class R. boats in the George Cup race in Toronto; will participate in the Freeman, the long distance classic lost last year by the Olympian, and the R. ships will defend the new Lipton trophy. With this ambitious program, the members feel that the Bay of Quinte race may well go over until next year. This race will be staged off the Summerville shore, and is expected to be a matter of considerable interest to the city.

Previously Rejected.

The Olympian, which was last night accepted for use by the club, was previously rejected by the executive committee. Later a group of the older members urged a reconsideration of the matter on the ground that the Olympian is worthy of the same consideration as the Alloedee. In a letter on the subject, Frank Christy, the club skipper, expressed his conviction that the boat could be put in shape for less than \$1,000.

It is highly desirable, he said, that the club should have two properly conditioned Class P boats to engage in trial events preparatory to the Fisher Cup race. On the strength of this indorsement, the club acted last night. It is planned to conduct a campaign for new members, as well as private funds, to raise the amount needed for reconditioning the Olympian. Commodore Thomas Parsons last night named Charles Van Voorhis to head a committee for that purpose.

The changes in the constitution and by-laws drafted by a committee headed by Richard L. Saunders were adopted by unanimous vote.