

The History of the
LAKE YACHT RACING
ASSOCIATION

1884 - 1962

*History of the
Lake Yacht Racing Association*

Written by

LIEUT.-COLONEL L. F. GRANT

Hon. M.E.I.C., D-ès-Scs. (Hon.) Laval

LL.D. (Hon.) Royal Military College

President L.Y.R.A., 1934, 1935

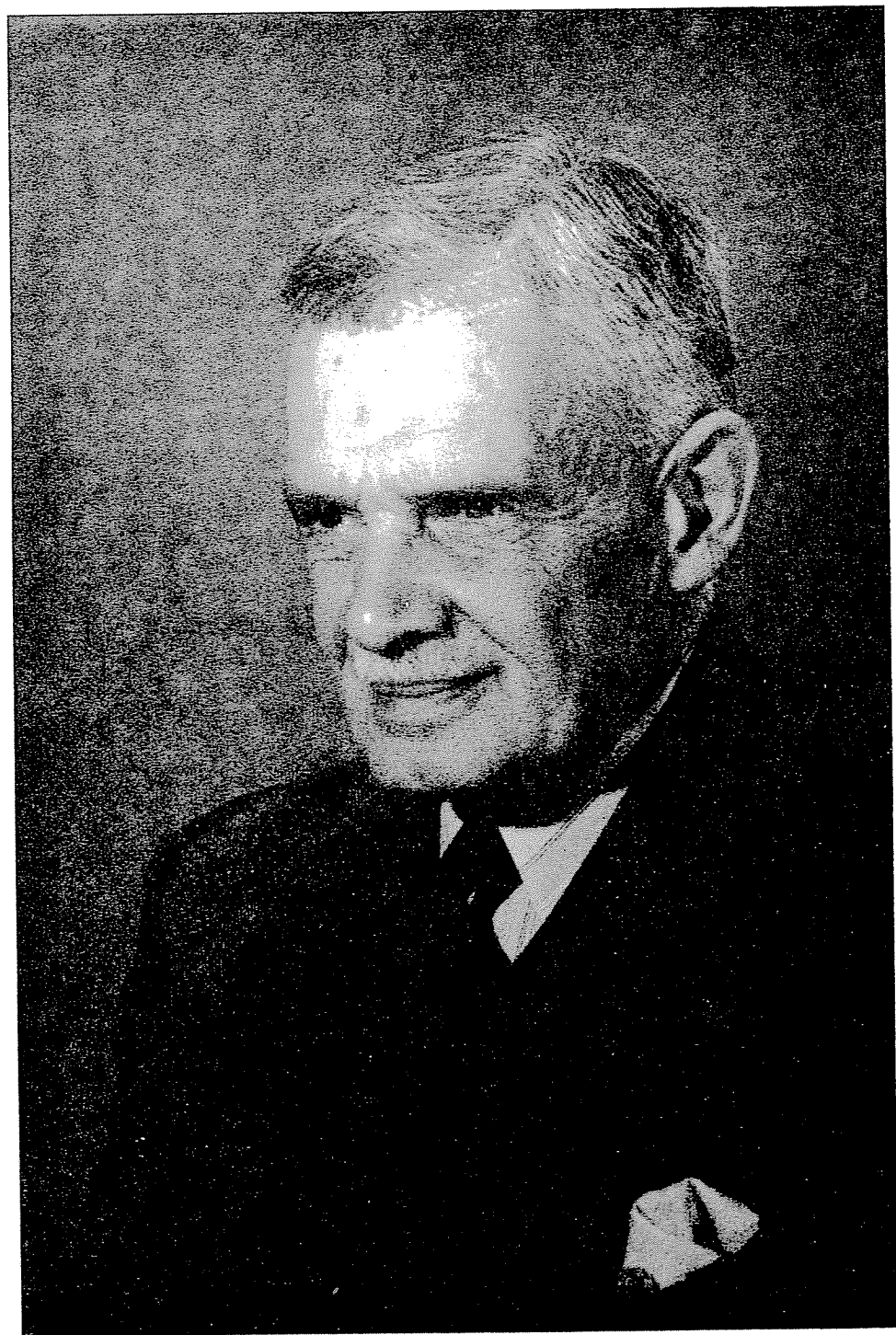
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List of Illustrations

	PAGE
Royal Hamilton Yacht Club	18
Rochester Yacht Club	19
Junior Club, Royal Canadian Yacht Club	34
Ashbridge's Bay Yacht Club	34
<i>Hoyden II</i> , C.Y.C.	35
<i>Ivanhoe</i> , R.C.Y.C.	50
Royal Canadian Yacht Club	51
National Yacht Club	66
Crescent Yacht Club	67
Clayton Yacht Club	81
Olcott Yacht Club	82
To the Victors, the Spoils	98
<i>Tip</i> , R.C.Y.C.	98
<i>Thermis</i> , B.C.C.	99
Dalhousie Yacht Club	99
Lieut.-Colonel L. F. Grant	114
<i>Patricia</i> , R.C.Y.C.	115
<i>Thisbe</i> , R.C.Y.C.	130



LIEUT.-COLONEL L. F. GRANT, LL.D.
President L.Y.R.A., 1934-35

ABOUT THE AUTHOR

Lieut.-Colonel Le Roy F. Grant graduated from Royal Military College in 1906, and from Queen's University in 1926 in Civil Engineering with honours; he is a Past President of the Engineering Institute of Canada and a Warden of the Iron Ring. He was President of the Engineering Council Professional Development.

He comes honestly by his love of sailing; one of his forbears being a Captain in the days of the famous China Clippers. He first learned to sail in 1897 at Narragansett Bay; in 1899 on Lake of Two Mountains he sailed one of the old-time half-raters about 23' O.A. and 15' L.W.L. with jib-headed rig long before that rig became common on larger boats.

On moving to Kingston in 1903 he acquired one of the 22' knock-about class and sailed her for several years. His first appearance at the L.Y.R.A. Regatta was in Toronto in 1904.

Shortly after graduating from R.M.C., he spent several years in Halifax and on the Pacific Coast; after returning to Kingston in 1921, he again became active in the sailing game and has continued to be so ever since. He sailed in twenty-seven L.Y.R.A. Regattas as well as being a leading figure in the Eastern Circuit; he has contributed much to the activities of the L.Y.R.A., serving on its Council for several years, and as President in 1934 and 1935.

In the early thirties Col. Grant served for two years as Commodore of the Kingston Yacht Club, following a number of years as Secretary. He served on the staff of R.M.C. between the two Great Wars and fostered sailing at the College; at various times bringing in Admiralty dinghies, fourteen foot international dinghies, "C" boats and Bluenoses.

Col. Grant sailed the Class "R" boat *Swamba* for a number of years, which he re-named *Four Winds*; she was a former winner of the George Cup.

In 1938 he had built in Kingston the Benson designed *Tramp Royal*, winner of the Freeman Cup in both 1945 and 1946. It is interesting to

note that in 1948 the Cup was won by *Chance*, sailed by his two sons-in-law, and as a result the Cup was used as a punch bowl at his daughter's wedding, and as a Christening Font for at least one of his grand-children.

Despite his achievements in Academic, Military and Sailing circles, Col. Grant is a very modest man, but whose advice and wise counsel is much sought after. Would that we had many more of his ilk!

Years of research were spent by Col. Grant in compiling this history dating back to 1884; he poured over the Minutes of the L.Y.R.A., which were rather meagre and over the files of yachting magazines, both Canadian and American, and in his modesty gives credit to the recollections of many Lake Ontario sailor-men.

On June 1st, 1962 he was honoured with the degree of Doctor of Laws by his old love, Royal Military College.

T. K. WADE

THE LAKE YACHT RACING ASSOCIATION

Compiled 1951-1962

The Editor is indebted to the following gentlemen amongst others for most of the information in this history: Mr. Blake Van Winckle, Queen City Y.C., Toronto; Mr. E. G. Sorsoleil, Royal Canadian Y.C., Toronto; Mr. C. H. J. Snider, Royal Canadian Y.C., Toronto; Mr. D. F. Lane, *The Watertown Daily Times*, Watertown, N.Y.; Commodore T. K. Wade, Royal Canadian Y.C., Toronto; Mr. Frank Herrick, Crescent Y.C., Chaumont, N.Y.; Mr. S. Vila, Royal Hamilton Y.C., Hamilton; and Mr. E. C. Moore, Rochester Y.C.

It is to be greatly regretted that the minute book for the years 1884 to 1892 inclusive, is missing, and that the annual meeting of November 11th, 1893 is the earliest record we possess except for the organization meeting of 1884.

A thorough search has been made of the files of OUTING and FOREST AND STREAM in the New York Public Library and a few items were found from these sources. Nothing new of importance has been found in the files of RUDDER.

OFFICERS SINCE ORGANIZATION

YEAR	PRESIDENTS	VICE-PRESIDENTS	2ND VICE-PRESIDENTS	SECRETARIES
1884	John Leys, R.C.Y.C.	John T. Mott, O.Y.C.	Hugh C. Dennis, T.Y.C.	Geo. E. Evans, R.C.Y.C.
1885	John T. Mott, O.Y.C.	W. H. Biggar, B.Q.Y.C.	Thos. McGaw, T.Y.C.	Geo. E. Evans, R.C.Y.C.
1886	W. H. Biggar, B.Q.Y.C.	Col. Campbell, K.Y.C.	Thos. McGaw, T.Y.C.	Geo. E. Evans, R.C.Y.C.
1887	J. B. Carruthers, K.Y.C.	Geo. H. Newell, R.Y.C.	John Leys, R.C.Y.C.	Geo. E. Evans, R.C.Y.C.
1888	Geo. F. Newell, R.Y.C.	Thos. McGaw, T.Y.C.	F. E. Kilvert, H.Y.C.	Geo. E. Evans, R.C.Y.C.
1889	J. F. Monck, H.Y.C.	John T. Mott, O.Y.C.	<i>The office was abolished in 1889.</i>	
1890	A. R. Boswell, R.C.Y.C.	J. B. Carruthers, K.Y.C.		Geo. E. Evans, R.C.Y.C.
1891	John T. Mott, O.Y.C.	Mat. Cartwright, R.Y.C.		Geo. E. Evans, R.C.Y.C.
1892	Mat. Cartwright, R.Y.C.	W. H. Biggar, B.Q.Y.C.		Geo. E. Evans, R.C.Y.C.
1893	F. S. Malloch, R.H.Y.C.	A. R. Boswell, R.C.Y.C.		Geo. E. Evans, R.C.Y.C.
1894	A. R. Boswell, R.C.Y.C.	W. H. Biggar, B.Q.Y.C.		E. H. Ambrose, R.H.Y.C.
1895	Æmilius Jarvis, R.C.Y.C.	Allen Ames, O.Y.C.		E. H. Ambrose, R.H.Y.C.
1896	Æmilius Jarvis, R.C.Y.C.	J. E. Burroughs, R.Y.C.		E. H. Ambrose, R.H.Y.C.
1897	E. H. Ambrose, R.H.Y.C.	T. B. Pritchard, R.Y.C.		Frank M. Gray, R.C.Y.C.
1898	Frank Strange, K.Y.C.	R. A. Downey, O.Y.C.		Frank M. Gray, R.C.Y.C.
1899	A. G. Wright, R.Y.C.	F. B. Hower, B.Y.C.		Frank M. Gray, R.C.Y.C.
1900	J. S. Thompson, B.Y.C.	R. A. Lucas, R.H.Y.C.		F. J. Campbell, R.C.Y.C.
1901	R. A. Lucas, R.H.Y.C.	F. M. Gray, R.C.Y.C.		F. J. Campbell, R.C.Y.C.
1902	F. M. Gray, R.C.Y.C.	Dr. D. A. Black, K.Y.C.		Temple McMurrich, R.C.Y.C.
1903	Frank Strange, K.Y.C.	John T. Mott, O.Y.C.		Temple McMurrich, R.C.Y.C.
1904	John T. Mott, O.Y.C.	Charles Van Voorhis, R.Y.C.		M. Ross Gooderham, R.C.Y.C.
1905	T. B. Pritchard, R.Y.C.	Stewart Malloch, R.H.Y.C.		M. Ross Gooderham, R.C.Y.C.
1906	E. Finch Noyes, R.H.Y.C.	T. A. E. World, Q.C.Y.C.		M. Ross Gooderham, R.C.Y.C.
1907	T. A. E. World, Q.C.Y.C.	E. C. Gildersleeve, K.Y.C.		M. Ross Gooderham, R.C.Y.C.
1908	C. G. Marlatt, R.C.Y.C.	Geo. W. Reeves, C.Y.C.		E. K. M. Wedd, R.C.Y.C.
1909	C. G. Marlatt, R.C.Y.C.	Geo. W. Reeves, C.Y.C.		E. K. M. Wedd, R.C.Y.C.
1910	C. G. Marlatt, R.C.Y.C.	Geo. W. Reeves, C.Y.C.		E. K. M. Wedd, R.C.Y.C.
1911	Samuel Vila, R.H.Y.C.	Geo. W. Reeves, C.Y.C.		R. H. Joyce, R.C.Y.C.
1912	Geo. W. Reeves, C.Y.C.	Dr. D. Allen Black, K.Y.C.		I. J. Ardagh, R.C.Y.C.
1913	Geo. W. Reeves, C.Y.C.	Dr. D. Allen Black, K.Y.C.		J. D. McWilliams, R.C.Y.C.
1914	Geo. W. Reeves, C.Y.C.	S. Small, R.C.Y.C.		J. D. McWilliams, R.C.Y.C.
1915	Geo. W. Reeves, C.Y.C.	S. Small, R.C.Y.C.		J. D. McWilliams, R.C.Y.C.
1916	Geo. W. Reeves, C.Y.C.	S. Small, R.C.Y.C.		J. D. McWilliams, R.C.Y.C.
1917	Geo. W. Reeves, C.Y.C.	S. Small, R.C.Y.C.		J. D. McWilliams, R.C.Y.C.
1918	Geo. W. Reeves, C.Y.C.	S. Small, R.C.Y.C.		J. D. McWilliams, R.C.Y.C.

OFFICERS OF L.Y.R.A. 1939-1962

YEAR	PRESIDENTS	VICE-PRESIDENTS	2ND VICE-PRESIDENTS	SECRETARIES
1919	Samuel Vila, R.H.Y.C.	N. R. Gooderham, R.C.Y.C.		J. D. McWilliams, R.C.Y.C.
1920	N. R. Gooderham, R.C.Y.C.	S. Lansing, C.Y.C.		A. B. Bowes, R.C.Y.C.
1921	S. Lansing, C.Y.C.	W. B. Casey, K.Y.C.		A. B. Bowes, R.C.Y.C.
1922	W. B. Casey, K.Y.C.	C. H. O. Pook, R.H.Y.C.		A. B. Bowes, R.C.Y.C.
1923	W. B. Casey, K.Y.C.	C. H. O. Pook, R.H.Y.C.		A. B. Bowes, R.C.Y.C.
1924	C. H. O. Pook, R.H.Y.C.	W. P. Barrows, R.Y.C.		B. Van Winckle, Q.C.Y.C.
1925	W. P. Barrows, R.Y.C.	T. A. E. World, Q.C.Y.C.		B. Van Winckle, Q.C.Y.C.
1926	T. A. E. World, Q.C.Y.C.	F. H. Herrick, C.Y.C.		B. Van Winckle, Q.C.Y.C.
1927	T. A. E. World, Q.C.Y.C.	E. A. Barnes, C.Y.C.		B. Van Winckle, Q.C.Y.C.
1928	T. A. E. World, Q.C.Y.C.	E. A. Barnes, C.Y.C.		B. Van Winckle, Q.C.Y.C.
1929	T. A. E. World, Q.C.Y.C.	E. A. Barnes, C.Y.C.	ASSISTANT SECRETARY	B. Van Winckle, Q.C.Y.C.
1930	T. A. E. World, Q.C.Y.C.	E. A. Barnes, C.Y.C.	F. A. Moore, Q.C.Y.C.	B. Van Winckle, Q.C.Y.C.
1931	T. K. Wade, R.C.Y.C.	E. A. Barnes, C.Y.C.	F. A. Moore, R.C.Y.C.	B. Van Winckle, Q.C.Y.C.
1932	E. A. Barnes, C.Y.C.	L. F. Grant, K.Y.C.	F. A. Moore, R.C.Y.C.	B. Van Winckle, Q.C.Y.C.
1933	E. A. Barnes, C.Y.C.	L. F. Grant, K.Y.C.	F. A. Moore, R.C.Y.C.	B. Van Winckle, Q.C.Y.C.
1934	L. F. Grant, K.Y.C.	W. V. Castle, R.Y.C.	F. A. Moore, R.C.Y.C.	B. Van Winckle, Q.C.Y.C.
1935	L. F. Grant, K.Y.C.	W. V. Castle, R.Y.C.		B. Van Winckle, Q.C.Y.C.
1936	W. F. N. Windeyer, R.C.Y.C.	T. H. Booth, B.C.C.		B. Van Winckle, Q.C.Y.C.
1937	W. F. N. Windeyer, R.C.Y.C.	T. H. Booth, B.C.C.		B. Van Winckle, Q.C.Y.C.
1938	W. F. N. Windeyer, R.C.Y.C.	W. V. Castle, R.Y.C.	R. B. F. Barr, R.C.Y.C.	B. Van Winckle, Q.C.Y.C.
		1st Vice-Pres.	2nd Vice-Pres.	
1939	W. V. Castle, Sr., R.Y.C.	Robert Barr, R.C.Y.C.		Blake Van Winckle, Q.C.Y.C.
1940	Robert Barr, R.C.Y.C.	C. W. Gamble, C.Y.C.		Blake Van Winckle, Q.C.Y.C.
1941	Robert Barr, R.C.Y.C.	C. W. Gamble, C.Y.C.	A. R. Moyer, Jr., Y.Y.C.	George Culp, R.Y.C.
1942	Robert Barr, R.C.Y.C.	C. W. Gamble, C.Y.C.	A. R. Moyer, Jr., Y.Y.C.	George Culp, R.Y.C.
1943	Robert Barr, R.C.Y.C.	C. W. Gamble, C.Y.C.	A. R. Moyer, Jr., Y.Y.C.	George Culp, R.Y.C.
1944	Robert Barr, R.C.Y.C.	C. W. Gamble, C.Y.C.	A. R. Moyer, Jr., Y.Y.C.	George Culp, R.Y.C.
1945	W. P. Barrows, R.Y.C.	James Hyland, R.C.Y.C.	C. J. Spaulding, Y.Y.C.	N. B. Castle, R.Y.C.
1946	W. P. Barrows, R.Y.C.	C. J. Spaulding, Y.Y.C.	Blake Van Winckle, Q.C.Y.C.	N. B. Castle, R.Y.C.
1947	C. J. Spaulding, Y.Y.C.	C. W. Gamble, C.Y.C.	Clifford Lunt, R.H.Y.C.	N. B. Castle, R.Y.C.
1948	C. J. Spaulding, Y.Y.C.	C. W. Gamble, C.Y.C.	Clifford Lunt, R.H.Y.C.	N. B. Castle, R.Y.C.
1949	C. J. Spaulding, Y.Y.C.	C. W. Gamble, C.Y.C.	Clifford Lunt, R.H.Y.C.	N. B. Castle, R.Y.C.
1950	C. W. Gamble, C.Y.C.	Clifford Lunt, R.H.Y.C.	E. G. Sorsoleil, R.C.Y.C.	N. B. Castle, R.Y.C.
1951	C. W. Gamble, C.Y.C.	Clifford Lunt, R.H.Y.C.	E. G. Sorsoleil, R.C.Y.C.	N. B. Castle, R.Y.C.
1952	E. G. Sorsoleil, R.C.Y.C.	Clifford Lunt, R.H.Y.C.	P. J. Hunt, Y.Y.C.	N. B. Castle, R.Y.C.

YEAR	PRESIDENTS	VICE-PRESIDENTS	2ND VICE-PRESIDENTS	SECRETARY-TREASURERS
1953	E. G. Sorsoleil, R.C.Y.C.	Clifford Lunt, R.H.Y.C.	P. J. Hunt, Y.Y.C.	N. B. Castle, R.Y.C.
1954	Clifford Lunt, R.H.Y.C.	P. J. Hunt, Y.Y.C.	A. H. Gorsline, S.B.Y.C.	N. B. Castle, R.Y.C.
1955	P. J. Hunt, Y.Y.C.	A. H. Gorsline, S.B.Y.C.	J. R. Mason, R.C.Y.C.	N. B. Castle, R.Y.C.
1956	P. J. Hunt, Y.Y.C.	A. H. Gorsline, S.B.Y.C.	J. R. Mason, R.C.Y.C.	N. B. Castle, R.Y.C.
1957	A. H. Gorsline, S.B.Y.C.	J. R. Mason, R.C.Y.C.	Karl Smither, B.C.C.	N. B. Castle, R.Y.C.
1958	J. R. Mason, R.C.Y.C.	Karl Smither, B.C.C.	Arn Gorman, Q.C.Y.C.	N. B. Castle, R.Y.C.
1959	J. R. Mason, R.C.Y.C.	Karl Smither, B.C.C.	Arn Gorman, Q.C.Y.C.	N. B. Castle, R.Y.C.
1960	Karl Smither, B.C.C.	Arn Gorman, Q.C.Y.C.	W. V. Castle, Jr., R.Y.C.	N. B. Castle, R.Y.C.
1961	Karl Smither, B.C.C.	Arn Gorman, Q.C.Y.C.	N. B. Castle, R.Y.C. & Treas.	A. H. Gorsline, S.B.Y.C., Sec.
1962	Arn Gorman, Q.C.Y.C.	N. B. Castle, R.Y.C.	G. J. Stouck, D.Y.C.	A. H. Gorsline, S.B.Y.C.

PART ONE

PART ONE

From the formation of the Association in 1884 to the First Great War, 1914

The idea of an association of yacht clubs on Lake Ontario seems to have first been conceived by the late George H. Duggan, then resident of Toronto and a member of the Toronto Yacht Club. Duggan, who had been out of college for less than a year (he graduated in 1883), together with two other members of the club, G. E. Evans and W. H. Parsons, brought the matter of an association to the notice of his club at its annual meeting on January 5th, 1884.

