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Yacht Club

JULY FOURTH

1896

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RULE XIII.

COURSES.

In all the Regattas of this Club, courses for the respective classes shall be selected on the morning of the race, and be signaled from the Judges' steamer.

For the purpose of signaling the courses to be sailed the Classes are divided into Three Series:

SERIES A.

Includes { All Schooners.
Classes 1, 2 and 3 of Sloops, Cutters and Yawls.

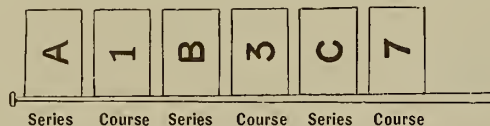
SERIES B.

Includes { Classes D and E of Schooners.
Classes 4, 5, 6, 7 and 8 of Sloops, Cutters, Yawls and Special 30 foot Class.

SERIES C.

Includes { Classes 9, 10, 11, 12, 13, 14, 15, 16 and 17 of Sloops, Cutters, Yawls and others.

Not later than fifteen minutes prior to the preparatory signal being given, the Regatta Committee shall fly from the forward Flag Staff on Judges' Steamer, the Series Letters A, B and C, and under each the number of the course to be sailed by the classes comprising the series of the letter above. White Flags, Black Letters and Figures will be used. Example:



COURSE NO. 1.

For Schooners and Classes 1, 2 and 3.—From off Larchmont to and around a float with club flag anchored in middle of Long Island Sound; distance 6 nautical miles; course E. $\frac{3}{4}$ N., leaving same on the starboard hand; thence to and around white spar buoy, letter "L" in black painted thereon, in Hempstead Harbor, off Prospect Point, distance 6 nautical miles course, S. W. $\frac{5}{8}$ W., leaving same on the starboard hand; thence to and around the southwesterly stake-boat off Larchmont, distance 3 nautical miles, course N. N. W., leaving same on the starboard hand; thence over and around the above course a second time, to finish between two stake-boats off Larchmont, leaving S. W. stake-boat on port hand.

Total distance, 30 nautical miles.

1st Leg—E. $\frac{3}{4}$ N.,	6 Miles
2d Leg—S. W. $\frac{5}{8}$ W.,	6 "
3d Leg—N. N. W.	3 "
	—15 Nau. Miles.

COURSE NO. 2.

For Schooners and Classes 1, 2, and 3.—From off Larchmont to and around a white spar buoy, letter "L" in black painted thereon, in Hempstead Harbor, off Prospect Point, distance 3 nautical miles, course S. S. E., leaving same on the port hand; thence to and around a float with club flag in middle of Long Island Sound, distance 6 nautical miles, course N. E. $\frac{5}{8}$ E., leaving same on the port hand; thence to and around southwesterly stake-boat off Larchmont, distance 6 nautical miles, course W. $\frac{3}{4}$ S., leaving same on the port hand; thence over and around the above course a second time to finish between two stake-boats off Larchmont, leaving S. W. stake-boat on port hand.

Total distance, 30 nautical miles.

1st Leg—S. S. E.,	3 Miles.
2d Leg—N. E. $\frac{5}{8}$ E.,	6 "
3d Leg—W. $\frac{3}{4}$ S.,	6 "
	—15 Nau. Miles.

COURSE No. 3.

For Classes 4, 5, 6, 7, 8 and special 30 foot class.—From off Larchmont to and around float with club flag anchored in the middle of Long Island Sound, distance 4 nautical miles, course East, leaving same on the starboard hand; thence to and around white spar buoy, letter "L" in black painted thereon, in Hempstead Harbor, off Prospect Point, distance 4 nautical miles, course S. W. leaving same on the starboard hand; thence to and around southwesterly stake-boat off Larchmont, distance 3 nautical miles, course N. N. W., leaving same on the starboard hand; thence over and around the above course a second time to finish between two stake-boats off Larchmont, leaving S. W. stake-boat on port hand.

Total distance, 22 nautical miles.

1st Leg—East,	4 Miles
2d Leg—S. W.,	4 "
3d Leg—N. N. W.,	3 "
	—11 Nau. Miles.

COURSE No. 4.

For Classes 4, 5, 6, 7, 8 and special 30 foot class.—From off Larchmont to and around white spar buoy, letter "L" in black painted thereon, in Hempstead Harbor, off Prospect Point, distance 3 nautical miles, course S. S. E., leaving same on the port hand; thence to and around a float with club flag anchored in the middle of Long Island Sound, distance 4 nautical miles, course N. E., leaving same on the port hand; thence to and around southwesterly stake-boat off Larchmont, distance 4 nautical miles, course West, leaving same on the port hand; thence over and around the above course a second time to finish between two stake-boats off Larchmont, leaving S. W. stake-boat on port hand.

Total distance, 22 nautical miles.

1st Leg—S. S. E.,	3 Miles
2d Leg—N. E.,	4 "
3d Leg—West,	4 "
	—11 Nau. Miles.

COURSE No. 5.

For all Schooners and Classes 1, 2, 3, 4, 5, 6, 7, 8 and special 30 foot class.—From off Larchmont to and around white spar buoy, letter "L" in black painted thereon, off Parsonage Point, Rye Neck, distance 3 nautical miles, course E. N. E., leaving same on the starboard hand; thence to and around white spar buoy, letter "L" in black painted thereon, off Red Springs Point, Hempstead Harbor, distance $3\frac{3}{8}$ nautical miles, course South, leaving same on the starboard hand; thence to and around southwesterly stake-boat off Larchmont, distance $3\frac{3}{8}$ nautical miles, course N. W., leaving same on the starboard hand; thence over and around the above course a second time to finish between two stake-boats off Larchmont, leaving S. W. stake-boat on port hand.

Total distance, 21 $\frac{1}{2}$ nautical miles.

1st Leg—E. N. E.,	3 Miles
2d Leg—South,	$3\frac{3}{8}$ "
3d Leg—N. W.,	$3\frac{3}{8}$ "
	—10 $\frac{3}{4}$ Nau. Miles

All Schooners and Classes 1, 2 and 3, over and around the course three times.

Total distance, 32 $\frac{1}{4}$ nautical miles.

COURSE No. 6.