Reporting this meeting the *TORONTO GLOBE* of January 7th says, "At the Toronto Yacht Club meeting the formation of a Canadian Yachting Association was discussed, and it was felt that other clubs might think the Toronto Yacht Club forward in taking the initiative." In spite of this modesty, the club appointed Messrs. Duggan, Evans, Parsons and William Dickson, the club secretary, as a committee to write to all the Canadian clubs, the object being "to bring members and yachts of all the Canadian clubs together once a year for mutual enjoyment and for the discussion of matters of interest to the yachtsmen of the country generally."

The committee's ideas, however, were somewhat different as the official report of the first meeting shows. This report is so interesting that it should be given in full as follows:

LAKE YACHT RACING ASSOCIATION FORMED Successful meeting at the Queen's on Saturday afternoon.

At the annual general meeting of the Toronto Yacht Club held on Saturday, Jan. 5th, 1884, the feasibility of forming a Yacht racing Association was discussed, and a committee consisting of Messrs. G. H. Duggan, W. H. Parsons, Wm. Dickson, and George E. Evans was

appointed, with instructions to put themselves in communication with the other yacht clubs around the lakes with a view to the formation of such an association. After considerable correspondence on the part of the secretary of the T.Y.C. with other yacht clubs on the lakes it was found that they were all very much in favour of having such an association formed. A circular was then sent to each of the clubs calling on them to appoint three delegates; these delegates to form a committee and draw up a constitution and rules to govern such an association.

The outcome of this preliminary skirmishing resulted in a meeting of the delegates so appointed at the Queen's hotel on Saturday afternoon [March 29th, 1884]. The Royal Canadian Yacht Club sent Colonel Grasett and Messrs. John Leys and Robert Cochrane, and the Oswego Yacht Club Messrs. Mott, Phelps, and McMurrich. The Bay of Quinte Yacht Club was unfortunately unable to send delegates, but authorized the secretary of the Toronto Yacht Club to vote on the vital points which came up for discussion. Mr. Leys took the chair and the delegates immediately proceeded to tackle the most important subject which came up for discussion, viz. the measurement rule, for it was believed that if unanimity could be secured on this subject other less important details could easily be settled, and the association might be considered as formed.

Mr. Evans read a long and exhaustive letter upon the subject addressed to him by Mr. C. P. Kunhardt, of FOREST AND STREAM, which entered with great exactness into the principle underlying the different rules for measurement of the Seawanhaka, New York Yacht Club and English Yacht-racing Association, and after the matter had been fully discussed, and its effect upon typical yachts round the lakes examined, it was decided to adopt the Seawanhaka rule as a happy mean between the two others. The Toronto Yacht Club had already adopted this rule, and sailed their recent regatta under it. The Oswego delegates came armed with full authority to bind their club and also declared in its favour. The Bay of Quinte Yacht Club, in their letter to the secretary of the Toronto Yacht Club, gave him full power to cast their vote in its favour, and the Royal Canadian delegates decided to recommend its adoption at a special general meeting of their club which will shortly be held.

Kingston, although unfortunately unable to send delegates, had written to the secretary of the Toronto Yacht Club, stating that they had already adopted the Seawanhaka rule, so that the co-operation of their club may be looked upon as assured.

A lake yacht association constitution was forthwith drafted by the meeting, by which it will be seen that any of the yacht clubs around the lake of good standing may become a member of the association by adopting the constitution and by-laws.

The officers for the ensuing year were next appointed as follows: President, Mr. John Leys; Vice president, Mr. Mott; Second Vice President, Mr. Hugh C. Dennis; Secretary and treasurer, Mr. George E. Evans.

After the labours of the meeting the delegates adjourned to dinner, which was served in the Queen's best style, the Mayor presiding, with Mr. Leys in the vice-chair. After dinner cigars were in order, and the delegates spent a very pleasant evening over the subject nearest to their hearts, and separated with great regret, but feeling satisfied that they had accomplished or almost accomplished, a good work. Appended is the constitution. A copy of it and the sailing rules will be sent to each club upon the lakes, and upon their signifying their acceptance of them they may become members of the association. It is considered that what has been done will fill a long felt want, and yachtsmen here wish The Lake Yacht Racing Association bon voyage:—

March 29/84.

Signed, Geo. E. Evans

So far as known, there was no other similar body in existence in 1884 in North America, and it is believed that the L.Y.R.A. is the oldest association of yacht clubs on the continent.

The Constitution defined the object of the association in these words: "The object of the Association shall be to encourage yacht building and yacht racing, and to establish and enforce uniform rules for the government of all races in which the yachts of two or more clubs compete."

The Toronto, Royal Canadian, Oswego and Bay of Quinte Yacht Clubs were thus the four charter members of the Lake Yacht Racing Association, and of these only the Royal Canadian has maintained uninterrupted membership.

Mr. Evans held the position of secretary-treasurer for ten years and was also an active sailor. Commodore Mott was for long the dean of the yachting fraternity on Lake Ontario. His sloop *Papoose* was a familiar and welcome visitor at every port, and when she finally reached the stage to which all good ships must eventually come, her owner had her honorably burned rather than let her pass into the hands of someone who would not treat her like the lady she was.

Herrick Duggan, the young originator of the idea of the Association had been a successful skipper for several years. Among other successes he had won races in *Cygnets*, the sloop belonging to H. C. Dennis of Cobourg. Such were the men who founded the L. Y. R. A.

It is interesting to note that Kingston had corresponded with the association, and gave it a president in 1887, although the Kingston Y.C. was not formed until 1896, nor has the editor of this history been able to find any of the "oldest inhabitants" of Kingston who remember any yachting organization prior to that date.

The Seawanhaka Rule of that day had originated in Ireland but its use had been mainly furthered by the Seawanhaka Corinthian Y. C. of Long Island Sound, and in 1884 it was fairly extensively used in North America.

Simply the rule was that the racing length was half the sum of the water-line length and the square root of the sail area. The rule obviously encouraged long overhangs, and as there were no scantling restrictions some very flimsy boats were built under its influence. Its simplicity however, and its freedom from clauses taxing extreme features gave designers a very free hand, and while it produced many freak craft, it also encouraged originality and experimentation, to the ultimate benefit of the sport. It was under this rule that Duggan (who shortly afterwards left Toronto for Montreal) designed the boats which won the Seawanhaka Cup in 1896 for the Royal St. Lawrence Yacht Club, and which successfully defended it in eight successive contests until 1905.

The first regattas were of the port-to-port type. That is the boats rendezvoused at one port, raced to another, where a one or two day regatta would be held, and then a race to another port. Thus in 1887, on August 1st, there was a cruise from Toronto to Charlotte, on August 4th from Charlotte to Oswego, on August 8th from Oswego to Kingston, and on the 11th from Kingston to Belleville. Sometimes the "circuit" type of regatta was sailed. That is the fleet raced at one port, cruised to another where they raced again, and so on. For instance in 1888, the fleet raced at Kingston, Belleville, Oswego, Rochester, Hamilton and Toronto, the whole regatta lasting from July 13th to 31st. That year's meet by the way must have been a memorable one. The Oswego fleet could not reach Kingston because of heavy weather, *Verve* of Toronto was dismasted on the night of July 10th while on her way to Kingston, and drifted for three nights and two days before being picked up and given a tow; and in the race at Kingston *Garfield* of Kingston lost her bowsprit; *Cygnets* of Toronto and *Gerda* of Kingston collided, while

Iolanthe was unable to cross the line. Also one of the buoys dragged its anchor and drifted ashore so that the race had to be re-sailed.

In 1889 a special committee, of which Mr. Æmilius Jarvis was chairman, was appointed to consider and recommend a uniform system, and after a careful investigation they recommended the continued use of the Seawanhaka Rule, both for purpose of rating measurement and for classification, and the division of the fleet into six classes. They prepared tables and diagrams, showing how much sail area could be carried with a given waterline, to fit a given rating, and at a meeting in Hamilton on November 9th the Association accepted the recommendations and established these classifications: for 25, 30, 35, 40 and 46 feet corrected length and under, and a class for all over 46 feet corrected length.

These classes were altered or merged later, but the basis of waterline length and sail area for measurement and classification purposes remained until the end of the century and a little later.

Even as late as the L. Y. R. A. meeting at Hamilton on November 9th, 1889, when this decision was made, it had been the practice to *allow five minutes grace in crossing line* at the start! This historic meeting made the decision—amid considerable headshaking over the prospects of collision—to take the contestant's time from gun-fire.

In 1889 the Toronto Y. C. amalgamated with the Royal Canadian Y. C.

OUTING magazine, Volume 17, (October 1890—March 1891) states: "Rochester Yacht Club races to Sodus Bay set for May 30th, June 18th and September 30th (Ladies' Day). July 20—L.Y.R.A. (but does not state where)."

In OUTING there is reference to a regatta at Belleville in 1892, but apparently there was a circuit as well, ending at Toronto. It must have been a rather lengthy affair, as one yacht (*Oriole*) reported that her taffrail log recorded 607 miles during the whole regatta.

At the meeting of November 11th, 1893, the following clubs were represented: R. C. Y. C., Queen City Yacht Club, Rochester Yacht Club, Oswego Yacht Club, Royal Hamilton Yacht Club and Bay of Quinte Yacht Club. The only two clubs who had paid their fees were the R.C.Y.C. and the Queen City.

At this meeting the Royal Hamilton Y. C. proposed the following definition: "A yacht shall be defined as a boat the beam of which is not less than one-third the length of the water-line or which carries not less than thirty pounds of ballast permanently stowed under the platform or in lockers for every foot of length on the waterline." R. C. Y. C. how-

ever had a somewhat different conception and a combination of the two which was finally adopted read as follows: "A yacht as defined by this association shall be a vessel of at least 16 ft. l.w.l. and must carry not less than 300 lbs. of ballast permanently stowed under the platform or in lockers or have a beam of not less than one-third of her l.w.l. She must have standing rigging or a fixed mast and must be kept permanently on the water during the season and must not be engaged in trade."

This meeting discussed the measurement of sails and its decisions fill some twenty pages of the book.

A motion was passed that "The circuit for that year be abolished" and a committee was appointed to consider the rendezvous for the regatta apparently the first time that the regatta had been held at one place.

OUTING magazine, Volume 24, September 1894, says that 1894 was the first year for course racing instead of port-to-port, and the regatta was held at Sodus on July 4th. Clubs represented were: Bay of Quinte, Oswego, Queen City, Royal Hamilton, Royal Canadian, Rochester and Victoria. The classes were: 70 ft., 46 ft., 35 ft., 30 ft., 25 ft. Only three classes sailed each day.

On July 5th Sodus winners were: 46 ft.—*Condor*; 35 ft.—*Vivia*; 30 ft.—*Vedette*. On July 6th winners were: 70 ft.—*Vreda*; 40 ft.—*Yama*; 25 ft.—*Salola*. On July 7th winners were: 46 ft.—*Condor*; 35 ft.—*Vivia*; 30 ft.—*Norma*.

Report of the meeting on November 10th, 1894, shows a balance on hand of \$67.25. Clubs represented were Oswego, Queen City, Rochester, R.C.Y.C., R.H.Y.C., Victoria. Bay of Quinte was not represented. Classes decided upon were: 22 ft. and under; 27 ft. and under to 22 ft.; 37 ft. to 32 ft.; 32 ft. to 27 ft. but allowing boats 32.5 to sail in 32 ft. class for one year.

In 1894 the Fisher Cup was presented by the owners of *Onward*, but there is nothing said about it afterwards.

Records for the next few years are scarce, but the following items are in the files: in 1895 there was a complaint that all yachts did not carry their numbers. In 1896 the Association joined the Yacht Racing Union of the Great Lakes. Its general rules and racing rules having been thoroughly discussed, the Lake Yacht Racing Association adopted the same by a vote of 8 to 3, and substituted them for the existing ones.

Notes for 1897 state that Buffalo and Kingston were elected to membership by the council during the year. At this time the association seems to have had some control over the Canada's Cup since a resolu-

tion concerning this was introduced by representatives of the R.C.Y.C. and passed.

Yachts were classified as the "First Class" of unspecified size, and the following definite sizes: 42 ft., 37 ft., 32 ft., 27 ft., and 22 ft.

At this meeting there is the first mention of "scantling restrictions", a motion being made by the Queen City Yacht Club and the R. C. Y. C. Also there was added to the measurement rule a section providing that for yachts built after November 7th, 1897, the area of the immersed mid-ship section inscribed within a parallelogram touching the extremities of the section should not be less than 12% of the parallelogram for the 22 ft. class, 20% for the 27 ft. class and 33.3% for larger classes. This apparently followed the rule of the Y.R.U. of the Great Lakes.

An amended constitution was printed and it is noted that the annual dues per club were \$15.

By 1898 the Seawanhaka measurement rule had been changed to water-line length plus beam, plus .75 girth plus 50% of the square root of sail area, the whole divided by 2, but no boats were built under this rule on Lake Ontario. A 22-foot Knockabout class was recognized, for which the rated length remained at half the sum of water line length plus square root of sail area.

In 1900 it would appear that the following clubs were members of the Lake Yacht Racing Association: Bay of Quinte, Oswego, R.C.Y.C., Queen City, R.H.Y.C., Rochester, Victoria (Hamilton), Kingston and Buffalo. At this meeting a committee was appointed "to arrange a code of flags and general etiquette for the L.Y.R.A.

In 1902 a new handbook of the "Constitution and Rules" was issued. Under definitions we find the following II: "A yacht shall be as a vessel of not less than 15 ft. l.w.l. and must carry not less than 500 pounds of ballast permanently stowed under the platform or in lockers or have a beam of not less than one-third of her l.w.l. length. She must have standing rigging, or a fixed mast, and must be kept permanently on the water during the season, and must not be engaged in trade."

At the Annual Meeting on November 7th, 1903, the cash balance on hand is given as \$3.85.

A handbook, "L.Y.R.A. Racing Rules and Official Racing Schedules 1905" gives the following "List of Yacht Clubs belonging to the Lake Yacht Racing Association: Royal Canadian Yacht Club, Queen City Yacht Club, Royal Hamilton Yacht Club, Kingston Yacht Club, Rochester Yacht Club, Victoria Yacht Club and Oswego Yacht Club.

1905—Crescent Y. C. (Chaumont, N.Y.) admitted.

In 1905 it was mentioned that the next meeting was to be held at the club located in the city where the president resided. Rochester protested the holding of the meeting, no reason being given in the minutes.

In 1906 the association adopted the measurement rules of the Y.R.U. of the Great Lakes. Although not specifically so stated, this must have been the Universal Rule, which was drawn up in 1903.

In 1906 assessments (additional to membership fees) were: R.C.Y.C., R.H.Y.C. and Rochester, \$50.00 each; Crescent, Oswego and Kingston, \$10.00 each. The new Victoria Yacht Club from Hamilton applied for admission on payment of the annual fee of \$15.00 and assessment of \$10.00. It does not appear that the club actually joined, however.

At a meeting held on November 2nd, 1907, the Crescent, Rochester, Sodus Bay, Kingston, Royal Canadian, Royal Hamilton, Oswego and Queen City Yacht Clubs were represented. It was reported that Sodus Bay Yacht Club had been admitted as a member club during the year. Also that there was a balance of \$57.54, "showing the association to be in very good shape financially."

It was decided to hold separate races at each club under the auspices of the association and unless at least three clubs had decided to do this by July 1st, no regatta would be held. This decision may have been reached because of a long distance race proposed for 1908, under the auspices of the Eastern Yacht Racing Circuit, for which a cup had been offered by the late Thomas Fleming Day, editor of the *RUDDER*. This race was to be from Hamilton to Chaumont, 190 statute miles, and was open to all clubs on the Lake. Altogether, there were sixteen starters.

The race started on August 10th, and was won by *Genesee* owned by Mr. Eric C. Moore, of the Rochester Y.C. *Genesee* was a former winner of the Canada's Cup, having defeated *Beaver* of Royal Canadian at Toronto in 1899. Other well-known yachts which participated in the race were *Invader*, *Strathcona*, *Tantrum*, *Iroquois*, *Whirl*, *Chiryea*, and *Brenda*. Some of the skippers prophesied that the winning boat would sail the course in 30 hours. Others, more conservative, suggested 34 to 36. Actually, very light winds prevailed, and *Genesee's* elapsed time was 37.05.55. *Iroquois* which finished second was only 42 seconds behind in elapsed time. *Invader* of the Royal Hamilton Y.C., and also a Canada Cup winner was third to finish, and also third on corrected time.

Wind may have been lacking during the race, but there was plenty of it shortly afterwards. On the evening of August 12th, a gale came up during which the water-level in Chaumont Bay rose three feet, in less than half-an-hour, marooning the crowd in the club house, and causing

several yachts to go aground. So it is reported in the WATERTOWN TIMES of August 13th.

This race was of major importance because it was the forerunner of the Freeman Cup which was instituted in 1921, and which has become such an important adjunct to the L.Y.R.A. regatta in recent years.

At the 1907 meeting, the question of costs of building boats was discussed and moved by Mr. McMurray, R.C.Y.C., seconded by Mr. Vila, R.H.Y.C., that it be referred to Messrs. Reeves, Crescent Y. C., and Fernside, Victoria Y. C., to consider and report on the cost of construction of boats, "With the idea of procuring good serviceable boats at a reasonable cost." Alas! at the annual meeting of 1908, Mr. Reeves reported that the sub-committee had not yet gone into the matter—nor is there any further record of its activities.

At a meeting held on November 28th, 1908 it was suggested that Western clubs should race from Hamilton to Cobourg, Eastern clubs from Kingston to Cobourg, and thence the whole fleet should race to Charlotte. But at a subsequent meeting, it was decided to simply hold a regatta at Cobourg on August 4th, 5th and 6th, and this was done. The interlake Y.A. and Lake Michigan Y.A. were invited to take part.

Scantling restrictions of the Yacht Racing Union of the Great Lakes were adopted.

At this time, the Universal Rule was in force, in the following form: Rating measurement is the length multiplied by the square root of the sail area, and divided by 5.5 times the cube root of displacement.

A spring meeting was held in February, 1909. The committee reported that the regatta would be held at Cobourg and following special subscriptions were asked for: Rochester \$100, Kingston \$50, Oswego \$50, Crescent \$25, Hamilton \$100, Queen City \$50, R.C.Y.C. \$250 and the Town of Cobourg \$500. On Monday, August 1st, cruising races from Toronto, from Kingston, from Charlotte to Cobourg. On August 4th, 5th and 6th triangular races at Cobourg.

Mr. T. B. F. Benson (R.C.Y.C.), was appointed "association officer in charge of the races".

Interlake Yachting Association, Lake Michigan Yachting Association and Cleveland Y.C. were invited to attend, but there is no record of their sending any yachts.

April 17th, 1909: programme amended. Race at Charlotte August 3rd, cruising race to Cobourg on the 4th, regatta at Cobourg on the 5th, 6th and 7th. The cruising races from Toronto and Kingston were apparently abandoned.

It was decided to "arrange the prize money so that 25% be given to the veteran cruiser classes". This is the first time that the word "veteran" as applied to boats which could not compete in the racing classes, appears in the minutes. In later years, a rule was framed for such boats and definite classes set up for them.

At the time of the meeting of November 6th, 1909, funds were somewhat low; balance on hand being \$19.60. The Cobourg regatta, however, showed a profit, subscriptions were \$1050 and expenses \$1049.25.

At this time the annual dues were \$15 plus the regatta subscriptions, the heaviest one of which was paid by the host club.

In the minutes of November 1910, is contained for the first time any mention of the regatta of the past summer. Here it is noted that the regatta was held at Kingston and was a great success.

Apparently, there was some difficulty in deciding where the 1911 regatta should be held. Cobourg offered \$1,000, Hamilton \$500 and the Canadian National Exhibition \$1,000. Finally, it was decided that the regatta would be held in Toronto during the last week of August.

The minutes for 1911 mention races for "Veteran" yachts, a special rule for which had not yet been formulated.

At the 1911 meeting, according to the *Watertown Times*, the Crescent Y.C. suggested having a permanent rendezvous for regattas at Prinyer's Cove on the Bay of Quinte. This has been considered many times since.

At the meeting of November 16th, 1912, the secretary was instructed to write to a certain owner "regarding his ungentlemanly action at the regatta in persisting in entering a race in a class for which he had been told he was not eligible and also for using language to the judges unbecoming a member of the L.Y.R.A."

A meeting was held on May 3rd, 1913, in Kingston at which Sodus Bay Yacht Club resigned, and at which it was decided to give cash prizes at the regatta. It was proposed to have games in connection with the 1913 regatta and \$75 was allotted for this purpose.

Prize money at this time was as follows:

Class "A"	1st \$35	2nd \$25	3rd \$20
"B"	30	20	15
"C"	25	15	10
"D"	25	15	10
"E"	20	12	8
"H"	20	12	8

Subscriptions promised were: R.C.Y.C. \$400, Kingston \$150, R.H.Y.C. \$150, Crescent \$100, Queen City \$50, Oswego \$50.

The spring meeting of council by now seems to have become a regular occurrence for the purpose of arranging details of the regatta. Report for the 1913 regatta showed a deficit of \$205.99.

The meeting of November 7th, 1914, was held at Oswego. President Reeves was in the chair and mentioned that several of the oldest members of the association were present, some of whom had been at the meeting of 1884.

The following clubs are mentioned as members: Oswego, Rochester, R.H.Y.C., Kingston, Queen City (Alexandra, Toronto—date of admission not known).

The total amount distributed in cash prizes at the 1914 regatta is given as \$731.

As Canada was at war the question of a regatta for 1915 was left to the new council. Especially noted at the dinner following the meeting was the expression of regard for the Canadians in their time of trouble.

With this gracious and kindly wish from the American sailors, the first era of the Lake Yacht Association came to an end.

. . . This was the last regular meeting until 1919 . . .

— — — —

TO THE UNPAID HAND

I doff my cap to the unsung crew
Who do the things they're told to do;
That hardy, loyal, faithful band—
The toiling throng—the Unpaid Hand.

The Unpaid Hand in his dungarees,
Rough and ready and aimin' to please,
A-pullin' the sheets and cleatin' 'em fast
So the *Sassy Sal* won't finish last.

The Unpaid Hand who boils and burns
On a windless day, when the buoy-turns
Are hell to handle and hard to make
In a sizzling sun on a listless lake.

The Unpaid Hand in a gale o' wind—
Soaked to the bone—his knuckles skinned—
Settin' the spinnaker—takin' it in—
Hoistin' the genoa—swearin' like sin—
Hikin' to windward to trim the boat—
Bailin' like hell to keep her afloat—
Haulin' the backstays—trimmin' the main—
Over'n over'n over again.

And when the races have all been run
And the boat he crewed on's the boat that won,
And the lucky skipper is steppin' up
To get his flags and the Silver Cup . . .

Back in the corner—feelin' grand—
With a nice little bun—sits the Unpaid Hand.

GEORGE CULP, R.Y.C.

PART TWO

PART TWO

Between the Wars, 1919-1940

When this part of the history was compiled (1956) many yachtsmen who had been prominent in sailing and in administering the affairs of the association during these years were still alive, and furnished some very valuable information for the history. The editor himself sailed in twelve Freeman Cup races and in fourteen regattas, during that period as well as being at all of the annual meetings except one, and nearly all of the council meetings from 1926 to 1941. He has therefore felt free to add some of his personal recollections to the history, but in such a way that they will not be confused with the record of facts taken from the minute books, regatta programs and other official records.

In the twenty three years covered by this part of the history, certain customs grew up with regard to the meetings, which it may be well to summarize here.

The annual meeting was generally held at the home port of the president. A spring council meeting was held at the place chosen for the regatta, and if necessary (as was often the case) another council meeting was held during the regatta. A third was held concurrently with the annual meeting of the association, at which only council members voted on matters assigned to council by the constitution, whereas all delegates present voted on other questions. For instance the date and place of the following year's regatta was set at the annual meeting, but in cases where a vote was necessary on this question the president might remind the meeting that only one delegate (the councillor) from each club could vote. This custom obviated the necessity of holding a separate council meeting, gave all delegates an opportunity of hearing and taking part in all discussions, and insured close relations between the delegates as a whole, and the council. Separate minutes of the spring and summer coun-

cil meetings were kept, but only one set for the combined association and council meetings in the autumn.

At the annual meeting the president read a complete report of the association's activities for the past year, and outlined some of the matters that would be laid before the delegates. Actions taken by council at any meetings during the year were reported, and where necessary ratified. Reports from committees and from our representatives on the Yacht Racing Union of the Great Lakes and on the North American Yacht Racing Union were received and dealt with, measurement rule alterations considered and any other matters affecting the association and the officers for the next year elected.

Of course finances were always considered, but although some mention is made of these in the body of this record, the editor has thought it well to give a summary of the financial history of the association and the closely related matter of prizes, in an appendix at the end.

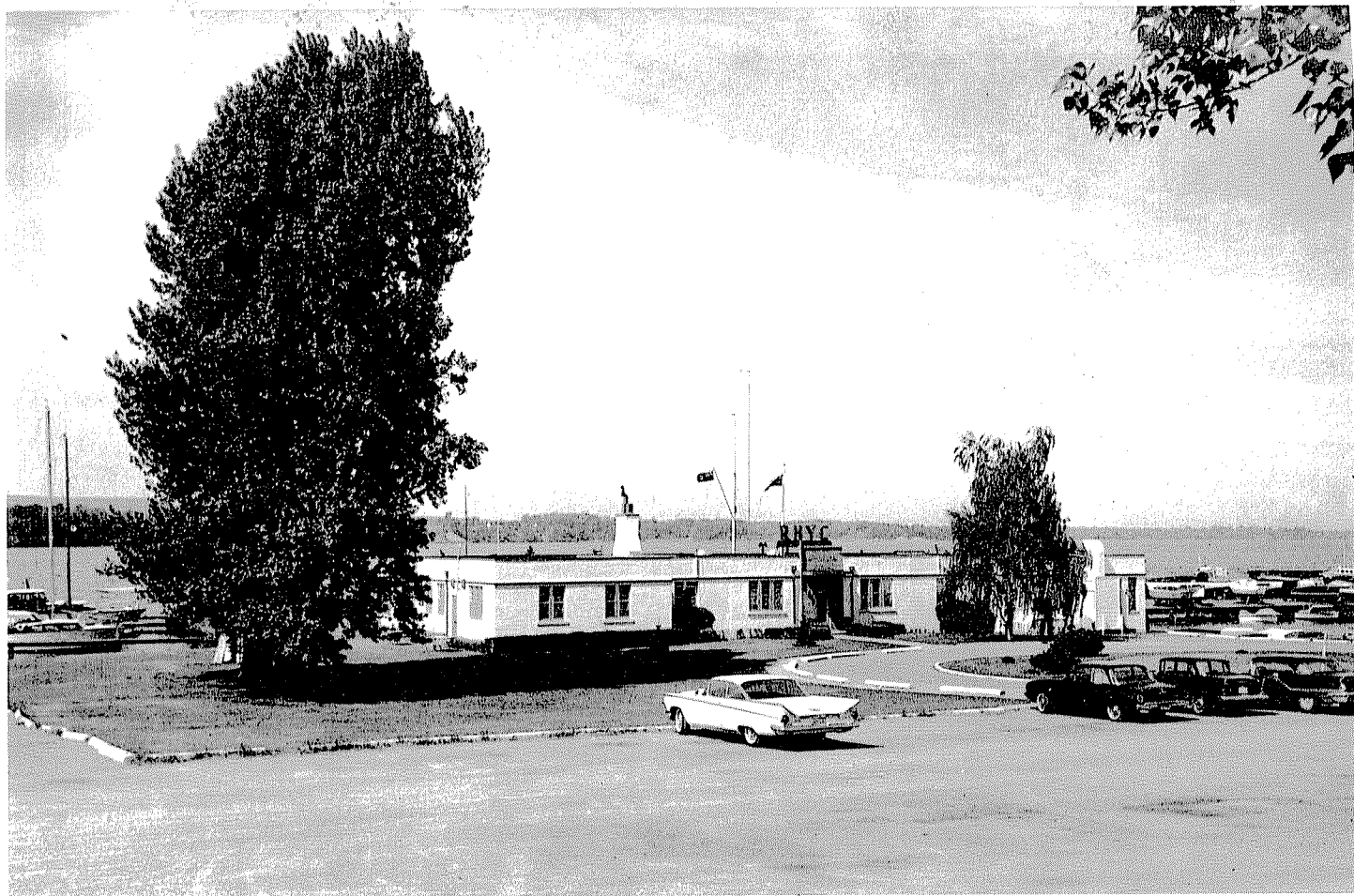
During his long term of office (1926-1930), President T. A. E. World, QCYC invariably entertained the delegates at dinner following the meeting. In succeeding years a "pay for yourself" dinner was held, following which a talk on a yachting subject was sometimes given. For instance at the annual meeting at Kingston in 1935 the late Major J. E. Hahn gave an eye-witness account of the America's Cup races of that year, between *Enterprise* and *Endeavour I*.

There is no record of any meetings between 1914 and 1919, although most clubs continued to pay annual fees, and annual financial statements were made out, and are on file.

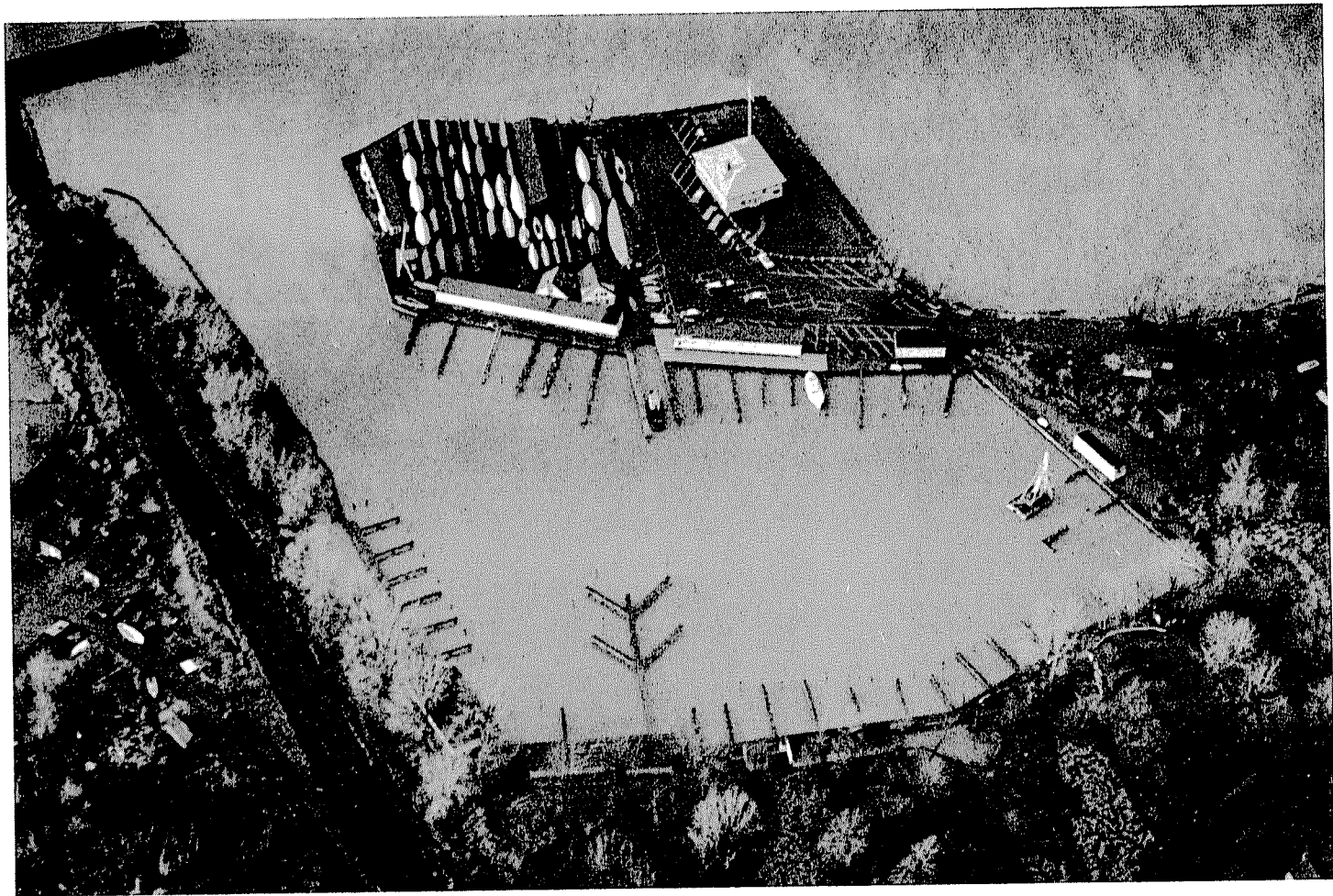
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We may now take up the year-to-year record.

1919

The first post-war meeting of the Lake Yacht Racing Association was held at the King Edward Hotel, Toronto, on May 17th 1919. The President, George Reeves, Crescent YC was in the chair, and delegates were present from Royal Canadian, Royal Hamilton and Queen City Yacht Clubs.



ROYAL HAMILTON YACHT CLUB — Hamilton, Canada



ROCHESTER YACHT CLUB — Rochester, New York

The financial report showed \$179.26 in hand, dues having been paid by several clubs for 1915 and 1916 although no regattas were held.

It was noted that this was the first L.Y.R.A. meeting at which Col. John T. Mott of Oswego had not been present and a special message of regret was sent to him.

A lengthy discussion took place as to the future activities of the association, and it was finally moved and carried that a regatta be held in the form of a port-to-port circuit, with one day's racing at each port, and the secretary was requested to write all clubs not represented at the meeting, asking whether they would support this program, and a committee was appointed to work out the details.

The following were then elected as the Council:

President	Commodore Samuel Vila, R.H.Y.C.
Vice-President	Norman R. Gooderham, R.C.Y.C.
Secretary-Treasurer	J. D. McWilliams, R.C.Y.C.
Council	Commodore M. Armstrong, Q.C.Y.C. Commodore Richard Coughlin, C.Y.C. Commodore Asa McDowell Commodore Parker, Oswego Y.C. Commodore N. C. Polson, Kingston Y.C. Commodore Lacey, Rochester Y.C.

The thanks of the meeting were expressed to Judge Reeves, president from 1913, who in his reply voiced his regret that the ranks of the L.Y.R.A. had lost so many of their best sailors in the great struggle just closed but expressed the conviction that the ranks would be filled by a new generation.

A sub-committee of Commodore Armstrong, Q.C.Y.C., Vice-President N. R. Gooderham, R.C.Y.C., and the acting secretary Mr. M. A. Kennedy was set up to work out the details of the regatta.

Another general meeting was held at the Royal Canadian Yacht Club on June 16th, 1919, and the following program, recommended by the sub-committee, was decided on for the regatta.

Fleet to assemble at Hamilton on Saturday, August 2nd, and race there that afternoon.

Monday, August 4th	Race from Hamilton to Toronto
Tues. August 5th	Race from Toronto to Olcott
Wed. August 6th	Race from Olcott to Charlotte
Thurs. August 7th	Participate in local regatta of the Rochester Y.C.

Fri.	August 8th	Race from Charlotte to Cobourg
Sat.	August 9th	A regatta at Cobourg, the details of which had not yet been arranged.

The sub-committee regretted that it had not been possible in the time available to include the Crescent, Kingston and Oswego clubs in the program, but present day readers will probably agree that a very full week's sailing had been provided for. It was decided that cash prizes and flags (for 1st, 2nd and 3rd places) were to be awarded for the port-to-port races as a whole and cash prizes only for individual races in the series. 25% of the prize money was allotted for series prizes, and 75% for the individual races, and the money was divided equally between the five classes, M, P, and R under the Universal Rule, and two Veteran classes, one over, and the other under 25'. 50% of the money for any class in any race was to go to the first yacht, 30% to the second and 20% to the third.

Mr. Gooderham, R.C.Y.C., Commodore Armstrong, Q.C.Y.C., and Commodore Lacey, R.Y.C., were appointed a committee to allocate boats to classes "their decision to be final". There is no record of any complaint, so this committee must have done their work well.

At the request of the Royal Canadian Yacht Club, this program was later changed by eliminating the Hamilton-Toronto race, and having a triangle race at Toronto instead. The minutes are not perfectly clear, but apparently the Royal Hamilton Yacht Club held a regatta for its own fleet and the L.Y.R.A. generally on the Saturday, giving \$250 for prizes, The fleet then sailed independently to Toronto where another day's course racing was held, then raced to Olcott on Tuesday, from Olcott to Charlotte on Wednesday, took part in the Rochester Yacht Club's regatta on Thursday and ended the meet with a race from Charlotte to Cobourg. Thus three cruising races and three triangle races were sailed.

Fees paid by the various clubs were \$45.00 each from the Royal Canadian, Royal Hamilton, Rochester and Crescent Yacht Clubs, \$60.00 from the Kingston and Oswego clubs, and \$75.00 from Queen City. In addition the Royal Canadian played the role of fairy godmother to the extent of an additional \$600.00! Cash prizes totalled \$668.00, with seventeen yachts receiving one or more prizes. *Nirwana* and *Zoraya* headed the list with \$92.00 each. Expenses were \$143.02, and the deficit on the regatta was \$211.02. This was more than covered by the above-

mentioned fees and the cash in hand, so that the association ended the year with \$327.77.

With the prize money donated by the Royal Hamilton and Rochester clubs (which unlike the Royal Canadian's \$600.00 did not pass through the Association) about \$1200 must have been disbursed.

At Toronto there were nineteen entries, and an average of twelve to thirteen yachts in the three cruising races. Yachts from Crescent, Kingston and Oswego joined the fleet at Rochester, and nineteen yachts participated there, as well as ten Star class boats.

Mr. Ernest Matthews of Toronto kindly placed his steam yacht *Semiramis* at the disposal of the association as a judges' boat for the regatta.

The fleet was a somewhat mixed one, the famous old cutter *Aggie*, the schooner *Haswell* skipped by the Commodore Jarvis, seven in the P-class, *Bernice*, *Nutmeg*, *Stranger*, *Patricia*, *Temeraire*, *Zoraya*, *Iroquois* and *Crusader*; two, *Nirwana* and *Swamba* in the R-class, and the rest were veterans, schooners, yawls and ketches. One boat rejoiced in the name of *More Trouble*, and the editor considers that her owner must have been a man worth knowing.

The marconi rig, except in the Stars, had not made its appearance on the lake, and indeed for a year or two was prohibited. Later it was allowed, subject to a handicap of 10 seconds per mile, and by 1922 had been accepted.

Because this regatta was the first of these held after World War I, it influenced the pattern of regattas for some time, and it has therefore been reported much more fully than other events. It got the association off to a good start, and much credit is due to those who arranged it and to those who participated in it.

The regular annual meeting for 1919 was held at Hamilton on November 1st, and is remarkable for the most complete presidential report that the minutes thus far contain. Clubs represented were Royal Canadian, Royal Hamilton and Oswego. It was decided to write the clubs suggesting a three-day regatta at Cobourg on August 9th, 10th and 11th. The clubs concurred in the place, but the dates were changed to August 2nd, 3rd and 4th.

Officers elected were: President, N. R. Gooderham, Royal Canadian Y.C.; Vice-President, Stuart Lansing, Crescent Y.C.; and Secretary-Treasurer, Arthur B. Bowes, Royal Canadian Y.C.

1920

It was voted to make a presentation to the retiring secretary Mr. J. D. McWilliams, in recognition of his long and valuable services.

The spring council meetings voted to present shields valued at \$9.00 each to winning yachts in each class, subsequently a recommendation for cheaper shields was received from the Kingston Y.C.

There is no record in the minutes of the 1920 regatta but one unexpected feature deserves mention. On the Sunday before the races there was a church parade of the Cobourg branch of the Canadian Legion, British Empire Service League, headed by the Cobourg Band. The visiting sailors were invited to take part, and nearly all did so, some however expressing some ridicule of the idea. But "those who came to scoff remained to pray" or at least to find the parade and service impressive. The attendance of the yachtsmen especially of those from the United States was deeply appreciated by the Legion and by the good people of Cobourg.

It was decided to drop the custom of making a presentation to the retiring secretary, but to give him a cash honorarium instead. It was voted to hold the 1921 regatta at Kingston, August 2nd to 4th. The officers elected for 1921 were: Stuart Lansing, C.Y.C., President; Wm. Casey, K.Y.C., Vice-President; and A. B. Bowes, R.C.Y.C., Secretary-Treasurer.

Commodore World, Q.C.Y.C., seconded by C. G. Dunn moved that the retiring president be elected honorary president, and an ex-officio member of council, thus officially inaugurating a system that has continued with some lapses, until the present, and will no doubt continue into the future.

1921

At this meeting delegates from the National Y.C. of Toronto were present, and it is presumed that this club was admitted to membership at the meeting. There is however no minute to this effect.

During the ensuing winter a questionnaire re restrictions on the marconi rig was sent to the clubs, and nearly all the clubs approved the restric-

tions recommended by the Y.R.A. of Long Island Sound, which were also approved by the Yacht Racing Union of the Great Lakes. A special general meeting to consider this and some other important matters was held at the R.C.Y.C. on April 2nd, 1921. The decision of the Y.R.U. was accepted.

Yachts from the Atlantic coast were now appearing in increasing numbers on the Lake, many of them having measurement certificates based on measurements taken in salt water. A special committee was appointed to decide a permissible margin of difference between such certificates, and those based on fresh-water measurements.

The first mention of a committee to actually handle the races appears in the minutes of this meeting, and from that time on regattas were handled by such committees and not by the host club.

But the outstanding event of this important meeting was notice of the donation of a perpetual trophy for long distance racing by Mr. C. S. Freeman of Toronto. This, the first cup presented to the L.Y.R.A., was gratefully accepted, and the meeting set the course for the first race from Hamilton to Kingston, starting on the evening of July 30th, 1921. Thus was inaugurated an event which has become increasingly important in the L.Y.R.A., and the Freeman Cup has become its most coveted trophy. Men who have sailed in many regattas will say that the greatest yachting thrill of the year is day-break on the morning following the start of "the Freeman". As sail after sail shows up all hands try to identify each new appearance. "How did that little fellow get up here?" "We're well up, there are three in our class that owe us time all behind us." "If that is so-and-so we ought to win our class at least, but if it's someone else we're licked," are some of the remarks one may hear.

The first Freeman was sailed over a course and under weather conditions worthy of the trophy. From end to end of the Lake and straight down the middle it was one of the longest possible courses. The race started shortly after dark off the Burlington piers in a south-west wind, succeeded by a severe thunder storm about midnight which scattered the fleet and forced many to take shelter. The storm was followed by a 25 to 30 mile north-westerly giving perfect schooner weather and the 189 mile race was won in 20 hrs. 12 mins. by *Haswell*, skipped by one of Lake Ontario's greatest sailors, the late Commodore Æmilius Jarvis, a fitting first chapter to the Freeman Cup's record. Not until ten years later was it won by a schooner.

The annual meeting of 1921 was held on December 3rd in Toronto. The deed of gift for the Freeman Cup was accepted, as was also a revision

of the deed of gift for the George Cup providing that the races should be held in conjunction with the L.Y.R.A. regatta.

The revived Bay of Quinte Y.C. applied for membership.

The secretary was instructed to prepare a register of all yachts belonging to L.Y.R.A. clubs with their association ratings, and to assign permanent racing numbers to them. Subsequently numbers were assigned to clubs as follows: (regatta program for 1936. A much longer list is given in the program for 1946)

Kingston Y.C.	1-9
Crescent Y.C.	10-19
Royal Canadian Y.C.	20-39
Royal Hamilton Y.C.	40-49
Rochester Y.C.	50-59
Queen City Y.C.	60-69
Oswego Y. C.	90-99
Buffalo C.C.	110-119
Youngstown Y.C.	120-129
Olcott Y.C.	130-139

Numbers omitted in the above were assigned to clubs that never used them or which did not maintain membership in the association.