For all Schooners and Classes 1, 2, 3, 4, 5, 6, 7, 8 and special 30 foot class.—From off Larchmont to and around a white buoy, letter "L" in black painted thereon, off Red Springs Point, Hempstead Harbor, distance $3\frac{3}{8}$ nautical miles, course S. E., leaving same on the port hand; thence to and around a white spar buoy, letter "L" in black painted thereon, off Parsonage Point, Rye Neck, distance $3\frac{3}{8}$ nautical miles, course

North, leaving same on the port hand ; thence to and around southwesterly stake-boat off Larchmont, distance 3 nautical miles, course W. S. W., leaving same on the port hand ; thence over and around the above course a second time two finish between two stake-boats off Larchmont, leaving S. W. stake-boat on port hand.

Total distance, $21\frac{1}{2}$ nautical miles.

1st Leg—S. E.,	3 $\frac{3}{8}$ Miles
2d Leg—North,	3 $\frac{3}{8}$ "
3d Leg—W. S. W.,	3 "
	— $10\frac{3}{4}$ Nau. Miles.

All Schooners and Classes 1, 2 and 3, over and around the above course three times.

Total distance $32\frac{1}{4}$ nautical miles.

COURSE No. 7.

Classes 9, 10, 11, 12, 13, 14, 15, 16 and 17.—From off Larchmont to and around float with club flag thereon anchored in the middle of Long Island Sound, distance 2 nautical miles, course East leaving, same on the starboard hand ; thence to and around float with club flag thereon anchored 2 nautical miles distance, course S. W., leaving same on the starboard hand ; thence to and around southwesterly stake-boat off Larchmont, distance $1\frac{1}{2}$ nautical miles, course N. N. W., leaving same on the starboard hand ; thence over and around the above course a second time to finish between two stake-boats off Larchmont, leaving S. W. stake-boat on port hand.

Total distance, 11 nautical miles.

1st Leg—East,	2 Miles
2d Leg—S. W.,	2 "
3d Leg—N. N. W.,	$1\frac{1}{2}$ "
	— $5\frac{1}{2}$ Nau. Miles.

COURSE No. 8.

For Classes 9, 10, 11, 12, 13, 14, 15, 16 and 17.—From off Larchmont to and around float with club flag thereon anchored $1\frac{1}{2}$ nautical miles distance, course S. S. E., leaving same on the port hand ; thence to and around float with club flag thereon 2 nautical miles distance, course N. E., leaving same on the port hand ; thence to and around the southwesterly stake-boat off Larchmont, distance 2 nautical miles, course West, leaving same on the port hand ; thence to and around the above course a second time to finish between two stake-boats off Larchmont, leaving S. W. stake-boat on port hand.

Total distance, 11 nautical miles.

1st Leg—S. S. E.,	$1\frac{1}{2}$ Miles
2d Leg—N. E.,	2 "
3d Leg—West,	2 "
	— $5\frac{1}{2}$ Nau. Miles.

COURSE No. 9.

For Classes 9, 10, 11, 12, 13, 14, 15, 16 and 17.—From off Larchmont to and around red spar buoy on Scotch Caps' Reef, course E. N. E. $\frac{1}{4}$ E., distance $1\frac{3}{8}$ nautical miles, leaving same on starboard hand ; thence to and around float in middle of Long Island Sound, course S. $\frac{1}{2}$ E., distance $1\frac{1}{8}$ nautical miles, leaving same on the starboard hand ; thence to and around southwesterly stake-boat off Larchmont, course N. W., distance 2 nautical miles, leaving same on the starboard hand ; thence over and around the above course a second time to finish between two stake-boats off Larchmont, leaving S. W. stake-boat on port hand.

Total distance, $10\frac{1}{2}$ nautical miles.

1st Leg—E. N. E. $\frac{1}{4}$ E.,	$1\frac{3}{8}$ Miles
2d Leg—S. $\frac{1}{2}$ E.,	$1\frac{1}{8}$ "
3d Leg—N. W.,	2 "
	— $5\frac{1}{4}$ Nau. Miles.

COURSE No. 10.

For Classes 9, 10, 11, 12, 13, 14, 15, 16 and 17.—From off Larchmont to and around float in middle Long Island Sound 2 nautical miles distance, course S. E., leaving same on the port hand ; thence to and around red spar buoy on Scotch Caps' Reef, $1\frac{3}{8}$ nautical miles distance, course N. $\frac{1}{2}$ W., leaving same on the port hand ; thence to and around southwesterly stake-boat off Larchmont, $1\frac{3}{4}$ nautical miles distance, course W. S. W. $\frac{1}{4}$ W., leaving same on the port hand ; thence to and around the above course a second time to finish between two stake-boats off Larchmont, leaving S. W. stake boat on port hand.

Total distance, $10\frac{1}{2}$ nautical miles.

1st Leg—S. E.,	2 Miles
2d Leg—N. $\frac{1}{2}$ W.,	$1\frac{3}{8}$ "
3d Leg—W. S. W. $\frac{1}{4}$ W.,	$1\frac{3}{8}$ "
	— $5\frac{1}{4}$ Nau. Miles.

All courses and bearings are magnetic.

Home stake-boats will carry at the masthead a large blue and white striped ball, and floats fly the Club Flag.

Competing yachts must not pass between either of the buoys on Hen and Chickens' reef, nor to the northward of the Scotch Caps' buoy, for either course. The restriction regarding Scotch Caps' buoy does not apply to yachts in Classes of Series C.

RULE XXII.

START AND FINISH.

- All starts shall be flying.
- The time at the start and finish shall be taken when the point marked by the foremast in schooners, and the mainmast in single-masted vessels and yawls, crosses the line.
- If this point in any yacht be across the line when the signal for starting is given, she must return and recross the line.
- A yacht so returning, or one working into position from the wrong side of the line after the signal for starting has been given, must keep clear of and give way to all competing yachts.
- The starting and finishing line shall be an imaginary one, and drawn between two stake-boats, each carrying at the masthead a large blue and white striped ball, anchored off Larchmont Harbor. At night the home stake-boats will carry two red lights, one above the other, and the southwesterly stake-boat at intervals will burn the night signal of the Club, showing blue-red-blue in succession.
- A competent person appointed by the Committee shall be placed on the southwesterly stake-boat at the finishing line, who shall time the yachts in the absence of the Regatta Committee, and this time shall be considered final.

REGATTA SIGNALS.

PREPARATORY.—A red rectangular flag, with white square in center, displayed from flagstaff on Judges' steamer as a signal for yachts to approach the starting line.

START.—A large white ball substituted for the red flag, as a signal for all yachts to start in their respective classes.

ELAPSED-TIME.—The Club flag substituted for the white ball, as a signal that the time for crossing the line has elapsed.

PREPARATORY AND ELAPSED TIME.—The addition of the red flag to the Club flag, as a signal for yachts in their respective classes to approach the starting line.