This system of numbering met with general approval, and aided greatly in the identification of yachts. However the introduction of the metre classes in 1930 with assigned numbers from Europe modified it to some extent, and from then on the custom was used less and less, until at the present time (1956) there are few examples of it on the lake.

It was decided to hold the 1922 regatta at Macdonald's Cove (Prinyer) with the Freeman Cup race starting at Cobourg.

William Casey of the Kingston Y.C. was elected president for 1922, and A. B. Bowes secretary.

Two delegates from the Y.R.U. were present, and made suggestions for the inter-lake series for a new trophy to be named the Richardson Cup. This later became an important event for the R-class.

1922

The annual meeting of 1922 made certain recommendations to the trustees of the George Cup. It seems worth while to make some remarks about this trophy. Donated by the late Silas L. George of the Crescent Y.C. in 1921 it stimulated very keen racing first in the R-class (20-ft. rating under the Universal Rule) and later in the six metres of the International Rule. The challenge had to come "from the other side of the Lake". That is if the cup was held in Canada, there could be no contest without a challenge from a U.S. club and vice versa. However once such a challenge had been accepted, any other club in the L.Y.R.A. was free to enter a boat. While the L.Y.R.A. had no control over the trophy there has always been a very close relationship between the trustees and the council of the association, and the latter often made recommendations concerning the conditions governing the cup.

It was also decided to recommend to the Yacht Racing Union of the Great Lakes that races for the Richardson Cup, be held annually, and that the 1923 match be sailed on Lake Ontario, under the auspices of the R.C.Y.C.

Big Bay, opposite Belleville, was chosen as the site for the 1923 regatta, with the Bay of Quinte Y.C. as host club.

The delegates to the Y.R.U. were instructed to oppose a motion to eliminate the words "or is a professional in any other sport" from the definition of Corinthianism. Apparently such a motion was to be considered at the next Y.R.U. meeting. This motion was defeated.

Receipts for the regatta from clubs for 1922 had been: Kingston Y.C. \$100; Queen City Y.C. \$25; Crescent Y.C. \$50; Royal Canadian Y.C. \$400; Royal Hamilton Y.C. \$50; and Rochester Y.C. \$100. The regatta statement showed a profit of \$15.17 in spite of items totalling \$614.75 for prize money flags and trophies and a mysterious expense of \$6.76 for a lost government blanket. This must have been part of some equipment loaned by the Department of National Defence, which included a marquee tent. This incidentally was found very useful, especially to the crew of *Vitesse* when she was struck by lightning which not only injured some of her crew, but seriously damaged the yacht herself. Her crew found a home in the tent.

Wm. Casey of Kingston was elected president and A. B. Bowes of Toronto, Secretary.

1923

At the spring meeting of 1923 it was decided that the course for the Freeman Cup should be from Toronto to Cobourg.

A new class of boats for young sailors had appeared on the Lake in 1923, fostered by the Royal Canadian Yacht Club. These were the so-called "C boats" designed by T. B. F. Benson. They were fine little ships, 25' overall, and with cabin accommodation for three. In 1956 some of them were still sailing, and many of the best skippers on the lake got their first keen racing experience in this class.

Also in the minutes of the spring meeting of 1923 there appears the first mention of races for power boats.

Delegates from the Royal Canadian, Kingston, Bay of Quinte, Queen City, Crescent, Royal Hamilton and Rochester clubs met at Kingston for the annual meeting of 1923. A delegate from The Toronto Canoe Club was also present, but there is no record in the minutes of the admission of this club. The regatta was set for Sodus Bay, under the auspices of the Rochester Yacht Club, The Freeman Cup race starting at Toronto. The host club also arranged a pre-regatta race from Charlotte to Sodus for boats not entering the Freeman.

It was decided that the winner of the George Cup series (sailed at Chaumont immediately before the L.Y.R.A. regatta) should rank as champion R-boat of Lake Ontario, and should represent the L.Y.R.A. in the Richardson Cup contest. This decision was however cancelled the following year. The selection of the Lake Ontario representative was to prove a difficult question in the future.

1924

At the spring meeting the Rochester Yacht Club undertook to assume all expenses for the regatta including class trophies for the Freeman Cup winners, and championship trophies.

On time the P-class yacht *Olympian* won the Freeman Cup, but was disqualified for not carrying a dinghy. *Olympian* by the way, was the only P-class yacht with marconi rig that ever sailed in the L.Y.R.A.

1924 was remarkable for the fact that three council meetings were necessary at the regatta.

The Buffalo Canoe Club and the Genesee Yacht Club were admitted to membership at the 1924 annual meeting. Mr. T. B. F. Benson, naval Architect was elected an honorary member of Council and for many years gave valuable technical advice to the association.

Mr. W. P. Barrows, R.Y.C., was elected president. Few men have done more for yachting on Lake Ontario than "Bill" Barrows. A winning skipper of the Canada's, Lipton and Rochester Cups, and of many other important trophies he was also the moving spirit behind numerous projects for benefiting the sport. He was a valuable committee member, both of the N.A.Y.R.U. and the L.Y.R.A. and twice served as president. His extensive experience was always available to beginners, many of whom profited by hints from him.

Mr. Blake Van Winckle was elected secretary-treasurer.

An intriguing minute is to the effect that the fees of one club for 1923 and 1924 be cancelled, and the club be kept in good standing. The name of the club is not given.

1925

1925 brought some changes in the constitution; requirements for admission of clubs to the association were to be not less than fifty members and five yachts of more than 15' l.w.l. regularly sailing with the applying club. Also at the annual meeting a rule to meet night conditions in the Freeman and other long-distance races was passed, requiring that, in order not to obscure navigation lights, yachts could not use light head-sails, spinakers, balloon jibs, reaching jibs or spinaker booms between the hours of 7.00 p.m. and 5.00 a.m., Eastern Standard Time. In fact at this meeting a general overhauling of minor details in the racing rules took place.

For 1926 Commodore T. A. E. World, Q.C.Y.C., was elected president and Mr. Blake Van Winckle, Q.C.Y.C., was re-elected secretary. The secretary's honorarium was set at \$100.00.

So many amendments and additions to the rules had been made in the last few years that a special committee was appointed to bring the rule book up to date and to report at the next meeting.

The invitation of the Crescent Yacht Club to have the 1926 regatta at Henderson Harbour was accepted. Charlotte to Stony Island was chosen as the course for the Freeman Cup.

The 1925 annual meeting is notable as being the first since 1919 at which full report of the past season's activities was presented by the president or secretary or included in the minutes. The inclusion of this report has made available many items of interest not recorded elsewhere.

At this meeting again several recommendations to the trustees of the George Cup for changes in the deed of gift were passed, indicating the close association between the L.Y.R.A. and the trustees.

Mr. W. P. Barrows, the retiring president, on behalf of the Rochester Yacht Club presented to the association the Sir Thomas Lipton trophy, to be awarded to the R-class yacht making the highest number of points in the series. This is one of the most beautiful cups in the custody of the association, and has been raced for since 1924, except for two or three years during the Second World War.

By this time there were a number of old and consequently out-classed racing yachts in the fleet, which were known as veterans. No exact definition of a veteran was ever laid down, though the owner of one defined it as any yacht in which the pump was a more important piece of equipment than the mast. However the association was faced with the problem of finding a rule under which these boats could race on fairly even terms with more modern craft in the Freeman Cup race, which was open to the whole fleet. The task of formulating this rule was entrusted to Mr. T. B. F. Benson. Mr. Benson was also appointed the convener of a committee 're fostering a rule for better type yachts'. The perennial question had already come up in 1907.

Altogether the 1925 annual meeting was a most fruitful one, and showed how hard the council of the association was working to put the association in good trim to meet the changing conditions of the time.

Just after this meeting the secretary received a letter from Mr. C. D. Mallory, President of the Y.R.A. of Long Island Sound inviting the L.Y.R.A. to send a delegate to a meeting to be held in New York City on November 12th, 1925, to discuss forming an organization to cover the yachting interest of North America. Mr. T. B. F. Benson was sent as our delegate. Out of this meeting came the North American Yacht Racing Union, and the L.Y.R.A. was honoured by having Mr. George H. Gooderham, R.C.Y.C., appointed vice-president, and Mr. W. P. Barrows, Rochester Yacht Club, a member of the Racing Rules Committee.

1926

The spring council meeting also had a full agenda. To quote 'The several letters from the Toronto Canoe Club re resignation were read . . . and filed for action at the Annual meeting.'

Mr. Benson presented his formula for rating the veteran classes which will be found in detail on pages 45-47 of the booklet published by the L.Y.R.A. in 1938, which contained also the official racing rules. Mr. Benson's formula required only the standard measurements of sail area, the water-line length of the hull, girth at forward and after ends of water-line, and freeboard at three points. It was thus very easy to apply.

Mr. Benson also recommended that the present Universal Rule be changed from a multiplication to a summation formula, with premiums for beam and freeboard. While no actual formula was ever developed by this committee it is interesting to note that both the above features were incorporated in the Royal Ocean Racing Club Rule and in the Cruising Club of America Rule, both of which were used by the association in later years.

For the first time the spring council meeting was presented with a draft regatta budget and a draft program for the regatta giving full information as to classes, starts, signals, and other information necessary to skippers. The names of the judges were also included. This became standard practice until the discontinuance of regattas during the Second War.

Also at the spring meeting of 1926 yachts not in the restricted classes (such as the P and R classes, the Royal Canadian C Class, etc.) were divided into sections as follows:

Section A: Cutters, sloops, yawls, ketches and schooners rating over 31 ft. under the Universal Rule.

Section B: Veteran sloops and cutters over 25 ft. rating.

Also that the class formally known as the 20 ft. and under was designated the Veteran Class up to 25 ft. rating. A 20 ft. Veteran Class was also provided for. These last two changes were necessary because the Veteran formula as drawn up by Mr. Benson fitted the above division.

That the Veteran formula served a good purpose and provided fair handicapping for old boats was proved by the fact that it was used until the veterans had practically all gone to their last harbours, and that in the 1926 regatta the little veteran yacht *Brenda* came within twelve

minutes of winning the Freeman Cup race. All gaff-rigged R's were placed in the Veteran class. Clubs were instructed to have all veteran yachts measured, and a list of all such yachts was read to the meeting. The editor, whose yacht sailed in the veteran class for eleven years, cannot recall any objection being made to the classification.

At the regatta of 1926 a special council meeting was called on August 2nd to consider the eligibility of yachts, measurement certificates for which had not been filed. This had been a perennial difficulty, and was to come up in a more serious form in 1934. It was decided to allow such yachts to compete, but that they would not be eligible for prizes unless certificates were filed by 10.00 a.m. on August 6th.

Another council meeting had to be called on August 4th to consider a protest re the Freeman Cup race, filed after the time limit of two hours after the finish of the race. The protest was not accepted.

A third council meeting was called on August 6th, to select an R-class representative for the Richardson Cup race to be held on Lake Erie. *Eleanor* of the R.C.Y.C., designed by Mr. Benson, was selected, with *Kathea II* of C.Y.C. as substitute if *Eleanor* was not available. *Eleanor* successfully defended the cup.

The Freeman Cup race which brought out thirty-five yachts was sailed from Rochester to the foot of Stony Island in a light breeze which however increased before most of the yachts had finished. This was followed by three days of successful racing, in which about 60 yachts participated.

Meanwhile a serious situation had arisen concerning scantling restrictions. The George Cup had been sailed for at Chaumont just before the regatta, the contestants being *Kathea II* (sailing for Crescent Y.C.) which, having been built for Massachusetts Bay had been subject to different restrictions. The designer and builders confirmed the statements alleged by the Royal Canadian Y. C., and it was determined that in the thickness of one of the principal keel timbers (a dimension technically called 'moulded depth') she lacked about ½ inch of the required minimum. On receipt of this information the Crescent Y. C. returned the George Cup to the trustees, and the Lipton Cup which *Kathea II* had also won, to the L.Y.R.A.

A special meeting of council was held on Sept. 4th, primarily to discuss this question. The point at issue was not so much whether the speed or strength of *Kathea II* was affected by the structural member being somewhat less than specified, but as to whether rules adopted should be adhered to. The question was also complicated by the fact that *Kathea II*

had not been built on Lake Ontario, and that the Y. R. U. already had under consideration for its next meeting an amended scale under which *Kathea II* would have been eligible. Mr. Benson as technical adviser to the council gave a very careful and thoughtful memorandum on the subject, for which he was highly complimented by those present. Final decision was left to the annual meeting.

The report of the president, read at the annual meeting on Oct. 16th 1956 outlined what the newly formed N.A.Y.R.U. had done, and expressed some regret that the L.Y.R.A. was not represented on committees of the N.A.Y.R.U. with the exception of Mr. W. P. Barrows who was a member of the Racing Rules Committee. Objection was raised to Mr. Barrows having been appointed by the N.A.Y.R.U. to this post instead of by the L.Y.R.A., although the objection was careful to point out that Mr. Barrows was a most excellent choice. The first Year Book had been received and was found to contain some errors, and there were also some important omissions, which, however, were to be rectified in the next issue. In spite of the foregoing the president expressed the opinion that the 'Union will do valuable work in the interests of yachting on this continent if they are able to effect a rule or rules governing yacht construction, also measurement regulations that will be the same in all parts of this country and which will bring into force a more wholesome type of yacht for use on the Great Lakes.' It will be seen that the type developed by the Universal Rule was not a satisfactory craft in most respects, although its speed was undeniable, and the rule also gave a good deal of latitude for experimentation.

The meeting accepted the resignations of the Genesee and National Yacht Clubs, and also of the Toronto Canoe Club.

Mr. Benson's committee on a new general measurement rule reported no progress, as it was anticipated that the N.A.Y.R.U. would promulgate a new formula. A number of amendments to the constitution and to the racing rules were presented and voted on. A motion was also passed recommending no Richardson Cup race for 1926, thus cancelling the resolution of 1922.

The contentious question of the eligibility of *Kathea II* was thoroughly discussed, and the meeting decided that as she did not conform to the scantling restrictions, she could not retain the Lipton Cup, emblematic of the championship of the R class. The cup was therefore awarded to *Eleanor*. However a letter was read from the Y.R.U. of the Great Lakes stating that the following resolution had been unanimously adopted: 'Be it resolved that the scantling restrictions of the Y.R.U. of

the Great Lakes shall not apply to those yachts on the Great Lakes prior to Sept. 1st, 1926.' This made *Kathea II* and several other yachts brought to the lakes in good faith eligible for the future. In passing this resolution the Y.R.U. was influenced by the fact that the N.A.Y.R.U. was considering a new set of scantling restrictions.

So officially ended the 'moulded depth' controversy. Echoes of it are however still heard among the older generation who were sailing thirty years ago.

On invitation from Mr. Casey, Kingston was chosen for the 1927 regatta with the Freeman Cup to be sailed from Cobourg to a finish off the Kingston Yacht Club.

Commodore World was re-elected president, and Mr. Blake Van Winckle secretary. The secretary's honorarium was set at \$150.00.

1927

The spring meeting of 1927 decided amongst other things that yachts measured by either the Universal Rule or Veteran Rule be raced together in the Freeman Cup. This made the Freeman Cup open to the whole fleet, and it so continued until the adoption of the Cruising Club of America measurement rule in 1948.

An interesting minute of this meeting read as follows:

'Discrepancy in dates between application of certain scantling restrictions on Sept. 9th, 1926 (not 1927) in Y.R.U. of the Great Lakes resolved that its scantling restrictions should not be applicable to yachts on the Great Lakes prior to Sept. 1st, 1926, whereas the N.A.Y.R.U. made these restrictions applicable only on April 30th, 1927. After a lengthy discussion at this Kingston meeting it was decided that the eligibility of any yacht laid down between the above dates must be referred to the L.Y.R.A. for decision.'

The above note is inserted not because any yachts were ever involved, so far as the editor knows, but to illustrate the complications that may arise over membership in too many organizations.

Another interesting suggestion was that the regatta officials should receive compensation for their expenses at the regatta, but as there was not enough cash on hand to do this in 1927, the matter was referred to the general meeting, to be held in the autumn.

Finally it was decided to arrange with the trustees of the George Cup to hold the races for that trophy at Cobourg, before the date selected for the start of the Freeman Cup. A subsequent visit of President World and Secretary Van Winckle to Cobourg resulted in the town offering prizes for a special race on Aug. 1st, in which many yachts participated. The hospitality of Cobourg was outstanding.

The Freeman cup race was sailed from Cobourg to Kingston, leaving the False Ducks to port and Nine-Mile light to starboard. About forty yachts started in very light air, following a thunderstorm. The congestion on the starting line was such that many unavoidable fouls took place. It was fortunate that no protests were made, as the legal problems involved would have defied solution. After dark a hard northerly breeze came up which lasted until well after day-break, and a fairly high sea was running after midnight. Several yachts took shelter and did not turn up until two or three days later. One went far south into Mexico Bay. To add to the difficulties caused by the weather, the light on the Scotch Bonnet was out that night. The editor, who sailed in this race recalls being told that some yachts, hugging the Prince Edward shore to get smooth water, actually passed to the north of Scotch Bonnet and Nicholson Island. He has never been able to verify this. The R-class yacht *Kathea II* was the winner, and richly deserved her triumph.

At the spring meeting of council it had been mentioned that the Duke of Windsor (then Prince of Wales) would be in Canada during the summer, and the Commodore of the Kingston Yacht Club said that he would arrange to have him at the regatta, a remark that was greeted with some amusement, not to say derision. However, Commodore Richardson lived up to his promise and His Royal Highness arrived at the Kingston Yacht Club on board the steam yacht *Magedoma* of Brockville. The officials of the L.Y.R.A. and of the host club were presented to the distinguished visitor.

Magedoma's accommodation ladder was too long for the space from her deck to the dock, and Mr. Peck Farley of Rochester saved an awkward situation by providing one which fitted. Subsequently he had a suitably inscribed plate attached to the ladder.

The 1927 annual meeting was held at the club-house of the Buffalo Canoe Club, Port Abino, Ont., on invitation from Col. Mott as on behalf of Oswego, it was decided to hold the 1928 regatta at that port, with the Freeman Cup race starting at Cobourg.

By this time the Richardson Cup, emblematic of the championship of the Great Lakes in the R class had become an important fixture and

1928 was Lake Ontario's turn to hold the series. Both the Rochester and Royal Canadian Y. C. offered to arrange the races and the former was chosen. The question of the yacht to represent Lake Ontario was left to a committee, which however was told to give consideration to the record of the yacht in the Lipton Cup series (R-class at L.Y.R.A. regatta) and in the George Cup races. If at the end of the regatta no R-class yacht had been outstanding, a race was to be sailed on the following day or days between the yachts considered most suitable. Finally the committee was to consider the kind of weather which would be most probable when the Richardson Cup races would be held in September.

It was decided to sail the Freeman Cup race from Cobourg to Oswego, leaving the Main Ducks to starboard, this being the first time that the race had been sailed on other than a straight-away course.

Other decisions made were the recognition of the six, eight and ten metre classes of the International Rule, although none of these yachts had yet appeared on the lake; to allow members of council who could not attend council meeting to send alternates in their place, provided official notices were received. Discretionary powers were given to the regatta committee to give a performance allowance in the veteran class based on records of previous races.

A resolution of regret on the death of Mr. Stuart D. Lansing of the Crescent Yacht Club—an old and valued member of his club and a participant on his schooner *Alice* in many regattas. It was feared that Mr. Lansing may have sustained injuries leading to his death in the very punishing race of 1927 from Cobourg to Kingston.

The financial statement showed total receipts of about \$1600.00, making with the previous balance about \$2087.00, of this \$1375.00 is listed as 'donations'. Expenses were \$1580.00, of which \$565.00 were for prize money.

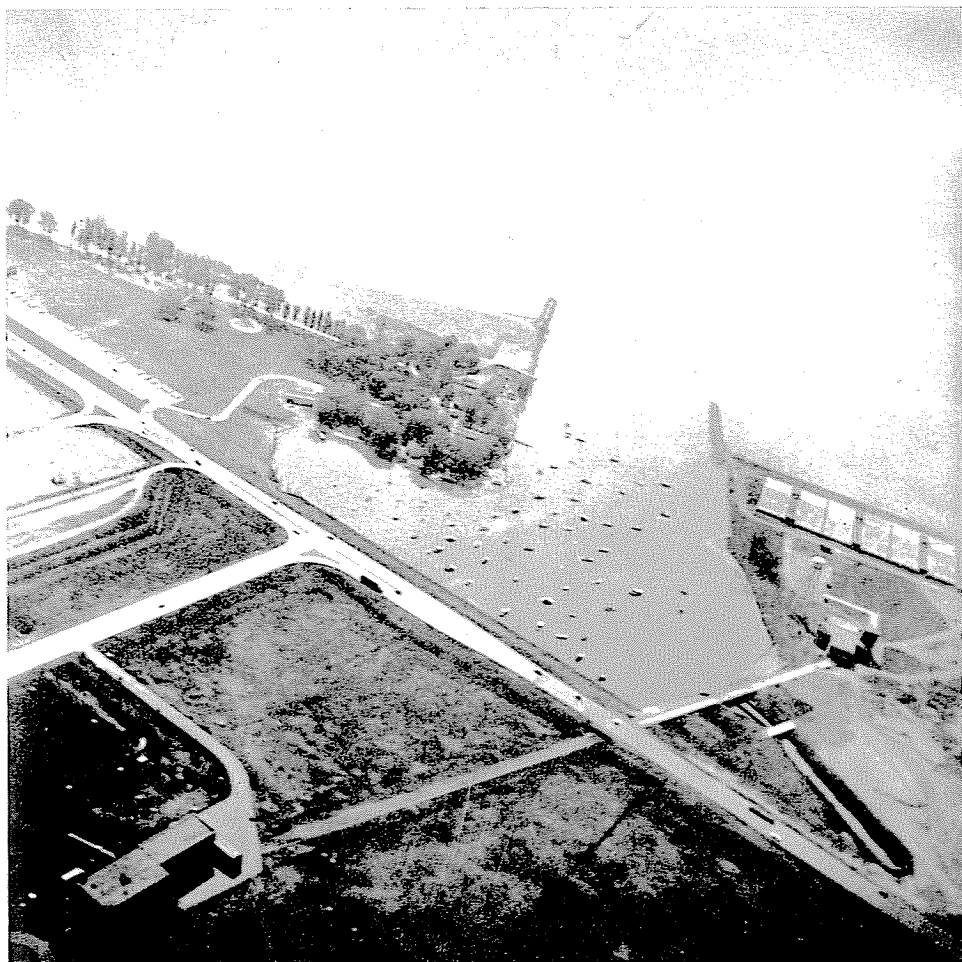
Commodore T. A. E. World was re-elected president, and B. Van Winckle secretary.