Attention shall be called to each of these signals by the blast of the whistle from the Judges' steamer. All yachts must cross the line during the time the white ball is hoisted for their respective classes, and any yacht that fails to do so shall be timed from the lowering of the white ball.

In case the whistle should not work, the hoisting of the signals shall be deemed sufficient notice.

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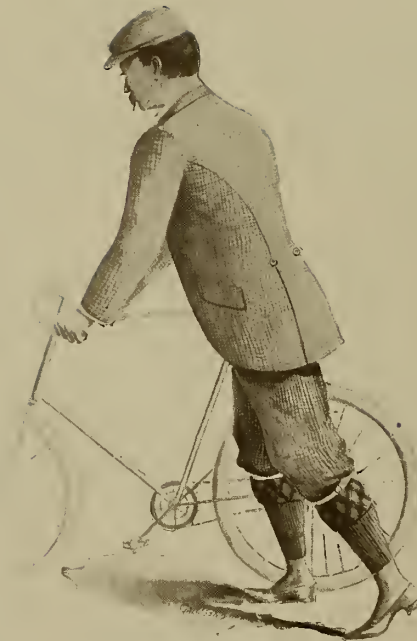
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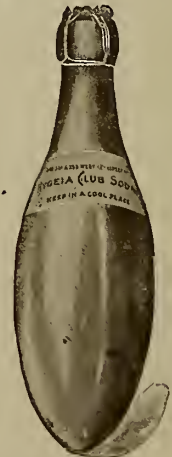
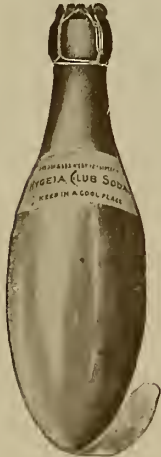
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Racing
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Class 16

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Y 3 HOURI
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Racing
Length

Start

Finish

H

M

H

M

Racing
Number

Class 17—Half-Raters

Z 26 MICROBE
Z 18 KITTY V
Z 12 TRILBY
Z 17 IDEAL
Z 5 QUESTION
Z 7 GNOME
Z 28 DIE HEXE
Z 13 PAPRICA

Racing
Length

Start

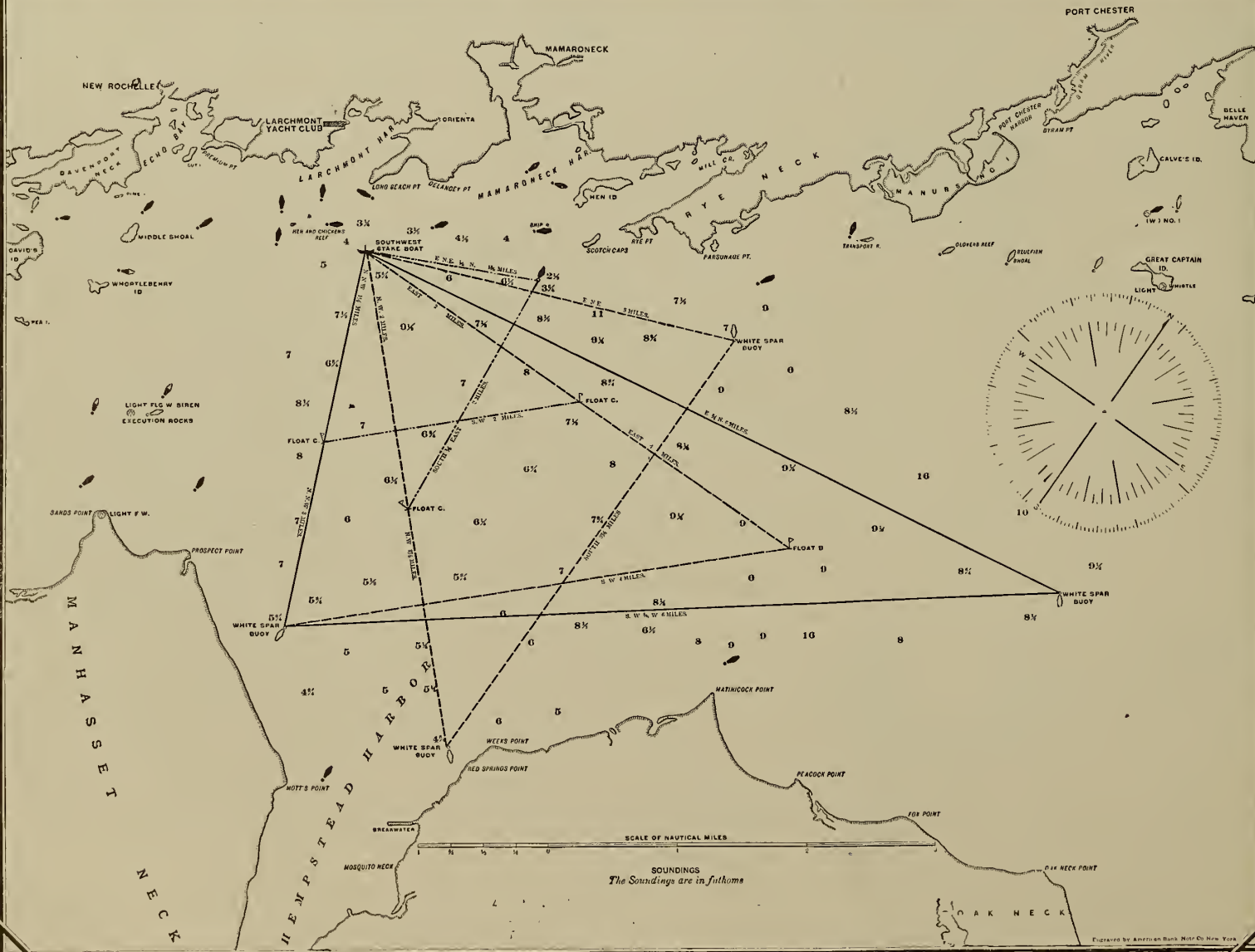
Finish

H

M

H

M



SOUNDINGS
The Soundings are in fathoms

RACING PROGRAMME FOR 1896

Larchmont Race Week

SATURDAY, JULY 18.

Open Regatta for all Classes.
Second Race of Series for 34 Foot Rating Class.
Second Race of Series for 30 Foot Special Class.
Special Race for Schooners in Cruising Trim.

MONDAY, JULY 20.