1928

Council meeting held at Rochester on May 26th, 1928, decided to divide the "R" Class yachts into two Sections, A and B; 23 yachts were affected. Messrs. Barrows and Wade were empowered to make the allot-



JUNIOR CLUB, ROYAL CANADIAN YACHT CLUB — Toronto, Ontario



ASHBRIDGE'S BAY YACHT CLUB — Toronto, Ontario



HOYDEN II, C.Y.C. — Past President C. Wesley Gamble

ment based on known performance and possibilities. They went into separate rooms, and on comparing notes it was found that their selections were identical for A and B, eleven to each, with a question mark for the twenty-third, which was an unknown quantity. Council affirmed the allotment.

In order to select a Lake Ontario representative for the Richardson Cup it was decided to hold trial races daily after the regular races, between boats selected by the committee, and the committee was instructed to also take in consideration the performance in the Lipton Cup races. This went considerably beyond the proposals made at the 1927 annual meeting. However, at the regatta the winds were uniformly light and the yachts did not finish on any day in time for the special trial races to be sailed afterwards. One was sailed on the day following the regatta and in this as in the three regular races, *Shadow* of the Rochester Y. C. showed her superiority in light weather. The committee however took into account the George Cup race which had been sailed in much harder breezes and which had been won by *Kathea II* of Crescent.

Arguing that the Richardson Cup would be sailed for in September, the committee selected *Kathea III*! The selection was protested by Rochester, but the committee adhered to its decision. This led to a good deal of recrimination, and the situation was not helped when *Kathea II* was defeated by *Gossoon* of the Inter-Lake Yachting Association when the Richardson Cup Series was sailed. Echoes of this dispute are still heard.

Some remarks about the fleet itself at this time may be of interest here. In Division I were the two majestic cutters, *Gardenia* and *Strathcona*. With their long main-booms, lofty club topsails, and three headsails, they made a picture to delight the eye of any yachtsman. Sailing also in this division was the late Norman Gooderham's schooner *Yolanda*, a most beautiful craft, carrying fore and main topsails and a big 'fisherman' besides her lowers. *Yolanda* was one of Mr. Benson's creations of which he was justly proud.

The second division was generally made up of the Universal Rule P-class, rating 31 ft.: *Alloede*, *Bernice*, *Cara Mia*, *Iroquois*, *Italia*, *Nutmeg*, *Patricia* and *Stranger* and a few more from time to time. They were gaff-rigged, with the exception of *Olympian*, which however sailed for only one year.

The smaller schooner, yawl and ketch division usually included *Seneca* of Royal Hamilton, *Blue Moon* of Kingston, *Alicè* of Crescent and *Anitra* of Oakville. *Iolanthe* of Quebec, and later of Toronto, also sailed for many years. Indeed there were so many schooners, yawls and

ketches for a year or two that it is impossible to mention more than a few.

The R-class was the biggest, with over twenty boats in the two divisions. They were then the largest yachts on the lake with the marconi rig. Although considered ultra-modern in 1928 their small head-sails would appear almost grotesque to a generation accustomed to mast-head genoas and parachute spinkers. But they were fast and able, and handled by an exceptionally capable lot of skippers, they gave some of the keenest class racing ever seen on the lake.

There were two veteran classes, one over 25 ft. and the other below 25 ft. rating under the Benson or Veteran rule. The larger class were mainly old boats of a non-racing type, and the smaller class had several out-dated R class boats. One quality which they all shared was the importance of the bilge-pump. The editor recalls that at Hamilton in 1930 there were six boats in the veteran class, and as soon as any one of them anchored at the end of a race a stream of water began to flow from her decks. However they raced keenly, and provided a good school for skippers, many of whom graduated in time to more modern yachts. One comment made that year deserves mention. Looking at the fleet of veterans one of their sailors remarked, Here we are, six of us, and if you paid \$3,000 for the whole six you would have made a bad investment. But they've brought twenty-four sailors to the regatta which works out at \$125 worth of boat per sailor. Now take those eight-metres, they cost \$18,000 each, and carry six men, so it takes \$3,000 worth of boat to carry one man; I think we veterans are worth more to the sport!

Finally in the 'twenties and early 'thirties the C-class boats of the R.C.Y.C. made up a fighting division. Generally sailed by a crew of three youthful sailors they went all over the lake and were contenders in Freeman Cup races as well as in the regatta events. They also produced many able skippers. The editor cannot recall any open boats such as *Stars* and *Lightning* before 1931.

The editor hopes that the present generation will find some interest in knowing how the fleet of twenty-five or thirty years ago was made up.

To go back to 1928. The fleet was 'played out' of Cobourg by the town's pipe band, for the start of the Freeman Cup Race which was won by *Diana*, an R, owned by Commodore Richardson of the Kingston Yacht Club. Light and fluky breezes prevailed for the three days racing, so much so that on the first day the smaller yachts caught up with their larger sisters on the first leg, and some thirty boats arrived at the first buoy more or less together. After that the fleet got sorted out.

The Oswego Yacht Club was an excellent host, the fleet was large and the regatta a very enjoyable one. To older sailors it is regrettable that this was the last regatta held by the Oswego Yacht Club, one of the four original members of the L.Y.R.A.

At the annual meeting of 1928 the President reported that he and the secretary, acting as an executive, had held eighty meetings during the year, to attend to correspondence and to carry out instructions from Council!

The supply of prizes had been generous. Besides cash there had been silver medals for skippers and bronze medals for crews in the champion yachts of each class, and flags for first, second and third in each race. For one or two classes there had been cups as well. Two distinguished members had died during the past year: Commodore C. G. Marlatt, and Vice-Commodore Macrae, both of the R.C.Y.C.

Mr. Charles Freeman had expressed a wish that the race for his cup should be not less than 100 miles in length. It was decided to make an attempt to equalize classes for the Freeman Cup, using the modern R class yachts as scratch, and using empirical figures as well as measurements for the other classes. There is however no record that this was ever done.

An invitation was received from the R.C.Y.C. to hold the 1929 regatta at Toronto in connection with the Canadian National Exhibition. The Exhibition authorities offered to pay for flags and prizes and also to meet other expenses, for three days L.Y.R.A. races and three additional days for the Exhibition, a total of about \$5,100. For this generous offer the association was indebted to the efforts of Commodore G. H. Gooderham of the R.C.Y.C. The only stipulations laid down by the exhibition authorities were that the regatta should be open to all clubs on the Great Lakes and that the races should be sailed in Humber Bay, off the exhibition grounds. Needless to say this invitation was accepted. Sodus Bay to Toronto was selected as the course for the cruising rule. Mr. L. C. Mabbett of Rochester presented a cup for the R class in this race.

Other matters discussed were the setting up of a trust fund of \$40,000, the income from which could be used to bear the expense of sending the Lake Ontario competitor to Lake Michigan or Lake Erie when the Richardson Cup was sailed on those lakes. Late 1928 seemed a promising time to inaugurate such a trust fund, but within a year the financial situation was changed so much that the trust fund never got beyond some immediate donations.

A number of matters of detail were brought into line with the practice

of the N.A.Y.R.U., and referred to the clubs for their ratification. Commodore T. A. World and Mr. B. Van Winckle were re-elected as president and secretary, the latter's honorarium to be \$250.00.

1929

The cruising race and the regatta were sailed in light to moderate winds, and without special incident. *Safara*, an R class yacht of Rochester won the Freeman Cup. *Merenneito*, the first six-metre to appear on the lake was placed in A division of the R's.

An event worth notice was the agreement between the Rochester and Royal Canadian clubs to revive the Canada's Cup series the following year, using the eight-metre class of the International Rule. For L.Y.R.A. racing in this class a magnificent cup was presented by Commodore G. H. Gooderham, R.C.Y.C.

At the 1929 annual meeting the measurement and racing rules of the N.A.Y.R.U. were adopted, subject, however, to such amendments and additions as might be decided to suit local conditions. Length of dinghies for the Freeman Cup and other long distance races was set at ten feet, except in the R's, six-metres and other small classes for which nine feet was specified. The divisor in the Veteran Rule was changed from 2.5 to 3.0, thus giving veteran boats an outside chance of winning the Freeman Cup. The division of the class was changed to 20 ft. rating instead of 25.

Report on the trust fund was discouraging.

An invitation for the 1930 regatta was received from the Royal Hamilton Y. C. and accepted, with the Freeman course from Rochester to Hamilton. The regatta would be sailed in conjunction with the British Empire Games, which were being carried on in Hamilton at the same time.

The president reported an easier year for the executive committee only seventy-five meetings having been held as compared with eighty in the previous twelve months.

He also noted that through the kindness of some Toronto yachtsmen two large power craft had been placed at his disposal both at Sodus and at Toronto, which relieved the regatta committee of the necessity of begging the use of a suitable boat from some individual.

Our representative on the Y.R.U. of the Great Lakes reported a new classification, which took in yachts up to 100 feet in length. One wonders whether any such existed on Lake Ontario. Commodore Gooderham, representing the L.Y.R.A. in the N.A.Y.R.U., reported that sailing rules, measurement rules and time allowances had become so 'jumbled up' that a joint committee of the N.A.Y.R.U. and the New York Yacht Club had been set up to re-arrange and simplify them. Commodore Gooderham also noted that Mr. G. Herrick Duggan of Montreal, one of the founders of the L.Y.R.A., had been made a member of council of the N.A.Y.R.U.

1930

At the council meeting of May 17th, 1930, it was decided that all International rule yachts must have certificates under the Universal rule in order to compete for the Freeman Cup. In the great majority of cases this was done and the cup was won by International rule boats on six occasions before the present (1956) custom of assigning the cup to only a part of the fleet came into vogue in 1946.

It was noted that the British Empire Games Committee had offered \$2,500 for prizes and regatta expenses.

The Freeman Cup race was sailed in rather light weather, with a thunderstorm in the evening of the second day as the smaller boats were finishing. The race was again won by *Safara*. Fresh breezes prevailed for the regatta itself, and excellent racing resulted. At this time there were five eight-metre yachts on the lake, all having been built for the Canada Cup Series, sailed just before the Freeman Cup. Three of these raced at Hamilton and created a great deal of interest. Following the regatta a cruising race to Toronto was sailed and on the next day the C.N.E. offered prizes for a course race off the exhibition grounds. Most of the fleet participated in both of these.

A difficult question cropped up for the first time at the council meeting held in Hamilton. This was whether the Buffalo Canoe Club, a member of the L.Y.R.A. but situated on Lake Erie and a member of the Lake Erie Association should be eligible to provide a Lake Ontario representative for the Richardson Cup. The decision was that the B.C.C. should declare in writing, prior to the regatta, which association it wished to represent.

At the 1930 Annual Meeting the Quebec Yacht club was admitted to membership.

Numerous amendments to rules were submitted from the N.A.Y.R.U., but it was found that most of these did not apply to Lake Ontario conditions and they were not all adopted.

The President reported that *Atalanta*, of the Lake Michigan Y.R.A., had won the Richardson cup, *Spry* of the Buffalo Canoe Club representing the L.Y.R.A. had been third, and our representative recommended that we should no longer adhere to the system of choosing a 'one-wind' boat. *Spry* had done very badly except in one race where she got her weather conditions.

The Buffalo Canoe Club, the Crescent Yacht Club, and the Rochester Yacht Club all applied for the 1931 regatta. If held by Crescent it would be at Henderson Harbour, and if by Rochester at Sodus Bay. On a ballot being taken Crescent was selected, with the Freeman Cup from Cobourg to Henderson; the question of how the Main Ducks were to be passed was left to be decided by Council.

There was a long discussion on the question of cash prizes, which had been a regular feature of regattas since the formation of the association. It was finally decided that no cash prizes be given in 1931 (see Appendix, Finances and Prize Money).

President World was nominated for president in 1931 and subsequently Mr. T. K. Wade was also nominated, whereupon Mr. World withdrew. Mr. Blake Van Winckle was elected Secretary.

Major W. F. N. Windeyer, R.C.Y.C., called attention to the work of the past president during his five years of office, his faithfulness, his many years of toil in the service of the association and the wonderful results he had obtained.

It was voted to make a presentation to Mr. World and \$100 was set aside for this purpose. Mr. World expressed his thanks. He was elected honorary president.

The editor who saw much of the work done by Mr. World cannot omit his own tribute. It is quite literally true as noted previously, that he and Mr. Van Winckle had from seventy to eighty meetings a year to deal with the business of the association. With a high sense of duty, with an excellent gift for detail, and with a tremendous enthusiasm for the L.Y.R.A., Commodore World gave his utmost efforts to its success. The Association owes him much.

Two of President World's pet projects were the trust fund, and a permanent rendezvous at a site owned by the association. The first of these

fell overside because of the depression of the 'thirties'. However, the idea of a permanent rendezvous came up at the annual meeting of 1930, and a committee to consider this, and the general policy and financing of the association was set up.

1931

A the spring meeting of 1931 the Kingston Yacht Club objected to the proposal of a permanent rendezvous, pointing out that an L.Y.R.A. regatta every few years was of great value to the smaller clubs. This was referred to the above-mentioned committee, which had not then finished its work.

Other important matters at the spring meeting were the adoption of a system of cones and spheres for starting signals in the various classes which was used for many years; an invitation to participate in the regatta was extended to District 12 of the International Star Class Y.R.A.; to decide ties, it was voted that "in the event of a tie on points for the championship between two or more yachts of the same class, the championship shall be decided by awarding points . . . after eliminating from consideration the yachts not involved in the tie." (The editor takes some personal pride in this item as he suggested this method which is still used.)

The president reported that the Freeman Cup had been destroyed by fire, and consequently the meeting decided in respect to the Freeman Cup that "the club to which the winning yacht belongs shall agree by acceptance or possession of the said cup to see to it that the name of the winning yacht, the club to which she belongs and the year shall be engraved or suitably attached to the trophy, and that it be taken to the succeeding regatta of the L.Y.R.A., there to be competed for under the terms thereof. The said club shall further agree to accept full responsibility for the safe-keeping of the said cup, and shall further agree to furnish proper insurance against fire and theft and payable to the order of the trustees in the sum of \$1,000 or such other amount as may be decided upon from time to time by the council to accept with any change in the intrinsic value of the cup. A replica of the cup was at once ordered in England.

It was ruled that in mixed class races where International Rule yachts

are rated under Universal Rule, these yachts shall be rated by classes, the rating of any class to be that of the yacht in the class rating highest under the Universal Rule.

Lastly, the president asked the delegates present to consider at the next annual meeting the idea of having individual memberships, for which a small fee would be charged.

For the Freeman Cup the largest yachts started first, followed by succeeding classes at five minute intervals. The race itself was sailed in perfect schooner weather and was won by *Yolanda* of the R.C.Y.C. This was a cause of great satisfaction to the cruising fraternity who were becoming a little bored by seeing racing yachts carry off the cruising prize year after year. It had not been won by a cruising yacht since *Haswell's* victory in 1921, and was not again won by a cruiser until 1939, when it went to *White Wings* of Toronto. Good weather prevailed for two days of the regatta but on the second day a heavy squall caused many yachts to drop out with minor disablements. Most of the Stars finished in spite of the fairly heavy sea. Among the larger boats were Mr. Æmilius Jarvis' schooner *Chimon*. A notable first appearance was that of *Nonchalant*, a converted N.Y.Y.C. "50" owned by Maj. J. E. Hahn, R.C.Y.C.

At the 1931 annual meeting the membership of the Quebec Y. C. was suspended but no reason is given. The National Y. C. sent delegates to the meeting. This club had resigned in 1926 and the editor has not been able to find any minute regarding their re-admission. Presumably it was at this meeting.

It was voted to grant the request of the R.C.Y.C. for permission to submit the appeal of *Stranger* from the decision of the club protest committee in the case of the protest of *Nutmeg III* against *Stranger* and *Italia*. This was the first appeal which had been submitted to the N.A.Y.R.U. The decision of the club protest committee was sustained, and the case became a classic one. The N.A.Y.R.U. complimented the R.C.Y.C. on the manner in which the evidence was presented.

The question of the Lake Ontario representative for the Richardson Cup was finally settled by deciding that the winner of the Lipton Cup should be the first selection.

Both Oshawa and Cobourg extended invitations for the 1932 regatta, both offering contributions for prize money. The Cobourg invitation was accepted, with the Freeman Cup race to follow the regatta, and to be sailed from Cobourg to Rochester around the Main Ducks. This made it the longest course since the Hamilton to Kingston race of 1921. (At the

subsequent spring meeting it was decided to sail the Freeman Cup race before the regatta as in the past and the above course was reversed.)

An attempt to rate mixed classes on performance was again authorized but was found to be impracticable, and was never carried out. The president announced that as the suspension of cash prizes had been for only one year, cash prizes were automatically authorized for 1932. Cobourg had offered \$1500, for this purpose.

Individual memberships for a fee of \$2.00 were instituted.

Mr. E. Austin Barnes of the Crescent Y.C. was elected president, Mr. T. A. E. World was re-elected honorary president, and Mr. Van Winckle, secretary and Mr. Frank Moore assistant secretary.

The question of the possibility of yachts from the Buffalo Canoe Club representing both Lake Ontario and Lake Erie in the Richardson Cup series again came up, and the inquirer was informed that the jurisdiction of the L.Y.R.A. extended to clubs only, and not to individuals.

Reversing the decision on cup insurance of a year previously it was noted that the association should insure all cups, assessing the club holding them pro rata.

1932

At the spring council meeting the president reported that there were 100 individual members, and that they would receive copies of the N.A.Y.R.U. sailing rules and L.Y.R.A. amendments thereto, regatta programs and bulletins of matters of interest. He also informed the meeting that a Canadian Yachting Association had been formed. The Queen City Y.C. had presented the L.Y.R.A. with one of its cups, to be raced for in the Veteran 20' class, and to be known as the Frederic Nichols Cup. A meeting was held with the committee representing the town of Cobourg at which it was reported that the town would not be able to give more than \$750, whereupon the secretary pointed out that this would not allow cash prizes to be given. The matter was left in the hands of the finance committee with the proviso that every effort should be made to provide a suitable trophy for the champion in each division.

The vexed question of the eligibility of The Buffalo Canoe Club yachts to enter the elimination series on both Lake Ontario and Lake Erie was again raised, and referred to the annual meeting.

The race from Rochester to Cobourg was memorable for its length both in miles and in hours. Starting about mid day as a spinnaker run the first leg to the Main Ducks wound up as a beat except for the larger yachts which reached the turning point before the wind shifted. Thence most of the fleet carried a fair wind as far as Point Petre, when the breeze died, leaving an exasperating "slop" for several hours. Another easterly sprang up and lasted until about two o'clock on the afternoon of the second day, when it died. Many of the yachts did not finish until the morning of the third day.

The Town of Cobourg went all out to welcome the sailors. A Yachtsmen's parade was held with Cobourg Highland Band supplying the marching music. B. A. Mallon's car lead the parade, driven by Commodore Arthur Harrison of Olcott. With 20 sailors in and on the car, it was virtually impossible for him to see. The Crews gathered at Stover's Restaurant for dinner. The Proprietor passed out boxes of cigars and thus assured of the business while the regatta lasted.

In the evenings the band played on the docks. On the final day, with the absence of a Club house, the band stand was used for presentation of prizes to continuous tunes of "MacNamara's Band". To add to the noise the *Iolanthe* had their own band.

Good breezes marked the regatta and excellent sailing was enjoyed. *Shadow* of Rochester won the Lipton Cup, emblematic of the championship of the RO class, and thus automatically became the Lake Ontario representative in the Richardson Cup contest to be sailed later in the season on Lake St. Clair. The owners of *Shadow* signified their willingness to bear the expense of sending the yacht to the races. The races were sailed in September and won by *Gossoon* representing Lake Michigan.

The 1932 annual meeting was held at Watertown, with President E. Austin Barnes of the Crescent Yacht Club in the chair.

The resignation of the Quebec Y. C. was accepted, and the Fair Haven Yach Club was admitted. It was announced that another Y.R.U. cup (for 8-metre yachts) had been donated by Commodore Barthel of the Detroit Yacht Club; Honorary Life Membership was voted to Commodore John T. Mott of Oswego, one of the founders of the L.Y.R.A.

It was decided that the 1933 Freeman Cup would start at Cobourg, thence around a mark off Charlotte, and thence to Fair Haven, the smaller classes starting first; it was decided to try four days' racing instead of three at the regatta. The Rendezvous Committee reported progress, and the secretary and Mr. T. K. Wade were added to it.

A hardy annual problem was settled when it was voted that the asso-

ciation should pay the premiums on insurance for all association cups.

The honorary president, president and secretary were re-elected. Following the meeting there was a dinner, after which Mr. Carl Weagant gave the story of his cruise from Ithaca, N.Y., to Ithaca, Greece, in his yacht *Carlsark*.

1933

Events at the spring meeting of 1933 were the invitation to the Star class of the 12th district to participate in the regatta. The tiresome question of entries and measurement certificates not being filed on time was again the subject of an appeal to the clubs.

The outstanding item however was the presentation of the long-awaited report on Permanent Rendezvous, Policy and Financing. This is referred to in the Appendix. The editor has always regarded this as one of the most valuable committee reports ever presented to the association, and thinks that a study of it will benefit any future committees dealing with these subjects.

The Kingstoin Yacht Club gave notice that at the next annual meeting it would move that: "All yachts competing in the Freeman Cup race shall between sunset and sunrise carry on deck ready for use an illuminating light-buoy." Council gave notice of motion to strike out article "3" (membership) in the constitution and to substitute therefor:— "any yacht club in good standing on the Great Lakes or tributary waters whose application is approved by the council is eligible for membership."

The Freeman Cup race started in the evening with 42 yachts competing under good conditions giving the sailors a wonderful moonlight sail from Cobourg to the Charlotte mark although with a falling breeze. From there on it was a hard beat against a strong easterly. The cup was won by *Kathea II*. Most of the small boats did not finish until late in the evening of the second day, thus having the disadvantage of sailing in falling breezes two days in succession. In at least one class the crews were so tired that they agreed not to take part in the first day's racing which was to begin the following morning. As a matter of poetic justice it may be noted that one of those concerned was the editor, who had seconded the motion for four days racing.

The hospitality of the host club was excellent, Fair Haven made a

secure and convenient harbour, and many who took part in that regatta regret that it has never been held there again. Unfortunately the club went out of existence shortly after.

For the 1933 annual meeting Pt. Abino, the headquarters of the Buffalo Canoe Club was chosen, one of the reasons being to give an opportunity to inspect the anchorage and decide whether Pt. Abino was a suitable place for a regatta, as the Buffalo Canoe Club had several times unofficially signified their intention of asking for one to be held in their waters.

The action of council in implementing the report of the Rendezvous Committee so far as financing was concerned was approved; the actual question of a permanent rendezvous was left until the financial situation was more definite. Actually it never became possible, and indeed it is unlikely that it would have met with the approval of the clubs, most of whom were very desirous of holding the L.Y.R.A. regatta occasionally. Council's motion extending the boundaries of eligibility for membership was carried.

The motion of the Kingston Yacht Club requiring yachts racing at night to carry self-illuminating buoys was lost. However, a note was to be inserted in the program recommending yachts to carry such buoys.

A welcome addition to the membership was that of the Youngstown Yacht Club. Since then the contribution of this club to the work of the association, and its success in regattas has been marked.

Toronto was chosen for the 1934 regatta with the Freeman starting at Rochester, rounding a buoy off Cobourg, and thence going to Toronto. A motion to have the course Rochester-Cobourg-Youngstown-Toronto was lost, the distance being considered too great. The date set for the regatta co-incided with the dates of the Canadian National Exhibition, which offered to sponsor the regatta. It was decided that a day of rest was needed after the long distance race.

The president reported with regret the death of Mr. Hallam Learned, who for many years had been recording officer to the regatta committee; a letter of sympathy was sent to Mrs. Learned.

The retiring president (Mr. E. Austin Barnes) was elected honorary president, L. F. Grant, Kingston Y. C., was elected president, Blake Van Winckle secretary and Frank A. Moore assistant secretary. Commodore World, the retiring honorary president, was unanimously elected a life member of the association in recognition of his long and valuable services.

It was voted that all yachts should file measurement certificates on a

new form at least one month previous to the date of the regatta, and the secretary was instructed to supply all clubs with the necessary blanks. On report of the Measurement Committee it was unanimously voted to abolish any attempt to handicap by performance.

1934

At the spring meeting the Olcott Y. C. applied for admission, and was accepted subject to confirmation by the annual meeting. The budget of assessments as in accordance with the report of the Rendezvous and Financing Committee of the previous year, is here reproduced as an indication of how the figures worked out. The amounts include the uniform fee of \$25.00, to which was added an assessment based on the number and size of yachts in each club:

Royal Canadian Y. C.	325
Rochester Y. C.	250
Royal Hamilton Y. C.	45
Kingston Y. C.	45
Oswego Y. C.	50
Crescent Y. C.	75
Buffalo C. C.	90
National Y. C.	50
Queen City Y. C.	50
Olcott Y. C.	40
Youngstown Y. C.	25

1,045

The representatives of the National Y. C. addressed the meeting complaining of the assessment, and submitting their resignation, which was referred to the next annual meeting. The Oswego Y. C. also wrote regarding assessments.

It was reported that the Canadian National Exhibition would make cash prizes, and this offer was accepted. There was no objection raised to cash prizes on the grounds of professionalism, as had been the case at the 1930 annual meeting, and the president stated that at the 1933 meet-

ing the concensus of opinion was that prize money should be accepted when available. We may thus conclude by implication that cash prizes are not consistent with corinthianism if the L.Y.R.A. has to collect the necessary money from the clubs; however, if the money is supplied from some other source such as the Canadian National Exhibition, or the town of Cobourg, the taint is removed.

The editor, who took part in all these discussions, feels that this solution of a difficult problem in sport ethics was a masterpiece of wisdom. Solomon could have done no better. Alas, the matter is now of only academic interest.

For the Freeman Cup race it was decided to start four of the smaller classes together as one group several hours before the R's and upwards. In a very rough way this was meant to give them half their time allowance at the beginning of the race, and also to obviate giving them two evenings with falling breezes, whereas the faster boats had only one. Also the small boat skippers had been complaining that, after the first hour of the Freeman there was hardly another sail to be seen, and they felt out of the race.

The 1934 event started from Rochester as a spinnaker run, but the wind hauled to the west, so that the boats could just lay Cobourg on the port tack. Wind and sea were both more than most of the fleet wanted, and during the night conditions were still bad. An extract from the editor's log reads, "This has been the hardest race I have ever sailed." Even large boats like *Nonchalant* and *Yolanda* took solid water on board! The race was won by the 8-metre *Cayuga* for the second time in three years. The finish was at Toronto, with the Regatta held at R.C.Y.C. The system of starting the small boats first seemed to be satisfactory, at least from the point of view of their crews.

It was recalled that the annual meeting of 1933 had voted that measurement forms and entries must be recieved not later than July 25th, for yachts to be eligible to compete.

In spite of this, the Rochester Yacht Club did not file their certificates until August 27th, two days after the start of the Freeman Cup, while the Royal Canadian Yacht Club had not supplied either its measurement certificates or list of entries by that date. This made it impossible to declare winners of the Freeman Cup race, and caused a great deal of unfair criticism of the Race Committee. A special meeting of council to consider the matter was called for the evening of August 27th, at which the discussion was lengthy and at times heated. On one side it was argued that rules once made should be adhered to and that to allow boats

to compete which were not entitled to do so was unfair to those skippers who had complied with the requirements. It was also pointed out that if a yacht from either the Rochester or Royal Canadian Yacht Clubs should win a trophy and should be protested by the owner of a properly entered yacht the committee could not do anything but sustain the protest. On the other side, it was urged that the offending clubs had the biggest fleets on the lake, and that without their yachts the regatta would not be a success; further that the sufferers would be the individual yacht owners, while the blame really lay with the officials of the two clubs, and that the fleet had assembled to race and not to settle legal points.

The position was a most difficult one for the council, and the only bright spot was that the members did not divide on club lines. A representative of the Royal Canadian urged council to stick to the rules, while several councillors from other clubs said that some way out must be found.

It was finally decided that the Rochester fleet be declared eligible and that the Royal Canadian yachts be allowed until the morning of August 28th to file entries and until 6 p.m. on August 31st to file certificates and entries and that their yachts be permitted to sail in the meantime at their 1933 ratings, and to be eligible for prizes, provided the new ratings did not exceed the old ones. The Race Committee was authorized to post the results of the Freeman Cup Race, and fortunately no protests were received. So ended what might have been a most disastrous incident.

Four days of good racing were held although on the second day the wind was so light that most of the races were called at the end of the first round, when about three-quarters of the fleet reached that point together. Fouls were numerous, but absolutely unavoidable, because of the absence of wind. No protests were lodged. Indeed it would have been beyond the power of any committee to judge protests fairly.

Throughout the regatta the hospitality of the R.C.Y.C. as host club was unbounded.

As this was the Centennial Year of the City of Toronto, and the semi-Centennial Year of the L.Y.R.A., the Exhibition presented medals bearing the insignia of the city and of the association to the winners of class championships and also to members of fifty years standing in L.Y.R.A. clubs, and to the regatta officials. These medals as well as the prize money were granted through the good offices of Commodore G. H. Gooderham of the R.C.Y.C.

Elimination races for the Richardson and Barthel series had been sponsored by Rochester, and *Kathea II* of Crescent and *Quest* of the

R.C.Y.C. had been selected as Lake Ontario representatives. *Kathea II* was successful. The editor can find no evidence that the Barthel trophy was competed for. It was noticeable that Lake Michigan sent no competitor in the Richardson Cup, and no representative for the committee arrived from Lake Erie, so that the races had to be handled by Dr. Frank Mills of R.C.Y.C. as a one-man committee.

At the 50th annual meeting in Kingston resignations were accepted from the Fair Haven and National Yacht Clubs. It was also reported that the Bay of Quinte Y. C. had not paid its fees for several years. The last reference to attendance by its representatives is at the annual meeting of 1924, when the association was invited to hold its regatta at Belleville, an invitation which was accepted.

The club had in fact gone out of existence and there was no course open to the association except to drop it from membership. This was greatly regretted as the Bay of Quinte was one of the four originals of the L.Y.R.A., and was also one of the two Canadian clubs that had competed for the America's Cup. The club has since been revived.

Invitations for the 1935 regatta were received from Sodus Bay and Kingston. The latter was chosen and the Freeman course was set from Sodus Bay to a mark off Charlotte, thence leaving the False Ducks to port, through the Upper Gap into the Bay of Quinte, finishing off the Kingston Y. C. dock. At the 1934 regatta the weather had been so cold that one skipper asked the president "whether it would not be possible to hold future regattas in the summer instead of the winter." Accordingly the 1935 date was set for the latter part of July. In recognition of his great services to yachting, Commodore G. H. Gooderham, R.C.Y.C., was unanimously elected an honorary life member of council.

Deaths since the last meeting included G. E. Macrae, R.C.Y.C., and Judge Wills, the last remaining link with the Bay of Quinte Y. C.

New rig allowances made many measurement certificates incorrect, and new ones were ordered.

All the officers were re-elected. Following the dinner Major J. E. Hahn, R.C.Y.C., gave an interesting illustrated talk on the America's Cup Series between *Enterprise* and *Endeavour*.

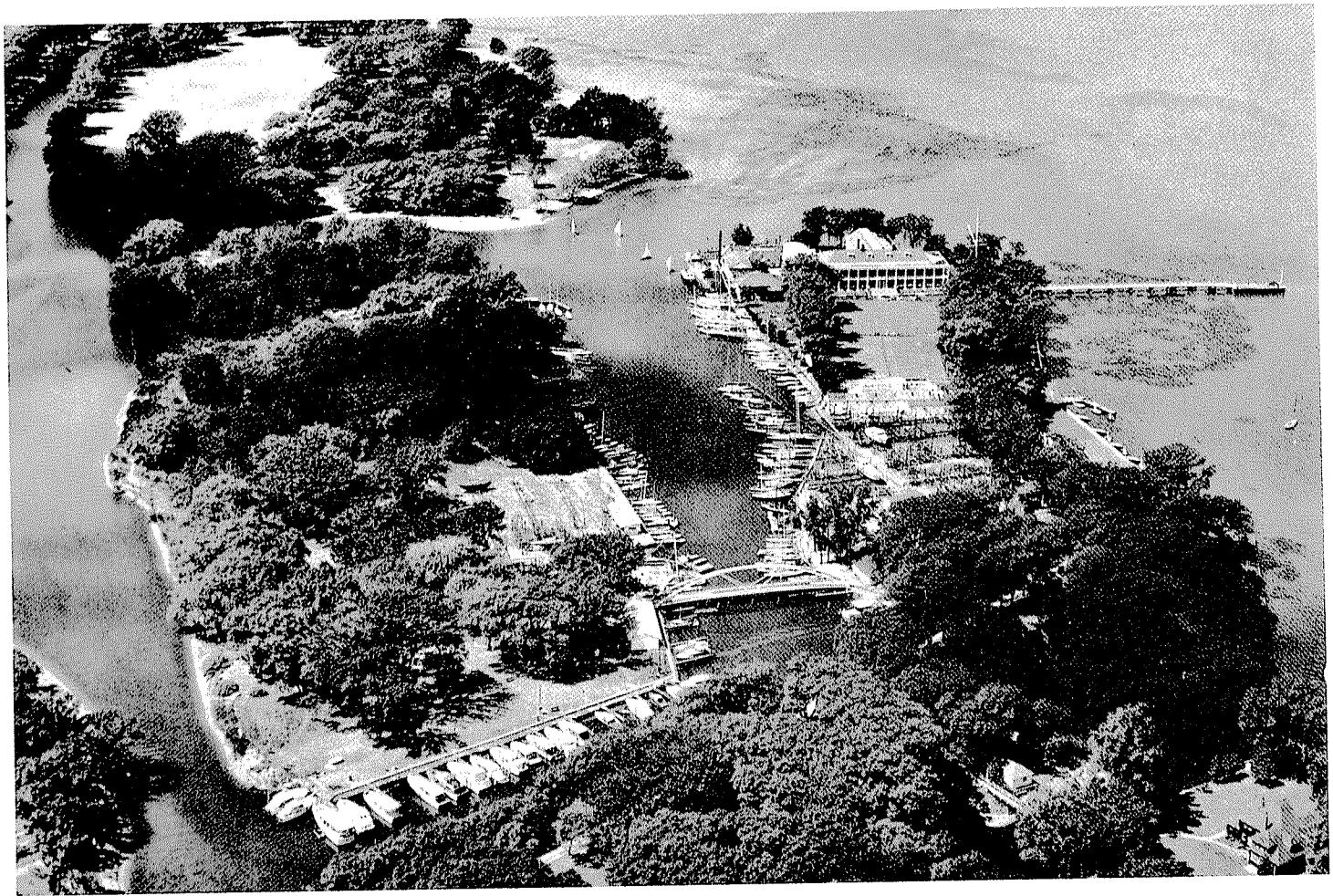


IVANHOE — Commodore R. A. Engholm's Flagship of the R.C.Y.C., 1956-62

Winner Class "A" 1955 and 1961 Port Huron-Macinae Race

Winner 1957 Rochester Race

Winner R.C.Y.C. Club Championship 1953-54; 1957-58; 1960



ROYAL CANADIAN YACHT CLUB — Toronto, Ontario

1935

The number of individual members reported at the spring meeting was only 45, although the fee had been reduced from \$2.00 to \$1.00. The executive authorized the printing of a year book, containing the constitution, amendments to N.A.Y.R.U. measurement and racing rules, and a list of individual members.

It was decided to ask the Kingston Y. C. to collect a registration fee of \$1.00 per boat, and to turn it over to the L.Y.R.A.

There were now five cups held by the association, namely the Freeman, the Mabbett, for the first R-class boat in the Freeman, the Lipton for the winning R-class boat in the regatta, the Gooderham for the winning 8-metre in the regatta and the Nicholls for the 20 foot handicap class in the regatta. As cash prizes were apparently a thing of the past the president urged clubs to donate to the association cups which were no longer being raced for in the clubs.

The Freeman was sailed in practically perfect weather, and without incident except that two yachts went aground on False Ducks Bank. They got off without assistance however. Four days racing was again provided for, the first day being marked by a heavy thunder-squall near the end. An unusual feature of the regatta was that there were ties in three classes, which were sailed off on the last day. *Conewago*, R.Y.C., won both the Freeman and Gooderham Cups.

For several years the U.S. Coast Guard cutters had patrolled the course during the Freeman, and at the 1935 annual meeting at Pt. Abina, appreciation of this was voiced.

The president reported that attendance had been less than usual both in the long-distance race and at the regatta. A factor in this was the decline in numbers of the R-class, especially in B division. Universal Rule boats as a lot were disappearing, as very few new ones were being built, and the old ones were being sold off the lake.

The question of Buffalo C. C.'s participation in the L.Y.R.A. and Lake Erie Association refused to die. A committee had been appointed to finally settle the matter if possible, and the following resolution was carried: "That the L.Y.R.A. shall not select as its representative in any cup contest of the Y.R.U. any yacht whose owner or owners are members of a club with the same home waters as that of the owner or owners of another yacht in such contest." However, the whole matter was laid

on the doorstep of the Y.R.U. which made the following addition to the deed of gift: "That no yachts whose owners are members of the same club and whose home waters are the same shall be eligible to compete for this trophy in any one year; AND FURTHER, that any one yacht which participates, or which has participated in any association elimination trials or series for selection as entrant for this trophy will not be permitted to enter the competition as representative of any other association in any one year." Readers will be relieved to hear that this is positively the last word on this subject—at least up to the present (1956).

Parachute spinnakers were beginning to appear, and our delegate to the N.A.Y.R.U. was instructed to vote in favour of limiting their size. The question of size of anchors and cable to be carried was referred back to the racing rules committee. The motion submitted by Kingston in 1933 (and defeated) requiring a self-illuminating life-buoy to be carried at night in all cruising races was re-introduced and carried; also carried was a motion providing for a fire-extinguisher on each yacht.

Entrance fees, having been tried at the 1935 regatta were approved in principle, and the amount raised to \$2.00 per yacht. The meeting decided to give flags in each class for first, second and third for the Freeman, and for each day's racing in the regatta, a championstip flag to the winner of the Freeman and to the winner of each division in the regatta. It was also voted to revert to three days of racing instead of four. An appropriation of \$50 towards the expenses of any yacht representing the L.Y.R.A. in the Richardson series was authorized.

The invitation of the Youngstown Y. C. for the 1936 regatta was accepted, with the Freeman starting at Rochester, thence to Cobourg and then to Youngstown.

L. F. Grant, retiring president, was elected honorary president, W. F. N. Windeyer, R.C.Y.C., president, and Blake Van Winckle—secretary.

1936

The spring meeting decided to require a declaration from each yacht as to her cruising equipment. The president reported the death of John T. Mott of Oswego, one of the founders, and proposed that a suitable trophy bearing his name be procured for annual competition.

Advertising in the regatta program was authorized. It was decided to invite power yachts to attend the regatta, and if possible to arrange events for them.

As had been the custom for the last two years, the smaller yachts were started in one group several hours before the larger ones in the Freeman. Fast time was made across the lake to Cobourg, and the Editor's craft actually reached the turning point before the buoy was set! The leg from Cobourg to Youngstown, however, was a slow one. *Norseman*, R.C.Y.C., was the winner.

The races gave a good variety of conditions, the first and last days giving light to moderate breezes, while a strong wind prevailed on the second day. On the first afternoon a memorial service was held in St. Mark's Church at Niagara-on-the-Lake for seven yachtsmen from the yacht *Foam*, who had been drowned in 1874 and whose graves are in the churchyard. Nearly all the sailors at the regatta attended.

For the first time, snipes, dinghies and knockabouts (of the B.C.C.) took part in the regatta.

At a council meeting held during the regatta, the president reported that Mr. G. Herrick Duggan of Montreal, one of the founders of the L.Y.R.A., had offered to donate a \$1,000 bond to the association.

The prize-giving following the 1936 regatta was a most dignified one, partly due to the personality of the president, Major W. F. N. Windeyer, and partly to the excellent arrangements made by the host club. Seated on a platform were the president, vice-president, secretary and Mr. Charles Freeman. In front of them was a table on which were the cups and flags. On the main floor chairs were provided for the sailors, who came dressed as for a semi-formal occasion. Trophies and flags were duly presented, Mr. Ken Slater, owner of *Norseman*, R.C.Y.C., winner of the Freeman, receiving the trophy from Mr. Freeman himself. Mrs. Freeman was presented with roses by the association.

Following the prize-giving Mr. Freeman made a most inspiring address, emphasizing the unity of yachtsmen on the lake and the fraternity of the two countries. Those who heard his final words, "the King and the President, the Republic and the Empire," will long remember them.

New cups this year were the Mott trophy for large cruisers, won by *Nonchalant*, R.C.Y.C., the Baldwin Cup for the next class of cruisers, and the World Trophy, which was sailed for in the Buffalo knockabout class. (Since 1945 this has been the special trophy of the Tumlarens.)

For the first time of which there is any record, the president called a

formal council meeting for the evening preceding the annual meeting, in the hope of expediting business the following day.

At this meeting the adoption of the Vanderbilt racing rules was considered, the president having previously asked each member of council to form a committee in his own club to consider them. Reports had been received from the Rochester, Queen City, Youngstown, and Royal Canadian yacht clubs and from the Buffalo Canoe Club.

After an animated discussion the president was asked to appoint at the annual meeting next day, two special committees, one from each side of the lake to consider the club reports, and make their views known to council as soon as possible. (The Vanderbilt rules were in fact not adopted until after the Second War.)

Representatives of the Crescent Y. C. asked that a committee of five be appointed to consider a one-design sloop or cutter of about 35 feet in length, with accommodation for three or four, and not to exceed \$3,000 in cost. While this price sounds incredible in 1956 it was not very far out of line twenty years earlier. Messrs. Steever of Crescent, Barrows of Rochester, Booth of Buffalo, Hora of Kingston and Edwards of Royal Canadian were appointed.

At the annual meeting the following day the one-design committee reported that a great deal of work had been done by the Crescent Y. C. in trying to select a good design. A half-breadth model from the designs of Mr. Philip Rhodes was shown to the meeting, and was adopted. Two orders for boats to this design were placed shortly afterwards by Mr. Henry Wise and Dr. D. L. Borden, both of Crescent. Dr. Borden's craft was named *Latonka III* and Mr. Wise's *Delaware Queen*. Dr. Borden noted that he had presented a cup for competition in this class, the Crescent Y. C. to be the trustees.

The question of the Vanderbilt rules again brought forth a long and very informative discussion, and in accordance with the decision of council the previous evening, the president appointed the two committees.

It was voted to make past presidents honorary members of council, and Messrs. Duggan, Evans, Parsons and Freeman were also elected honorary life members. Mr. Parsons attended the annual dinner.

Our representative, the hardy *Kathea II*, R.Y.C., had won the Richardson Cup. It is, however, indicative of the decline of the once great R-class that the president's report mentions that the George Cup series of 1936 had been sailed in 6-metres for the first time.

The president appointed a committee to compile data for a history of the association. This committee gathered some information, but no fur-

ther mention of a history appears until some fifteen or sixteen years later, when the present editor raised the point again, with the inadequate result which you see before you.

It was voted to change the constitution to give the club to which the president belonged another regular member of council. A recommendation to make rig allowances in handicap classes applicable to the rating, instead of to the sail area of yachts was carried. This of course made the allowances much more effective. The allowances follow:

Bermudian cutters and sloops	100%
Gaff-rigged cutters and sloops	96%
Staysail schooners	95%
Bermudian yawls	93%
Gaff-rigged yawls	89%
Schooners, Bermudian main, gaff-fore	90%
Bermudian ketch	91½%
Gaff-rigged schooner	86%
Gaff-rigged ketch	91½%

At the same time the divisor for the veteran or handicap rule was changed from 3.0 to 2.7, thus increasing their rating by 10%. The editor does not recall the results of these changes, but it appears as if the new method of using rig allowances was to some extent cancelled, by the change in the formula.