Special Race for Schooners in Racing Trim in one Class.
Special Race for Schooners in Cruising Trim in one Class.
Third Race of Series for 34 Foot Rating Class.
Third Race of Series for 30 Foot Special Class.
Special Race for 21 Foot Class.
Race for Half Raters.

TUESDAY, JULY 21.

Four Oared Gig Race for "Hen and Chickens Colors," presented by Commodore Gillig.
Two Oared Gig Race for "Dauntless Colors," presented by Mr. H. B. Seeley.
Dingy Race for "Execution Colors," presented by Mr. H. B. Seeley.
Race for Naptha Launches exceeding 21 Foot L. W. L.
Race for Naptha Launches 21 Foot L. W. L. and under.
Race for the "Eastward and Westward Challenge Cup."
Tub Races and Water Sports.

WEDNESDAY, JULY 22.

Open Regatta for all Classes.
Fourth Race of Series for 34 Foot Rating Class.
Fourth Race of Series for 30 Foot Special Class.

THURSDAY, JULY 23.

Race for Class 5 Yachts with Cabin Trunks.
Fifth Race of Series for 34 Foot Rating Class.
Fifth Race of Series for 30 Foot Special Class.
Race for Cabin Cats all in one Class.
Race for Special 21 Foot Class.
Race for Half Raters.

FRIDAY, JULY 24.

Schooner Race all in one Class.
Race for Class 5 Yachts with Flush Decks.
Race for Class 6.
Sixth Race of Series for 34 Foot Rating Class.
Sixth Race of Series for 30 Foot Special Class.
Race for Special 21 Foot Class.
Race for Half Raters.

SATURDAY, JULY 25.

Open Regatta for all Classes.
Seventh Race of Series for 34 Foot Rating Class.
Seventh Race of Series for 30 Foot Special Class.



SATURDAY, SEPTEMBER 5.

Eighth Race of Series for 34 Foot Rating Class.
Eighth Race of Series for 30 Foot Special Class.
Race for Half Raters.

MONDAY, SEPTEMBER 7 (Labor Day.)

Fall Regatta open to all Classes.
Race for 30 Foot Special Class.

SATURDAY, SEPTEMBER 12.

Race for Larchmont Cup for Schooners,
Race for 30 Foot Special Class.

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AT the farewell dinner given two years ago at Larchmont to Mr. Vice-Commodore Harold Sanderson, who was leaving America to take up his residence in England, Mr. Sanderson said some pleasant things about the Larchmont Club.

The tenderness of his words and the gentleness of his bearing were impressed on every heart, but hearts speak to hearts only—in an idiom that is untranslatable: and though the kindly eye, genial smile, sympathy of voice and mobile grace of the human expression speak the one language which is understood and loved throughout the world—it is a wordless tongue and cannot be written.

Mere memory, however, tells me that he talked of happy years at the Club, of official duties shared with colleagues who had become friends; of racing and cruising recollections, and of the impression which time could only intensify, made upon him by these souvenirs. He did say that perhaps in the dim future he might be able, and would hope to



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make one more cruise, in a boat of his own, and that he should like it to be from Liverpool to Larchmont; that passing to the westward through the Sound, he would have a homeward greeting for every one of all its well-remembered points and headlands until—with an emotion deepening as he drew nearer—he should find himself joyfully at last at his own moorings with the dear old club house again before him.

If Mr. Sanderson were bringing his ship into the harbor to-day he would be amazed at the improvements which have been made even since his time.



This paper is undertaken to describe informally, some of these improvements, and to present some features of the Club as it was, is now, and as it ever will be, an unrivalled yachting and country club.

Just why this is not written by Corporation Counsel Scott, or Counsellor Eugene Bushe, or Augustus Thomas, Esq., or by even anybody else, is ground for profound regret, but need excite no surprise; for it is a maxim of natural law that mundane performances always are undertaken by the wrong people. On the other hand, as our enjoyment of an honor is ever proportioned to our unfitness for it, I personally take a very special pleasure in the perpetration of this sketch.

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One of the brightest exceptions to the rule of nature that I have just cited has been the Club itself. It has been run by the right people from the start. And what a little start it was! Back in the summer of 1880 a handful of young skippers, whom a cockpit would have held, hired a shed in the Horseshoe Harbor, merged their respective entities into a scarcely larger identity, and called it the Larchmont Yacht Club. They chose Frank C. Fleming, now deceased, as Commodore. His flagship was the sloop "Truant."

They adopted a form of government by trustees, not by committees. Suffrage was secured even for non-yacht owners, and the right to fly the club-flag was preserved for the smallest of its boats. Officers were selected for fitness only. The initiation fee was originally five dollars, and at that time there were no annual dues.

While candidates for membership were scrutinized strictly, a campaign committee led by Charles E. Jenkins, then Vice-Commodore, accomplished wonders. From the New York Racquet Club alone was obtained within a week a membership which transformed the coterie into a club.

All these early members loved boat sailing. They did not join the Club because the burgee was a famous one or its members nabobs, but because it was an association of young gentlemen sailors to which it cost next to nothing to belong, and which promised fun and racing within small purse limits. To the Club they contributed youth, enthusiasm, love of sport. Is it, under the circumstances, strange that the Larchmont Yacht Club has remained a Club without a clique; where welcomes are warmest, farewells friendliest, sport the best?

Did the early adoption of a democratic tone tend to attract a worthy membership, or

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has its worthy membership involved the democratic tone as a natural result? At all events, here if anywhere, "a man's a man for a' that." Every tub stands on its own bottom, and everybody knows it does.

The accessible harbor, its convenience as a base of supplies, its high sanitary condition and situation on the main land (an objection inseparable from the beautiful but sequestered shores of Long Island) prove to those who know anything about Long Island Sound, that the Larchmonts have chosen the best yachting station on it.

In the years which followed, the Club had its ups and downs, still an era of growth of membership, of boats and racing. The conviviality and the precocious evolution of those days was the theme of much dire prophecy and witty defamation on the part of many an envious Casca whose funeral the Club has since gleefully attended. If there were any indiscretions committed in that adolescent period they were distinctly due to the corruption of the age!

The foam has flown from those pleasure cups of our departed, exuberant youth, but the old members will never forget the iridescent come and go of its rainbow bubbles.





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It is true all was not always quite "*couleur de rose*." There came a time of apparently grave financial emergency, but the trustees, after investigation, took steps, among which was a further increase of annual dues, which, with a more systematic management, placed the Club upon a paying basis. The Club was at this time fortunate in securing as superintendent the present incumbent, Mr. Tilden. He is a thorough accountant, and his experienced judgment has been of great value.