The president's report recommended that four council meetings be held during each year, as follows:

February, when such things as the budget and preliminaries to the regatta would be taken up.

A spring meeting, as in the past (generally at the site of the regatta).

A meeting during the regatta.

A meeting on the evening before the annual meeting.

Finally Rochester was selected for the 1937 regatta, with the Freeman Cup course from Cobourg to Rochester, leaving the Main Ducks to starboard. Following the meeting Mr. Chick Larkin of Buffalo gave a very interesting account, illustrated by movies, of the trans-Atlantic race, as seen from *Stormy Weather*.

1937

In accordance with his suggestion the president called a meeting of council at Rochester in February.

An offer was received from Mr. Freeman to donate another cup for a cruising race parallel to the original Freeman Cup race, or any event of a similar nature. While Mr. Freeman gave the association a very free hand, the idea was that the cup should be allotted to classes which had no chance of winning the Charles Freeman Cup. After a very animated discussion the offer was accepted and the cup, to be known as the Louise Freeman, allotted for the first year to the smaller classes, 20 foot rating and less, measured under the veteran (or Benson) rule.

The executive reported that they had interviewed a committee of the town of Cobourg, which had offered substantial cash prizes for one day's racing preceding the Freeman.

Rochester Y. C. reported that they had sent a letter to every member recommending individual membership.

It was decided to adopt a small cruising class, the cost to be not more than \$1,500. (The editor reminds his readers that this was in 1937.)

It is appropriate here to make a general survey of the development of the type of yachts on the lake in 1937. In the first division *Gardenia* and *Strathcona* were getting near the end of their illustrious careers, and it was apparent that *Yolanda* and *Nonchalant* would soon have little competition. The International rule boats were growing in favour, and there was generally a good turnout in the medium sized schooners, ketches and yawls. The veterans, such as *Crayling*, *Ethel C*, *Four Winds* and *Cock Robin* were still racing hard, but their day was nearly ended. The Toronto C-class was still active, and two or three Tumlarens had made their appearance. But the P and R classes, which had furnished the best racing since 1919 were rapidly decreasing in numbers. A very few small fast auxiliaries of the type so common to-day (1956) had made their appearance. There was a need for boats of this type, and it was to meet this need that the one-design class had been authorized at the 1936 annual meeting. Unfortunately this class, called the "L.O." or Lake Ontario class, never caught the fancy of the cruising yachtsmen and only the two original boats *Latonka III* and *Delaware Queen* were built, and the latter was shortly sold off the lake. That they were fast, especially in strong breezes, the editor can testify having often raced against and been

beaten by them, and they had fair accommodation, certainly much better than the R-class, few of which had anything approaching full head-room or comfortable berths; also they were attractive in appearance, and their rig was modern, providing big fore-triangles with genoa jibs in contrast to the very small headsails and spinakers of the R's. Possibly their fault was that they came out in a time of transition, when naval architects were still somewhat under the influence of the obsolescent Universal rule, whose compilers apparently thought that there was something not quite respectable about freeboard. Although the L.O.'s had more freeboard than the R's, they had rather less than is common to-day and their accommodation suffered accordingly.

After the Second War such fine types as the Rhodes 27's, Owens cutters, Hinckley 24's and others came in, but we are not now concerned with these.

Going back to the council meeting of February 1937, several changes in classes were authorized. The 10-metres, of which there were two, were put into the 2nd division (large sloops) and the P's were put into a handicap class. The division of R's into two groups, A and B, was abolished.

A new allotment of cups became necessary to meet the changing conditions. It was at that time a hard and fast principle that the Freeman Cup, the premier L.Y.R.A. trophy, should be open to the whole fleet, the remaining Universal rule boats, and the International rule fleet both sailing under Universal rule measurements, and the rest of the fleet under the Veteran (Benson) rule. The Founders' cup was to go to cruising boats only, which for practical purposes meant all yachts measured under the Veteran Rule. Also the Louise Freeman was to go to some class or classes unlikely to win the Charles Freeman Cup, such as small cruisers. It was decided that no yacht should win two of these cups, so that if a cruising yacht won the Charles Freeman, the Founders' Cup should go to the runner-up in the cruising division, and if a small cruising yacht won the Founders', Louise Freeman Cup should go to the runner-up in the small cruising division. For the present the small cruising division was to be yachts rating less than 20 feet under the Veteran rule, and the R.C.Y.C. C-class boats. The order of precedence of the three cups was therefore the Charles Freeman, the Founders' and the Louise Freeman.

Obviously the rule situation was unsatisfactory, and in 1936 the Measurement and Racing Rules Committee had begun to investigate the

merits of the Royal Ocean Racing Club Rule, of which more will be said hereinafter.

The spring meeting was held at Rochester and a melancholy item of business was the resignation of the Oswego Y. C., one of the two remaining of the four founder clubs. Council ordered the resignation tabled without date, and instructed the secretary to write the Oswego Y. C. (or what remained of it) saying that "By unanimous wish of the council the resignation should not be accepted but that the club should be carried as an honorary member for services rendered, since the organization of the L.Y.R.A. in 1884."

The Tumblaren class was adopted as the small one-design class. It was voted to invite the 12th District Star Class to participate in the regatta.

It was decided to award the Louise Freeman Cup for a race from Cobourg to Rochester direct, on July 26th, for yachts of 20 foot rating and under. Minimum length of dinghies to be carried in cruising races was set at 8 feet.

It was voted to take out membership in the American Power Boat Association in order to provide better activities for power yachts.

The regatta did not go quite according to schedule. Very heavy weather prevailed at Cobourg for two days, forcing the cancellation of the day of racing at Cobourg, and the postponement of the Freeman from July 26th to July 27th.

The Freeman Cup start had been postponed all day as the easterly seas were very heavy and had been surging into Cobourg Harbour for 24 hours, giving the sailors a bad night trying to fend off docks and replacing shore lines. After all the used tires had been bought in Cobourg, Major Windeyer sent Gene Sorsoleil to Port Hope for a carload to be used as fenders.

Even then it was a very hard race, several yachts anchoring behind the Main Ducks. *Latonka III* had to drop out owing to a mast fitting letting go; this was a great disappointment as everyone was anxious to see how the L.O. class would show up.

For the first time there were no entrants in the first division, and the once great P-class had shrunk to one boat, the grand old *Patricia*, R.C.Y.C., still being sailed by Commodore T. K. Wade. Long may she continue! The Freeman Cup was won for the third time by the 8-metre *Cayuga*, R.Y.C., the Founders' Trophy by *Blue Moon*, Y.Y.C., and the Mabbett Cup by *Tycoona*, Y.Y.C., and the Louise Freeman Cup by *Ethel C*, Q.C.Y.C.

In spite of the shrinkage of the P and R classes, participation was very

good in the regatta races, when 61 yachts competed on the final day. Winds throughout were light to moderate with one brief storm.

As in 1936, the president called a council meeting for the evening preceding the annual meeting of October 16th. Several individual members attended.

Dr. Frank Mills, R.C.Y.C., representing the Measurement Rules Committee, reported the efforts of the committee to find an overall rule for races in which all yachts were to compete, such as races for the two Freeman Cups and The Founders' Cup. He outlined the rule of the Royal Ocean Racing Club, and the Lake Michigan rule, both of which had the object of enabling boats of widely different types to race together with some equality. Mr. Benson then showed how the details of measurement of each rule could be checked on individual yachts so that a good comparison could be obtained without great difficulty. Mr. Benson considered that the R.O.R.C. rule more nearly fitted our needs, an opinion that was endorsed by Mr. Dawrs, Y.Y.C., who pointed out that the R.O.R.C. rule was independent of displacement, which in many cases was not known, and which could not easily be obtained. The president appointed Dr. Mills and Messrs. Dawrs, Edwards, Barrows and Benson as a special committee to prepare a report and recommendations at the earliest possible date.

At the annual meeting nine member clubs were represented, and also by invitation the National and Ashbridge Bay clubs of Toronto. A large number of individual members were also present.

The president reported that the Barthel Trophy had been sailed for in Toronto, using the 8-metre fleet of the R.C.Y.C. It was thus a crew, rather than a yacht contest, the expense of sending 8-metre yachts from Chicago to Toronto (or vice versa) being prohibitive; the Lake Michigan crew had been successful, after a very keen series which was not decided until the last race.

Also noted in the president's report was the increase in individual memberships to about 200, mainly due to the efforts of Rochester.

The meeting then endorsed the L.O. and Tumblaren classes, as designed; it accepted a progress report from the committee on cruising trim, such reports now being hardy annuals, and it accepted the invitation of the R.C.Y.C. for the 1938 regatta, with the Freeman course from Sodus Bay to Toronto, the small classes starting together in the morning.

The secretary's honorarium was set at \$300. A silence of one minute was held in memory of the late Mr. Norman Macrae, R.C.Y.C., owner and skipper for many years of *Strathcona*.

There is no mention in the minutes of either the Vanderbilt racing rules, or a new general measurement rule.

About 70 attended the annual dinner, which was followed by a talk by Captain Jack Randall, skipper of the *Girl Pat* which had figured in a famous case of seizure by the U.S. Coast Guard.

1938

The mid-winter meeting was held early in March at Pt. Abino. The president recommended that the constitution should be brought up to date and re-printed, which was subsequently done. He also recommended the establishment of associate membership for clubs that did not wish, or were not eligible, to be full members, and this was provided for in the new constitution.

Measurement and Sailing Rules Committee submitted a verbal report, and was asked to prepare a written one for the next meeting of council. A request from a majority of Tumlarens owners for authority to increase their sail area to 285 sq. ft. was granted, subject to time allowance being given by such yachts to other Tumlarens which maintained the standard rig.

Applications for membership were received from the Clayton, Genesee and National yacht clubs, and accepted. The Lake Sailing Skiff Association requested that the L.Y.R.A. should hear protest appeals from that body, which was agreed to.

A special general meeting was held at Toronto on May 28th, at which the Buffalo Canoe Club and the Royal Canadian, Kingston, National, Youngstown, Rochester, Olcott and Royal Hamilton yacht clubs were represented.

A letter was received from Mr. Sampson Smith, enclosing for approval a deed of gift for a trophy which he offered to present for Stars. This was gratefully accepted. The application for membership from the Sodus Bay Yacht Club was received and accepted.

The meeting went on record as opposing "crew" races instead of "yacht" races for the Richardson Cup.

Dr. Mills and Mr. Benson for the Measurement and Sailing Rules Committee presented a very complete analysis of the R.O.R.C. Rule, for which they were tendered a hearty vote of thanks. It was received for reference to the next annual meeting.

A draft of the new constitution was presented and adopted. As it provided for a second vice-president, Mr. R. B. F. Barr, R.C.Y.C., was elected to that office. It also established associate, or non-voting, membership for clubs.

At a special council meeting at Toronto on July 28th, Mr. R. Grant, R.C.Y.C., was selected as the Lake Ontario skipper for the Barthel Series, and *Shadow*, R.Y.C., as our representative for the Richardson Cup the following autumn. The secretary was instructed to have copies and forms of the R.O.R.C. Rule for presentation to the annual meeting.

The long distance race started at Sodus Bay on July 25th in light and variable winds until early morning on the 26th, when there was a heavy thunder-squall, which was followed by an almost flat calm. The Freeman Cup was won by *Patricia*, R.C.Y.C., the Louise Freeman by *Four Winds*, K.Y.C. Prominent newcomers in the race were *Alondra* and *Grenadier*, both of Clayton.

Light winds prevailed for the first two days of the regatta with a fresh breeze on the final day.

There is no record of a council meeting preceding the 1938 annual meeting, which was held at Rochester, on November 19th.

In addition to the Clayton, National and Sodus Bay yacht clubs, the Alexandra Y. C. of Toronto is mentioned in the President's report as having become a member of the association. The editor has been unable to find a record of this in the minutes.

Lake Michigan crew had again won the Barthel Trophy in a series held at Youngstown, the yachts being supplied by the Youngstown and Rochester yacht clubs. *Gossoon III*, also of Lake Michigan, had won the Richardson Cup at Rocky River, Ohio.

The Measurement and Sailing Rules Committee presented its report on the R.O.R.C. rule, stating that it was to be preferred to the C.C.A. or Lippincott rule for our purposes because the latter required the "elusive item, displacement . . . and required data as to what per cent of the displacement is due to ballast. This feature alone eliminates this rule from practical consideration." After full discussion it was decided to try the R.O.R.C. rule for one year. It was to be used for all L.Y.R.A. purposes except that at the regatta yachts built to special classes recognized by the L.Y.R.A. could be raced together without time allowance.

This meant that all yachts competing in the long distance race or in handicap classes in the regatta must be measured under the R.O.R.C. rule. Thus the L.Y.R.A. had an overall rule for the whole fleet, for the

long distance races and the Universal and Veteran rules were both abolished for such races. The meeting recognized the Rainbow class.

Both Sodus Bay and Royal Hamilton applied for the regatta, and on a ballot the vote was tied. Representatives of the two clubs were asked to withdraw and settle the question between themselves, it being understood that whichever was unsuccessful would get the start of the Freeman. Royal Hamilton got the regatta.

The meeting marked the end of the three-year presidency of Major W. F. N. Windeyer. He had accomplished much. Under his guidance one rule had been adopted that covered the whole fleet; he had started the association on its way to the adoption of the Vanderbilt racing rules, and he had brought the constitution up to date. He had the knack of making excellent selections for committee work, and he left the committees to do their job. Altogether he left the association in better shape than he found it.

W. V. Castle, R.Y.C., a winning skipper of both the Canada's Cup and the Freeman, was elected president for 1939, and Major Windeyer became honorary president.

1939

The mid-winter meeting was held at Niagara Falls, N.Y., on February 25th. The Measurement and Sailing Rules Committee recommended that the R's, eight-metres and six-metres should race in fleet races under the average rating of the class, instead of under the maximum as in the past, but after a spirited discussion it was decided that they race under the individual ratings, as determined by the R.O.R.C. rule. Charging crew members a registration fee of \$1.00 each was suggested, but no action was taken.

During the council meeting the measurers of several clubs met under the chairmanship of Mr. Benson, and discussed problems in connection with measurements under the R.O.R.C. rule, and suggested some minor changes to suit local condition. Their recommendations were accepted and placed on the agenda for the spring meeting at Hamilton.

At the spring meeting a predicted log race for motor yachts was put on the program, the course being from Hamilton to Port Credit and return, a distance of 46 miles, the winner to receive a gold cup donated

by the A.P.B.A. It was voted unanimously that all skippers and regular crews of sailing yachts competing in the regatta should be individual members, and should pay the fee of \$1.00. The general entrance fee of \$2.00 per yacht was continued.

A major item was re-classification of yachts. It was decided to preserve all racing classes, such as 6's, 8's, R's, C's, Tumlarens, etc., as heretofore, and to classify the others by waterline length instead of rating. The following appears to have been the new setup:

1st Division	8-metres
2nd "	R-class
3rd "	6-metres
4th "	All handicap yachts over 35' w.l.
5th "	Handicaps yachts over 25' w.l., but not over 35' w.l.
6th "	All handicap yachts such as L.O.'s; Islanders, Week-enders, w.l. not given
7th "	Handicap yachts under 25' w.l.
8th "	Stars
9th "	C's and Tumlarens
10th "	Rainbows

The above list is not quite consistent as regards Divisions 5, 6 and 7, but the water line lengths are not completely specified. For instance, *Tramp Royal*, with a w.l. of 23½', raced in the 6th division.

The Freeman started from Sodus, the smaller yachts being sent away in the morning as in the past few years. Light weather prevailed. The Freeman was won by *White Wings*, R.C.Y.C., a new yacht from the board of John Alden. *Tramp Royal*, K.Y.C., the last yacht to be designed by T. B. F. Benson, also making her first appearance, won the Louise Freeman, *Shadow*, R.Y.C., took the Mabbett, and the Founders' Cup went to *White Wings* as the winner of the cruising division as well as fleet winner, although this was contrary to the decision of February, 1937.

Good racing was held for the regatta in moderate to light winds.

Lake Ontario's greatest sailor, the late Commodore Æmilius Jarvis, R.C.Y.C., made his last L.Y.R.A. appearance at this regatta, sailing the 12-metre *Mitena*. Although he was then about 80 years old he was observed one morning in a bosun's chair adjusting rigging at the top of *Mitena's* 90-foot mast!

The predicted log race for power boats was won by Commodore Harold Field, R.Y.C., with the marvellously small error of 5 seconds! As Commodore Field worked untiringly to get power yachtsmen interested in the L.Y.R.A., his success was both fitting and popular. A rather unusual feature of the power boat event was that there were three times as many prizes as their entries, so that each of the four contestants got three prizes!

The three days produced some good racing in Hamilton Bay. The Six Metre yachts provided keen competition as they had completed the George Cup Races in Toronto and moved *en bloc* to Hamilton. Charles Harrison was there with Erne from Olcott. Commodore Barr of R.C.Y.C. still seemed to prove the fastest boat in Aphrodite.

A few of the boys decided to visit La Salle Park. They found it closed for the night, but in some manner figured a way to get the scenic railroad in operation. The gendarmes swooped down and closed operations. A rush call to R.H.Y.C. for bail funds was received. Commodore Brown, Major Windeyer and Gene Sorsoleil made a fast trip and promised to take the bad boys back to their yachts. No charges were laid.

The annual meeting of 1939 was held at Lewiston, N.Y., on November 18th. The president reported that three yacht clubs had been admitted during the year, namely Prince Edward of Picton, Ontario, Ashbridges Bay of Toronto and Wilson of Wilson, N.Y. The editor has been unable to find anything in the council minutes concerning the above and presumes they were admitted as associate member clubs.

One of the founders, Mr. George E. Evans of Toronto, had died during the year.

It was decided to continue the R.O.R.C. rule in force for another year, but average ratings in classes were substituted for the individual ratings.

The Measurement Rules Committee was asked to divide the fleet into three general divisions, namely racing, fast cruising, and slow cruising; these could then be further subdivided according to size.

Although Canada had been at war for two months, it was voted to hold a regatta in 1940 at Sodus Bay with the Freeman Cup from Charlotte to Sodus, going around the Main Ducks and Stony Island and leaving them to starboard.

The R.C.Y.C. protested against the compulsory individual memberships decided upon at the spring meeting, and they were cancelled.

The Barthel Trophy had been sailed for at Rochester, and won by Lake Michigan as usual.

The Richardson Cup series sailed this year as a crew contest at Rocky River, Ohio, was also won by the Lake Michigan entry.

A chance remark at the start of the Freeman race to the effect that the light and variable adverse wind was "unfair to organized schooners" was overheard by a member of council, who related it at the annual meeting, pointing out that the trouble with schooners was that they were *not* organized, although there were six or eight on the lake. A special schooner committee was appointed to try to make up a class which might have fairly even racing.

Vice-President R. B. F. Barr was elected president, and the retiring president became honorary president.

1940

The spring meeting was held at Rochester. The president's report referred to the difficulty of financing, and suggested that the only way in which a substantial saving could be effected was by eliminating giving flags at the regattas. The budget however included \$275 for this purpose.

The report of the Measurement and Rules Committee noted that the 1938 measurements under the R.O.R.C. Rule had contained some arithmetical mistakes and some measurements that were apparently irreconcilable. The committee suggested a meeting of measurers by groups, i.e. the measurers of Youngstown, Rochester and Sodus Bay in one group, the Toronto measurers in another and so on, and further that the measurers should all meet at the spring meeting (this report of course had been before the executive before the meeting was held).

The committee recommended the acceptance of a cup which had been offered by Messrs. Youngs, of Clayton, Gordon and Rosenberg of Rochester, and R. Grant of R.C.Y.C. This was named the Lake Ontario Cup.

They further recommended that the Freeman Cup be awarded to the winner of the whole fleet racing as one division (Editor's note: as in the past); that the new cup be awarded to the winner of the racing class boats; the Founders' Cup to the winner of the fast cruising boats, sailing as one division; and the Louise Freeman Cup to the winner of the slow cruising boats, sailing as one division. Lastly they again recommended that the winner of the Freeman Cup should not be allowed to hold any of the other cups, and that the cup for the division in which the Freeman

Cup winner sailed should be awarded to the second boat in that division.

They attached a recommended division of the fleet, which is given below in an abbreviated form:

Racing Division

12 metres and 10 metres
P's and New York thirties
8-metres
R's
6-metres

Fast Cruising Division

P's re-rigged as yawls, also such boats as *Nonchalant* and *White Wings*

Two R's of the old B group, L.O. class, Weekenders, Islanders, the old Veteran classes, Yankee One-Designs, and a few others such as *Azura* and *Tramp Royal*. Tumlarens and C's were also in this group. For course races this was broken into three classes.

Slow Cruising Division

Schooners:

Large class; identified by name; typical were *Iolanthe* and *Sea Gypsy*

Small class; also identified by name

For the course races the two cruising divisions were broken down.

The report was most minutely studied, and was adopted with only one amendment, which moved one yacht in the fast cruisers from the small to the large group.

The editor has dwelt at some length on this report because it was the culmination of three years' intensive work. The R.O.R.C. rule had been carefully analyzed and its effect on different classes closely estimated by comparing the measurements of widely different yachts under the Universal, International, and R.O.R.C. rules. The committee had also made a study of the measurement certificates submitted, and had pointed out errors. No more conscientious or painstaking work was ever done by any of the Association's committees. The result was that for the first



NATIONAL YACHT CLUB — Toronto, Canada



CRESCENT YACHT CLUB — Chaumont, New York

time in many years the whole fleet could race under one rule for the Charles Freeman Cup, the Association's premier trophy.