There are to-day nearly 600 regular members, in addition to fifty life members. The initiation fee is \$100, annual dues are \$50; and life memberships cost (but the list is full) \$500 each.

At various times the Club occupied different premises under lease, until in 1887 the present noble property was purchased in fee. This was in the administration of Commodore W. S. Alley. For some time previous the Club had been casting sheep's eyes at this property, which, however, was not in the market. Commodore Alley deserves the credit for detecting the earliest moment when purchase became possible, and of enabling the Club to snap up the property at the low price of \$100,000. A quarter of a million was bid for it last year.

Owing to the dense foliage the buildings, in summer at least, are not visible from the entrance gates, but are reached by a winding road just long enough to convey the proper sense of spaciousness and a due appreciation of the natural charm of the well-kept grounds. The house itself is on a little knoll, which shuts off the Sound view from the road and beautiful rear grounds. It is only, therefore, when the visitor enters the Club that there bursts upon him, through broad view windows, the picturesque panorama of Long Island Sound. The

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harbor's winding shores conduct to views of inlets, distant hills and rocky islets, which form pictures quite as beautiful, and which by their diversity even increase each other's charms.

To what now forms the central part of the Club House, originally the residence of the late B. F. Carver, Esq., was added in 1888, on the northeasterly end, a long extension wing in order to provide adequate sleeping apartments, dining rooms and kitchen.

The adequate, come again inadequate extensive wing has by the Club architect, the southwesterly house. Mr. Kilburn slight measure to sub- to the useful, but has able and commodious parent abatement of

Long and broad piazza length now of



spacious windows and turrets, go far toward forming an attractive exterior, but the view from them is more engaging than the view toward, for they are all observation points from which cosy members may survey the lovelier creations of cloud and sky and ship and shore—and not infrequently the yet fairer loveliness of the pretty girls of Larchmont tripping to and from the landing stages.

having recently be- quate, a new and just been constructed Mr. H. F. Kilburn, on side of the original has been obliged in a ordinate the artistic given us a comfort- house without any ap- architectural grace. verandas (there is a 350 feet), balconies,

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I don't know of any pleasanter place for the average man to awake in on a bright and breezy summer morning. To throw open the shutters to the sunshine and the cooler outside air; to watch awhile the swaying fleet in the harbor and the far off line of vessels on the Long Island shore; to hear the murmur of little waves lapping the sea wall directly below one—and only distant by a few feet—and flower beds; a swim in the harbor from the Club's Flub Dub and an open air breakfast on the cool piazza;—all these are pleasant preliminaries to a sail or a yacht race. Besides, as Harry Smith says, “Just think who you're with.”

And are its winter pleasures less? A good many members seem to think not. Pigeon matches continue all winter. There is a little boisterous sailing, and some duck shooting. It is a quiet retreat in mid-week for the jaded man of society or of the world, and from Saturday eve to Monday morning there is a weekly gathering of tired brain workers, who make the welkin ring, drive dull care away and buckle on the unpierceable armor of Health, Happiness and Hope for the tremendous and ever recurring weekly tournament with the world.

Everything about the place is very comfortable. The Club cuisine is good and sound. The house is provided throughout with gas and electric light and the best modern methods of heating. All archaic contrivances for caloric, except those of a fluid nature, have been banished. A lot of new and roomy bed-chambers have been added. There are bathrooms on all the floors. There are shower baths and Roman baths. Well-trained valets are on the perpetual lookout for uncreased trousers, wet garments and untidy shoes.

The arrangements for dominoes, cards and other games are very complete. No pigeon grounds are more favorably known than those of the Larchmont Yacht Club, and very extensive

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golf links have just been constructed. The spacious billiard room, reception rooms, photographic studio, barber shop, bicycle and baggage departments, are all in the new wing.

There is a picture gallery in every room, hall and cranny, besides hundreds of photographs of objects of local interest by the Club's amateurs; there are all the best sets of yachting pictures, together with the truly immense collection of English yachting and sporting prints in color, and also the big photographs of Uncle Sam's Navy.

Leaving these foothills (if the distinguished amateurs and others will pardon the expression) of pictorial art we rise to a higher plateau to observe the interesting collection of American engravings, consisting of a very large number of artists proofs on India paper, signed by artist and engraver.

There are some valuable works in oil by a number of well-known artists, and a superb copy by Lefevre of Corregio's "Nymph and Satyrs."

Our chief interest, however, so far as pictures go, culminates in the extremely fine collection of black and whites, presented, among his multitudinous other very valuable contributions, by Horatio R. Harper, Esq., Chairman of the Art Committee. These black and whites are some 300 in number, all being original drawings, a large proportion of them the



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exemplars which have served for the illustrating of many books which are actually in the library, a circumstance enhancing our interest both in the pictures and in the corresponding books. The collection includes many evidences of the best work of Abbey, Reinhart, Smedley, Millet, Remington, Thulstrup, Frost, Du Mond, C. D. Gibson, Chapman, Burns, Sterner, McVickar, Pennell, Hassam, Pyle, Nast, Fenn, Klepper, &c., &c. All these pictures have been very tastefully framed.

The Club is under obligation also to Messrs. Zogbaum, Dan Beard, B. N. Mitchill and Thomas Moran for some exquisite examples of their art, kindly presented in recognition of the earnest stand that is being made toward that elegance and comfort of surroundings to which nothing more contributes than beautiful pictures.

The decoration of the house is very attractive. Mr. Harper has so preserved the kinship and harmony of the Club's countless treasures, of its bric-a-brac, gunnery, pewter, "objects of art and virtue," that for the quiet haunter of the library or of the pictures there are cosy nooks where every mural decoration lures to the contemplative or artistic sense. The dining room suggests an equal but a different cheer, while the spaces allotted to the various games and recreations teem with souvenirs of many-sided sport.



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For the model room some rare old square-riggers have come to the Club straight from dusty offices, where for half a century they have graced the mantel-shelves of shipping houses. Others, full-rigged old whaling models, were picked up at New Bedford and Nantucket. Junks, proas, dhows, the models and drawings of every ship and rig are here. Fine old English and American engravings of battleships, and vessels of the mercantile and yachting marine, together with a large number of pictures of the best yachts of to-day, make a delightful garniture to the superb collection of models.

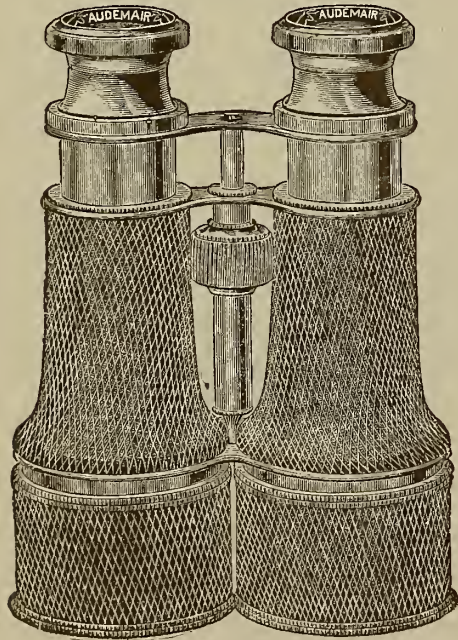
Life lines with pendent buoys, chronometers, sextants, binnacles and signal flags please alike the artist, the captains of the piazza fleet and the sea's sweethearts as well.

The Regatta Committee is the most important committee in a yacht club. Mr. John F. Lovejoy is Chairman of the Larchmont's Regatta Committee. He proposes to maintain a collection of the best yacht models. Only winners will be allowed representation. All the models will be handsomely finished and constructed upon a uniform scale by a reliable expert. The models already secured under this plan number more than fifty, and include the winners of all the important races of the country, such as all the challengers and defenders of the America's Cup, the Goelet Cups, the Larchmont Cup for Schooners, and many of the ocean racers besides the winners in the yearly races, representing as they do nearly all the speediest yachts in America. This is an important advance over any other yacht club's models, and cannot fail to interest and instruct serious students of yacht designing and lovers of good racing.

Chairman Lovejoy has just instituted a new yachting fixture—the Larchmont Race Week. It will be held this year from July 18th-25th, and annually thereafter. Care has been taken

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that the dates do not conflict with any event of other clubs. It will be a week of steady racing for all classes. To vary the program there will be also gig and dingy races, swimming matches, contests at tennis, music hall entertainments, receptions, terminate with a also inaugurated a triangle courses, ing to the racing man of the race to wind-can easily start a fleet hundred vessels of three or four separate and dismiss them at without perturbation



billiards, golf and tennis, minstrel afternoon teas, and grand ball. He has system of racing over thereby always insure more than one-third ward. His committee of seventy-five to one different classes on courses, time them the end of the day or an exception taken.

It has long been conceded that there is more and better racing at Larchmont than at any other station on the coast, and this is in no small measure due to the laborious and able work of Mr. Lovejoy and his well-known judicial capacity.

To my mind, however, nothing has ever exerted a better influence on the Club's condition and prospects than the creation of its library. Begun less than four years ago, nourished entirely by voluntary subscriptions and book contributions, it has cost the Club nothing, and

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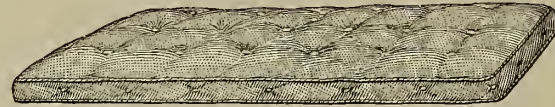
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In the united sentiment with which the collection was begun was born a new vital spark, spreading rapidly toward the Department of Art, and stirring in friendly competition every officer and frequenter of the Club. The gratitude of the Library Committee to its subscribers and to the many members who have despoiled their own collections of its choicest treasure to add it to the Larchmont Library, is simply inexpressible. To the Chairman of the Art Committee above all is the Club indebted for his powerful aid and generous book contributions.

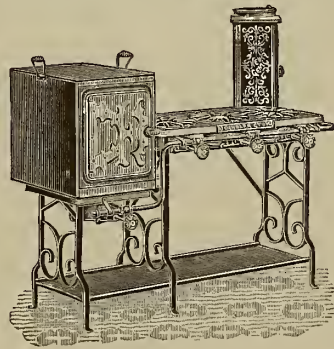
I would ask you (if you were Paul Lacroix or Uzanne or Laurence Hutton or Brander Matthews, or any other literary bacteriologist, I would implore you) to look into our books and tell me what YOU see in THEM and what THEY say to YOU. We all enjoy them very much, and some of us even work with a microscope, but to the unlearned what is a microscope but a toy?

This is no chance aggregation of books or authors. It is preponderatingly a carefully culled and searched for, elegantly bound selection of the most luxurious editions, the beauty of which can scarcely be exaggerated.

To cite among so many rich volumes a few of those which equally evoke our admiration is not easy: "The Art of the World," in ten numbers, is handsome, and of great value. "La Fontaine's Fables in English Verse," contains an extraordinary number of most rare plates, and is I believe the only complete English version. Uzanne's "La Femme à Paris" is a charming book, so is "Straparola," Wylie's Allen's "Tidal Thames," and "Real Life in London,"

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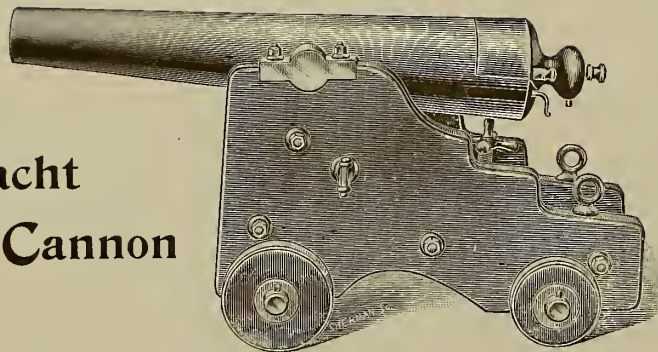




and the magnificent edition of "Don Quixote." There are the Harper's exquisite Edition de Luxe of "Prue and I," "Ben Hur," "The Rivals," Parson's "She Stoops to Conquer," Abbey's "Shakspere," "Deep Haven," "Trilby," and many other no less attractive ones. The English and American classics in fiction are in superb editions. There is considerable of the best work from the most artistic presses and binderies of France, England and America. These books are a dream of limited editions of vellum, Japan paper, large margins, choicest type, delightful illustrations and crushed levant. They charm the lover of handsome books, the "amateur." But it is to the true old-fashioned book lover, the "amoureux des livres" fellow often enough who dogs-ears his pages but loves his books for the touch of nature and the word of truth, it is to him that this collection will even more strongly appeal. I sincerely hope that he will not use his fist, however, to cut our leaves, nor claw our bindings nor spill his drinks on the dear books.

If you care to travel with Stevenson, Lafcadio Hearn, Theodore Child, Loti, Molloy, Baring-Gould, Barker, Pennell, Hamerton, or with older men like Gautier, Bayard Taylor, Kinglake and Froude, or would you follow the wanderings of the earliest explorers, either as outlined in Hugh Murray's voluminous historical accounts, or as you may here see them in the original

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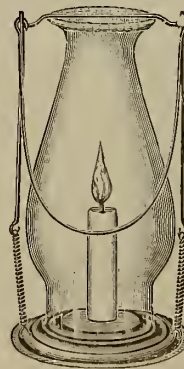
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texts and prints, this is the place for you. We beg to thank the officers of the United States Navy bureaus for their many valuable official publications, as well also as the Congressmen of our district for their esteemed contributions of Government publications. There is also a lot of quaint, droll, psychologic, curious and out-of-the-way literature and philosophic creeds for all sorts at Larchmont. If you love a sonnet or an essay or a play or the standard and forgotten or the standard and most read, here you will find them.

The growth of the novel is traced in this library from its wayside and cloistered beginnings, its Canterbury Tales, its Fabliaux and Novelli down through gay chronicles of court and social life, through decadence and restoration, the romantic, the realistic, and on to Bourget and Du Maurier. While general poetry has been rather neglected, there are very many gems of lyric song from Catullus, Petronius, Propertius, Tibullus and Horace, down through carmina, chansons, lieder, ballads, society verse, not omitting even Paul Verlaine and Ella Wheeler Wilcox.

The social foibles and vanities of the present and earlier generations—in a word the manners of the world—are pictorially delineated in many rare volumes of caricature by Gavarni, Mars, Forain, Du Maurier, Ferdinand Bac, Guillaume, and Caran d'Ache; in brief our own costumes and customs presented as the attributes of other people—say our friends—are intensely droll and amusing.

Naturally there are books of reference on grave, gay, popular and recondite subjects and of course entertaining and rare translations from the languorous East. The aim is to build up a library on the lines of literary taste and discernment, where no boor can enter, but of which all writers of grace or sense, all illustrators of merit are if not actually with us, at

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least honorary members. The Nautical Department is now superb. Rich in scientific texts. Absolutely up to date. The collection of early voyages is fairly good and is receiving particular attention. Not elsewhere can be found, in one library, such an accumulation of yachting logs and cruises. Both England and America have been ransacked for these books. Naval records, memoirs and reminiscences give us interesting sea-pictures of the Revolution, the Peninsular War, the War of 1812, the Mexican, the Crimean and the Civil Wars. Here, too, we find the work of Mar-ryat, of Dana, Clark Russell, and that foremost lover and incomparable word-painter of the sea, Herman Melville.

A feature of the year, which deserves particular mention, is our recent accession of navy members, many of whom have joined the Club within the past few months.

Our books contain more information concerning the American navy than any one human being after all, notwithstanding the millions of volumes printed, only a very little of all that is said, done, thought, felt or seen, ever finds its way into a book;

and for a thorough understanding of the life and spirit of the service, as well as for a correct construction of naval events, regulations and science, recourse must still be had personally to the navy men themselves.



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In this connection I will recall the story of the Samoan hurricane, with its awful loss of ships and men, as it was related to me by a British officer who had served on the Samoa Station, in H. M. Ship of War, Calliope, in 1889.

On the 15th day of March, of that year, a terrific hurricane came on. All of that day and night and throughout the following day it raged. A world's fleet was in the harbor of Apia. In vain were yards lowered and topmasts housed. Wheels were lost, rudders broken, chains parted, and ships hurled upon the reefs. Every vessel, save one, lay sinking or stranded; hopeless, helpless, awaiting the destruction that followed.

The Britisher alone, by reason of her superior steam power, succeeded about noon of the 16th, in clawing her way out to sea; carrying ninety pounds of steam, making seventy-four revolutions—and then just able to make headway—sixteen knots an hour through the water to gain half a knot hourly over the land, so strong were the flood and blast.

She passed slowly one after another of the wrecked European battleships (and there were three of them), but not a sound came to the escaping English from their staring and despairing companies, but as Calliope crept past the United States Flagship Trenton, every officer and man of the Americans, wriggled, clambered and clung into the shrouds and rigging of the Trenton, and looking in the face of death, gave the Britishers a ringing Yankee cheer and shouted to them God-speed out of that fearful hole.

Some printed accounts of this incident have stated that above the howling of the tempest, the American Naval Band played national airs, but I am assured by a navy friend that at that particular time even the band's whole energies were divided between hanging on for dear life and cheering Calliope. This is but one of innumerable exploits.

When we consider the experience, the trained mentalities of these officers, whose generosity, good-fellowship, undaunted pluck and thorough breeding are esteemed the world over, may we not justly look forward at Larchmont to a renewal of the privilege of that expert counsel and a continuance of that sort of delicious reminiscence with which the late Lieutenant Henn, R. N. (sincerely regretted by every member of this Club), was wont, a few years since, so entertainingly to instruct and to charm us?

My purpose being to convey a general idea of the Larchmont Yacht Club rather than to give an analysis of its each separate element and part, I have not stated the acreage of our park, nor the number of holes in the golf field—nor the quantity of traps on the pigeon grounds—but I trust and believe that there are not more traps on our pigeon grounds than on those of any other reputable club. Nor shall I tell you the size either of the new bedrooms—nor of the wainscoted billiard room—nor the height of the flagstaff, the red electric light of which is visible from afar, but just how far I presume depends on meteorological conditions and the visual range of the observer.

The reason that I do not state all these things with minute particularity is not that they are not immensely creditable to the Club—for they are; nor because I do not know all about them—(and I admit I do not), but it is because this graceful subject will not let itself be treated quite as an inventory or as a hotel prospectus.



Besides, I stand too near the picture both in person and in spirit—I have been too long accustomed to its thousand and one charms as a whole, to be able to itemize them, yet were the least of them gone I think I should miss it at once.

The late Commodore Colt gave us many trophies of the sea. Commodore Gillig has brought us exquisite works of Japanese art—rare and gorgeous draperies from Stamboul—flags and standards and arabesques from Cairo, with Larchmont names and devices so cunningly and artistically interwoven that, like the pictures by the old masters, they first baffle us and then later when we have discovered their signification delight us the more.

There is a frieze in one of the rooms which will be painted in panels by eminent artists. All these things are exquisite; but someone has said that a woman who possesses one man's love needs no other adornment; and it seems to me that the truest and loveliest decoration of this Club is the unselfish loyalty—the unwavering affection of its members.



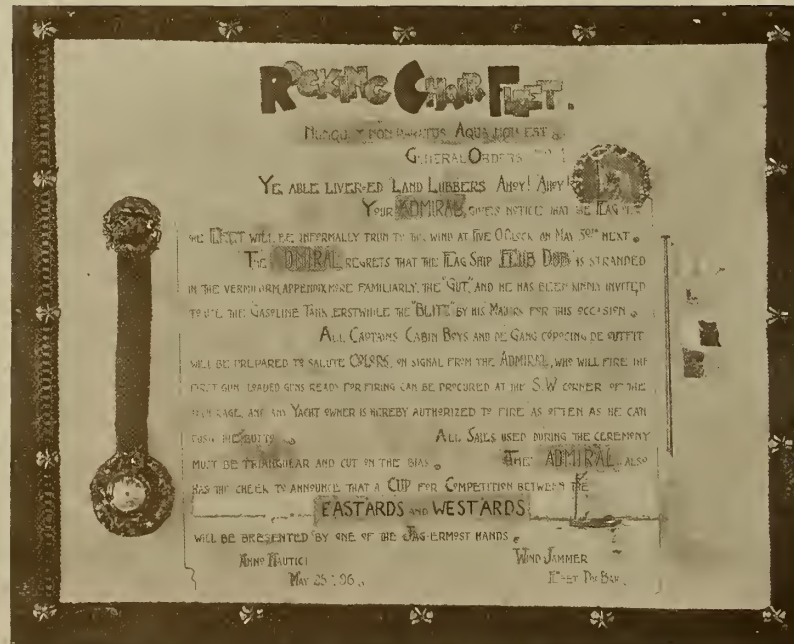
A portion of the piazza in the new extension is so expansive, so exposed to every breeze that loiters round the place, so near that popping fount at which the thirsty mariner slakes his briny tongue, that the moment Commodore Gillig saw it he exclaimed “Out o'sightski,” and as so christened it is still termed.

Although the Club has an adequate list of trustees, officers and committee-men—as many as there were captains on Mark Twain's ship—one here encounters also many brevet titles. First and foremost is the “Proprietor.”

Next comes the Commodore of the Rocking Chair Brigade,—a class of gentlemen corresponding to those who are termed about Cowes “The true British Tars.”

There are also the brevet organizations—Corinthian cat-boaters—called the “East’ards” and the “West’ards”—and sometimes other names. Their burgees indicate their purposes.

These men’s hearts are shown in the songs they sing. How touching the sentiment of their

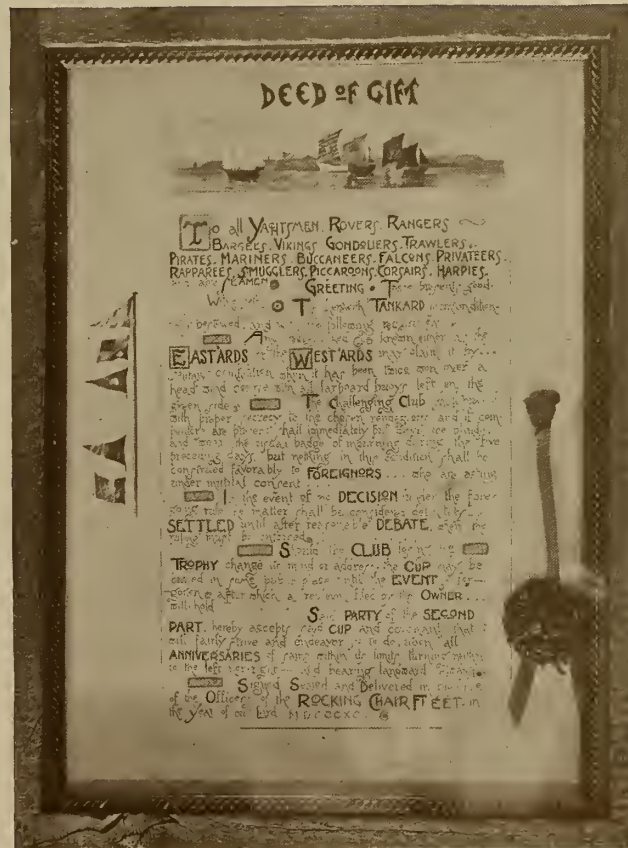


ballad which begins: "Of the Rocking Chair Brigade we have no fear! we're the East'ard— West'ard boys who fear no noise."

Their proudest and only trophy consists of a tin tankard which is held by them under the following deed of gift:

Yet, despite the
 ber to seek his enjoy-
 is not mala per sea,
 interests of the Club,
 upon the comfort of
 rarely happens that
 these privileges is in-
 but seldom the cau-
 issued, the mandate
 prompt and repent-
 guarded even as a bil-
 fitness to the vernal
 called a "Valen-

A tribute is
 gustin Monroe, Ex-
 man of the present
 Chairman of the



freedom of each mem-
 ment in any way that
 nor prejudicial to the
 nor which trespasses
 fellow members, it
 undue advantage of
 indulged in, and when
 tionary word has
 receives invariably a
 ant sanction—it is re-
 let-doux, and from its
 equinox of life, is
 tine."

due certainly to Au-
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the last twelve years. He has always been at the front, the van leader of the Club's best interests, and has executed his duties with original resource, high skill and a whole-souled and unequalled perseverance. Commodore Gillig, the present Chief Flag Officer, is another warm friend of the Larchmonts. This is his second administration. He is a most magnetic, capable, enthusiastic and popular chief, and under his regime the highest point of the club's prosperity has been attained.

In what is known as the Commodore's room is a superb portrait in oil of the late Commodore Caldwell H. Colt. It is painted by Charles Noel Flagg expressly for the Club, and presented as a gift of Mrs. Colt, mother of our late regretted Commodore. The picture is of life size. He is represented as wearing the regulation uniform of a Commodore of the Larchmont Yacht Club. The work is one of extreme fidelity and art. Not a member but regards it with affection. To all who knew him it is a shrine.

Ancient mariners rescued from the dangers of shipwreck or returning in safety from the perils of the sea were accustomed to hang some votive tablet or representation together with their moist vestments in the temple of the god by whose interposition they believed themselves to have been saved. These books and pictures, the register of faithful service by officers, the extraordinary social and



financial support by members; and the Racing Records of the Larchmont Yacht Club, are all votive tablets, and after any day of racing or of rain, the moist garments may henceforth be seen suspended in a perfectly fitted drying room specially constructed for this unique purpose in the newest wing of this temple of yachting.

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