Unlike the Universal or International rules which were devised to develop a type of boat considered desirable, the object of the R.O.R.C. rule was not to influence design but to rate existing yachts of widely varying types so that they could race reasonably fairly. For instance it penalized the low freeboard of the Universal type, and the extreme narrowness of the International type, on the whole favouring neither one nor the other. One of its most attractive features was that it did not call for the determination of a yacht's displacement, which could not always be obtained in older boats. By a skilful use of depth and beam measurements it arrived at an approximation for displacement which, while not absolutely correct for any one boat, was relatively correct for most boats. A defect in the opinion of many yachtsmen on this continent was the limit on the size of genoa jibs, which was considered unnecessarily small.

Used with the rule, though not inherent in it, was "time correction factor" instead of time allowance based on mileage. This system is a very much fairer one than the "seconds per mile" allowance, which may mean a great deal more distance in a hard breeze than in a drift. It has, however, the disadvantage of introducing a great deal of arithmetical work into the tabulation of results of every race, and more important, does not let skippers know just how much they allow to, or receive from, any rival.

Entrance fees ranging from \$5.00 to \$2.00 per yacht, according to size, were decided on, for the 1940 regatta.

The Freeman Cup was won by the 8-metre yacht *Vision*, R.C.Y.C., the Louise Freeman by *Winlassie*, R.Y.C., the Mabbett by *Kathea II*, R.Y.C., who also received the new Rochester Cup, as runner-up in the racing division. Apparently the Founders' Cup was not awarded. The schooner committee evidently did a good job, as five schooners participated in the regatta.

The 1940 annual meeting was held at Pt. Abino. The one-design committee which had been considering the adoption of the Yankee one-design class, or the Rainbows, recommended that in view of world conditions, and the unlikelihood of any yachts being built it would be advisable to "sit tight for the coming year".

With the consent of the chairman, the commodore of the Rochester Y. C. addressed the meeting. He asked that the existing officers be re-appointed, with the exception of the secretary who could be replaced by Mr. George Culp of the Rochester Y. C., giving two reasons for this change: first that this would save the honorarium and second that as the

U.S. clubs for the duration of the war would have to assume the financing of the L.Y.R.A. they should have the "executive end of the business handled from this side of the line." Mr. Van Winckle was nominated as secretary but declined.

Mr. Van Winckle had served as secretary-treasurer for sixteen years, and under nine presidents. During this long period he had attained an unrivalled knowledge of the affairs of the association. The honorariums which he had received were invested in the construction of his power cruiser *Rip VII*, which on completion was put at the service of the association as a race committee boat. Fitted up with accommodation for the committee facilities for office work, and equipment for hoisting starting signals, she was a great convenience for the officials. Also her availability made it unnecessary for the host club to borrow a committee boat from some member. Mr. Blake Van Winckle was one of the makers of the L.Y.R.A. as it stood in 1940, and he was unanimously elected an honorary life member of council.

President Barr, R.C.Y.C., was re-elected, and Messrs. C. W. Gamble of Crescent and A. R. Moyer, Jr., of Youngstown were elected 1st and 2nd vice-presidents respectively. The measurement and sailing rules committee was re-appointed as was the motor yacht committee. The schooner committee was continued with some changes, and an individual membership committee was set up. Deeds of gift for the Rochester and Lake Ontario cups were submitted by the Rochester representatives.

The Youngstown Y. C. generously offered to bear the expenses of the 1941 regatta and their offer was accepted. The Freeman was to start from Charlotte, thence around a buoy off Cobourg and thence to the mouth of the Niagara River.

This was one of the longest meetings that many could remember. The meeting had started at 10 a.m. and went on to 9 p.m. with adjournments for meals.

1941

Representatives of only four U.S. and two Canadian clubs attended the spring meeting at Pt. Abino. It was voted that the yacht winning the Freeman Cup should be ineligible to win the Founders', Louise Freeman or Rochester cups, thus confirming in the case of the first two the decision of the previous year.

A ship's clock was presented to Mr. Van Winckle, the presentation being made amid great applause. The president reported the deaths of three outstanding yachtsmen, Mr. Æmilius Jarvis, one of Lake Ontario's most famous skippers, Mr. T. B. F. Benson who had given generously of his time and professional knowledge to the association and of Mr. Roy Matheson of Royal Hamilton.

Dr. Frank Mills, chairman of the Measurement and Sailing Rules committee had asked to be relieved of his duties as he had joined the Royal Canadian Air Force, and there was also a vacancy caused by the death of Mr. Benson. The measurers of all member clubs were added to the committee.

The annual fee for member clubs at this time was \$25, and for associate member clubs \$12.50. This is the first mention of any associate member clubs, although they were provided for in the constitution of 1938. There was a long discussion on expenses and amounts to be paid additional to the above fees by the clubs. The meeting voted not to ask the Canadian clubs for the fixed fees, and this generous action was noted with appreciation by the president.

It was decided to continue the R.O.R.C. rule for another year. An application for permission to enter a Lightning class boat in the Freeman was refused. Racing at the regatta for small classes however was authorized.

The Freeman cup was won by *Bangalore*, Y.Y.C., the Founders' Cup by *Vitesse II*, and the Louise Freeman by *Estella*. There is no report of the regatta, except that the Canadian boats all tied up at Niagara-on-the-Lake. Only sailors holding passports could visit Youngstown. The Commodore finally made arrangements for the Canadian crews to be allowed the final night at Y.Y.C for prize presentation, but only on the guaranty that they would not put foot off the Y.Y.C. property. The Canadians were returned to Niagara-on-the-Lake at midnight, only to find several yachts had transom trouble. The late James Hyland's Six Metre had suffered the worst. These yachts were secured with stern lines ashore and bow anchors out in the river to hold them off. The *Cayuga* had come in at full speed, making large bow waves.

The annual meeting of 1941 was not actually held until January of 1942. Delegates of eleven clubs assembled at Hamilton. The individual membership committee reported that 1044 letters had been sent out but only 100 had been responded to. They questioned whether the expense was worth the money involved.

Another distinguished member had been lost by death. Major W. F. N.

Windeyer, president in 1936, 1937 and 1938, had gone overboard from his yacht *Iolanthe* during a week-end cruise. It was the way he would have liked it.

A long discussion took place as to the future. Both countries were now at war. It was finally decided that no regatta should take place unless the council, meeting on call from the executive committee, should so decide and notify the clubs not later than June 15th. Actually this was not done.

Holders of cups were to be notified that they should retain them until the resumption of competition.

At the time of the annual meeting of 1941 the membership was as follows:

MEMBER CLUBS

<i>Club</i>	<i>Date of Admission</i>
	(or of last admission in case of clubs which had resigned and been re-admitted)
Royal Canadian Y. C.	1884
Oswego Y. C.	1884 (resigned 1937, but by resolution continued as an honorary member)
Queen City Y. C.	1893
Rochester Y. C.	1893
Royal Hamilton Y. C.	1893
Kingston Y. C.	1897
Crescent Y. C.	1905
Buffalo C. C.	1924
Youngstown Y. C.	1933
Olcott Y. C.	1934
Clayton Y. C.	1938
National Y. C.	1938
Sodus Bay Y. C.	1938

ASSOCIATE MEMBER CLUBS

Alexandra Y. C.	1938
Genesee Y. C.	1938 —not shown on letter-head of 1941 but no note of withdrawal in the minutes

Ashbridge's Bay Y. C.	1939
Prince Edward Y. C.	1939
Wilson Y. C.	1939
Port Credit Y. C.	1940

The editor cannot close this part of the history of the L.Y.R.A. without paying a tribute to those yachtsmen who so generously gave up their time to act in various capacities on the race committees, and who were no longer active after 1941. He fears that he cannot recall them all, but names that occur to him are those of Frank Herrick and Hallam Learned of Crescent, E. M. Dillon and Frank Mills of R.C.Y.C., Jack Adams, Mrs. Adams, Fred Jenkins, Frank Moore and Jack Van Winckle of Queen City and George White of B.C.C.

All of these generously gave their time and effort, often at considerable personal and financial sacrifice to handle the races. Without them the L.Y.R.A. could not have carried on.

And so ends the second era of the L.Y.R.A.

* * *

PART THREE

PART THREE

From 1945 to 1955

1945

As the Second War drew to its close the Lake Ontario yachtsmen whose age had prevented their participation in action, began to think wistfully of sailing, and a general meeting was called for February 17th, 1945, at the Royal Hamilton Yacht Club, to discuss the future. In the absence of the President, Mr. R. F. B. Barr, R.C.Y.C., the First Vice-President Mr. C. W. Gamble, C.Y.C., presided, and the following clubs were represented:

Member Clubs:

Buffalo Canoe Club
Crescent Y. C.
National Y. C.
Olcott Y. C.
Queen City Y. C.
Rochester Y. C.
Royal Canadian Y. C.
Royal Hamilton Y. C.
Youngstown Y. C.

Associate Member Clubs:

Ashbridge's Bay Y. C.
Prince Edward Y. C.

The following were not represented:

Member Clubs:

Alexandra Y. C.
Clayton Y. C.
Kingston Y. C.

Associate Member Clubs:

Port Credit Y. C.
Wilson Y. C. (believed
to have gone out of
existence)

After the minutes, accumulated correspondence, and financial statement had been read, the chairman called for an informal discussion on the advisability of holding a regatta in 1945. Naturally opinion was divided. The delegates of the Crescent, Rochester and Royal Canadian Yacht clubs opposed holding one until the end of the war in Europe, though Rochester favoured holding a Freeman Cup race without a regatta. Most of the other clubs advocated a regatta, and the opinions of many returned service men were quoted in support of renewing racing, and it was estimated that about 45 yachts might participate. Finally the member clubs voted six to three in favour of holding a regatta, and Hamilton was selected as the port, with the Freeman Cup race starting at Rochester on July 30th.

The financial statement showed a cash balance of \$113.11, U.S. and Canadian bonds valued at \$800.00, and outstanding membership dues of \$37.50, a total of \$951.11. W. P. Barrows, Rochester Y. C. was elected President; James Hyland, R.C.Y.C., First Vice-President; and C. J. Spaulding, Youngstown Y. C., Second Vice-President; with Newton B. Castle, Rochester Y. C., as Secretary-Treasurer. T. K. Wade was appointed delegate to the N.A.Y.R.U., and it was decided that the winner of the 8-metre division should represent the association in the Barthel series, and the winning R should be chosen for the Richardson Cup.

It may be well to review the general yachting situation at the time. Only about four really big yachts remained: *Mitena*, a 12-metre; *Onaire*, a fine auxiliary sloop, and *Skookum*, a big schooner, all of Rochester; and *Nonchalant* of R.C.Y.C. Nearly all of the grand old P class had either gone to their last moorings, or had been sold into non-racing ownership, and the same was true of the R's. The 8-metre division was in a healthy condition, but the Sixes were just beginning to grow in popularity. There were some modern cruisers, such as *Latonka* of Crescent, *Azura* of Rochester, *Xanadu* and *Revelry* of Youngstown, and *Tramp Royal* of Kingston to name five, but the Rhodes 27's, Hinckley South-westers, and Owens cutters had not yet made their appearance. The old Veteran class had gone out of existence. Obviously the fleet needed new timber, and it was only from salt water fleets that it could be purchased. Therefore it was not surprising that the Crescent Yacht Club introduced a motion to discard the Royal Ocean Racing Club measurement rule in favour of the Cruising Club of America measurement formula. The motion was referred to the Measurement and Rules Committee, which consisted of Charles Harrison, Olcott Y. C., Oscar Marth, Rochester Y. C., Will Cannon, Youngstown Y. C., and Karl Smither, Buffalo C. C. The

Dalhousie Y. C. of Port Dalhousie, Ont., was admitted to associate membership and finally it was decided to revive individual membership in the association.

The Freeman Cup race was sailed in a very light breeze, those yachts which went out into the lake after passing Devil's Nose getting the best of what wind there was. The Freeman Cup was won by *Tramp Royal* of Kingston, the third time that the cup had been won by a non-racing yacht, the two previous winners being *Haswell* in 1921 and *Yolanda* in 1931. It was also the first time the cup had been won by a small cruising yacht.

Three days of good racing followed, the first two being in light weather and the last in a fresh S.W. breeze.

As this was the first regatta following the Second War, the list of winners is interesting:

Long-Distance Race

Charles Freeman Cup (fleet)	<i>Tramp Royal</i> , K.Y.C.
Louise Freeman Cup (small cruisers)	<i>Nimbus</i> , R.Y.C.
Mabbett Cup (R class)	<i>Shadow</i> , R.Y.C.
President's Trophy (6-metres)	<i>Jill</i> , Y.Y.C.
Founders' Cup	<i>Nimbus</i> , R.Y.C.
Rochester Cup (R class)	<i>Shadow</i> , R.Y.C.

Course Races

Gooderham Cup (8-metres)	<i>Bangalore</i> , Y.Y.C.
Lipton Cup (R class)	<i>Shadow</i> , R.Y.C.
Nichols Cup (small cruisers)	<i>Scrapper II</i> , Q.C.Y.C.
Mott Trophy (large cruisers)	<i>Seneca</i> , R.H.Y.C.
World Trophy (Tumlarens)	<i>Valhalla</i> , Q.C.Y.C.
Baldwin Cup (medium cruisers)	<i>Tramp Royal</i> , K.Y.C.

No flags were given this year. Everyone felt that a good start had been made for the future prosperity of the association.

The annual meeting for 1945 was held at Rochester on November 10th, with President W. P. Barrows in the chair. Nine member clubs and two associate member clubs were represented.

The secretary announced that the following clubs had applied for and been granted membership by the Executive Committee:

Member Clubs:

Buffalo Y. C.
Pointe Claire Y. C.
Toronto Sailing and
Canoe Club

Associate Member Clubs:

Algonquin Y. C.
Canandaigua Y. C.
Leander Boat Club
(Hamilton)
Niagara Sailing Club

Some discussion took place as to whether the Executive Committee had exceeded its powers in granting membership, and it was finally moved that all applications should be presented and acted upon at the next general meeting of the association, but that the Executive Committee should have power to permit participation in regattas pending the holding of such general meeting.

The secretary-treasurer's report gave great satisfaction, but unfortunately the Editor cannot find the financial statement.

Mr. Barrows was re-elected President, Mr. Charles J. Spaulding First Vice-President, and Mr. Blake Van Winckle Second Vice-President.

Sodus Bay, Presqu'ile and Kingston all asked for the 1946 regatta, and the idea of a permanent rendezvous came up again. On a vote, Kingston was chosen with the cruising race from the mouth of the Niagara River to Kingston.

Messrs. Earle Snyder, R.Y.C., Oscar Marth, R.Y.C., W. A. Cannon, Y.Y.C., Karl Smither, B.C.C., and Gordon Reid, R.C.Y.C., were appointed the Measurement and Rules Committee and were especially instructed to consider substituting the C.C.A. measurement rule for the R.O.R.C. rule and to report at the spring meeting.

The Vanderbilt racing rules were discussed but no changes were made.

1946

The spring meeting was held at Rochester on April 6th, with nine member clubs represented. In the absence of the president, Vice-President Spaulding took the chair.

The financial statement showed a greatly improved condition, there being \$915.00 cash additional to \$800.00 in bonds.

Mr. Earle Snyder, chairman of the Measurement Committee gave his

report, which proposed among other things that a racing yacht should be defined as one whose beam was less than 31% of l.w.l., and that a cruising yacht should be one with a beam more than 31%. This was a new solution to the perennial question "what is a racing yacht?" The report also proposed that the Freeman Cup and the Louise Freeman Cup should alternate between cruising and racing divisions. This was objected to on the ground that it would be contrary to the deed of gift and also that it would damage the prestige of the Charles Freeman Cup. The item carried, with the Charles Freeman Cup going to the racing division for 1946.

A long discussion took place on the merits of rigid vs. rubber dinghies and it was finally moved that no change be made this year. The arguments on the safety factors of dinghies had gone on so long, the host club had to put in a rush call for dinner as this meeting was going to run on into the night.

It was decided that the cruising race should be from the mouth of the Niagara River to Kingston, 148 miles, and that the regatta should be held at Kingston, and that flags be awarded this year.

N.A.Y.R.U. rules were retained.

The cruising race was sailed in a moderate breeze and spinnakers were carried nearly all the way. One yacht went too close to False Ducks Bank and ran aground, but was pulled off by a motor vessel.

A curious situation developed in the case of *Tramp Royal*. Under the principles laid down by the Measurement Committee she should have sailed in the cruising division, which in fact was her proper status under any rule. However, because she had won the Charles Freeman Cup the previous year she was placed arbitrarily in the racing group, which she won, thus winning the Charles Freeman Cup a second time. Had she sailed in the cruising division she would have been beaten by *Fo'castle* and another one of the cruisers. *Fo'castle* was awarded the Louise Freeman Cup.

Fresh easterly breezes prevailed for the first two days of the regatta, and two yachts (one an 8-metre) were dismasted. The last day was a very light and variable wind, with a good deal of luck. The turnout was bigger than the previous year.

Rochester was host to the annual meeting of 1946. Ten member clubs and one associate member club sent delegates.

Following minutes and reports, it was voted to admit the Royal St. Lawrence Y. C. as a member and the Burlington Y. C. as an associate member.

It was reported that the Barthel Trophy had been won by the R.C.Y.C. representing our association.

Officers elected were: President, Mr. C. J. Spaulding, Y.Y.C.; First Vice-President, Mr. C. Wesley Gamble, C.Y.C.; Second Vice-President, Mr. Clifford Lunt, R.H.Y.C.; and Secretary-Treasurer Mr. Newton B. Castle, R.Y.C. Messrs. Barrows and Van Winckle were elected Honorary Presidents for the ensuing year.

It was decided that all entries should be made through clubs, and not by yacht owners direct, and that all entries must be in the hands of the secretary by July 1st of each year. Late registrations might be accepted but should be subject to a double fee. Owners who registered but who did not participate would be entitled to a refund.

Sodus Bay was chosen for the 1947 regatta, Toronto was selected for the start of the cruising race, on Sunday, July 27. A separate schooner class was authorized. Mr. Earle Snyder offered a cup for a race from Rochester to the point of rendezvous at Toronto, and this was gladly accepted. There was a long discussion over the advisability of starting the fleet in classes, or in two divisions (racing and cruising) or all together. This and several other questions were referred to the appropriate committees.

Our old friend, a medium-priced one design yacht, was again advocated and Mr. Ian Waldie of the R.C.Y.C. reported that his club was having such a class, designed by Sparkman and Stephens.

Club dues were set \$40 for member clubs and \$12.50 for associate member clubs.

1947

The report of the secretary-treasurer at the spring meeting showed assets of \$2,628.73 and no liabilities. All clubs had paid their dues.

The Fair Haven and Presqu'île Yacht Clubs were elected associate member clubs.

There was a discussion regarding a Coast Guard patrol for the cruising race, and it seemed probable that this service would be forthcoming. The course chosen was from Toronto to Sodus Bay, and there was also a power boat race between the same ports. A somewhat cryptic note states that "the power boat cups still have to be located".

Invitations to participate in the regatta were authorized for the New York State Snipe Association, 12th District of Star Class, the Lightning Association and the Comet class. The N.A.Y.R.U. optional right of way rules (Vanderbilt) were adopted by unanimous vote. The difficult matter of classification of yachts was left to the Executive Committee, but the meeting settled (for 1947 at least) the much discussed question of safety equipment by requiring either a non-collapsible dinghy; a rubber life raft on deck (inflated if hand-inflated or deflated if mechanically inflated) or a rigid life raft.

The death of Commodore Tom World, President from 1926 to 1930 inclusive, was brought to the attention of the meeting. One of the "old guard", his services to the association had been invaluable.

Mr. Wesley Montgomery, Y.Y.C., offered a cup to the association, as did the Tom Taylor Company, marine outfitters of Toronto, this latter cup being in memory of the late Tom Taylor, founder of the company, and a friend of all the sailors on the Canadian side. Both cups were accepted.

Much to everyone's disappointment the regatta could not be held at Sodus Bay Y.C. because of the very high water in Lake Ontario. A foot of water was over the club house floor. The Queen City Y. C. met the difficult situation with an offer to provide all facilities, an offer which was gratefully accepted. The course for the cruising race was changed as well, the new one being from Toronto around a mark off Charlotte and thence to Presqu'île, and to follow the regatta instead of preceding it. The Snyder Cup race was to be sailed from Rochester to Toronto.

The Snyder Cup race was the fore-runner of the well-known Rochester Race, which also owed its inception to Mr. Earle Snyder. It was sailed in a south-wester varying from a reefing-breeze at the start to a drift at the finish with a thunder-squall threatening all night, but never quite materializing. There was a heavy fog in the morning and the editor's log notes that he could hear the judges talking at the end of the eastern pier of the Eastern Gap at Toronto before the light-house could be seen! *Tramp Royal* won the trophy, a beautiful electric clock, which is still faithfully performing its duty in the room where the editor is compiling this record.

This year there was a fine turn-out of cruising yachts, two Rhodes 27's, a beautiful yawl *Azura* from Rochester, and *Revelry* of Youngstown among them. The weather in the three regatta races varied in strength, giving every one a fair chance.

The Freeman Cup started in a good south-wester, spinnakers being carried to starboard practically all the way to Rochester. The editor's ship,

which was about in the middle of the fleet at Rochester, sailed the 92 miles in just twelve hours. After the turn, the wind dropped and shifted to north, giving a beat to the finish. It was a fine race and won in grand style by *White Wings* R.C.Y.C. in the cruising division and the 8-metre *Quest* also R.C.Y.C. in the racing group. *White Wings* took the Charles Freeman Cup, and *Quest* the Louise Freeman.

The annual meeting was held at the Buffalo Canoe Club, Point Abino, on November 8th. Applications for associate membership were read from the Pultneyville and Oshawa Clubs. There was some discussion as to the advisability of taking in so many clubs whose fleets were composed entirely of small yachts. It was stated that at Toronto 60 boats with some cabin accommodation had taken part in the regatta, and 54 open craft. Mr. Karl Smither and Mr. Lunt, speaking for the small boat sailors, said that they enjoyed very much the opportunity of meeting the cruising fraternity, and said that many of the large boats had given sleeping accommodation to dinghy, Lightning, and Star boat crews. Pultneyville and Oshawa were then admitted to associate membership.

The advisability of reverting to the old port-to-port system for the cruising yachts was also discussed, but no steps were taken.

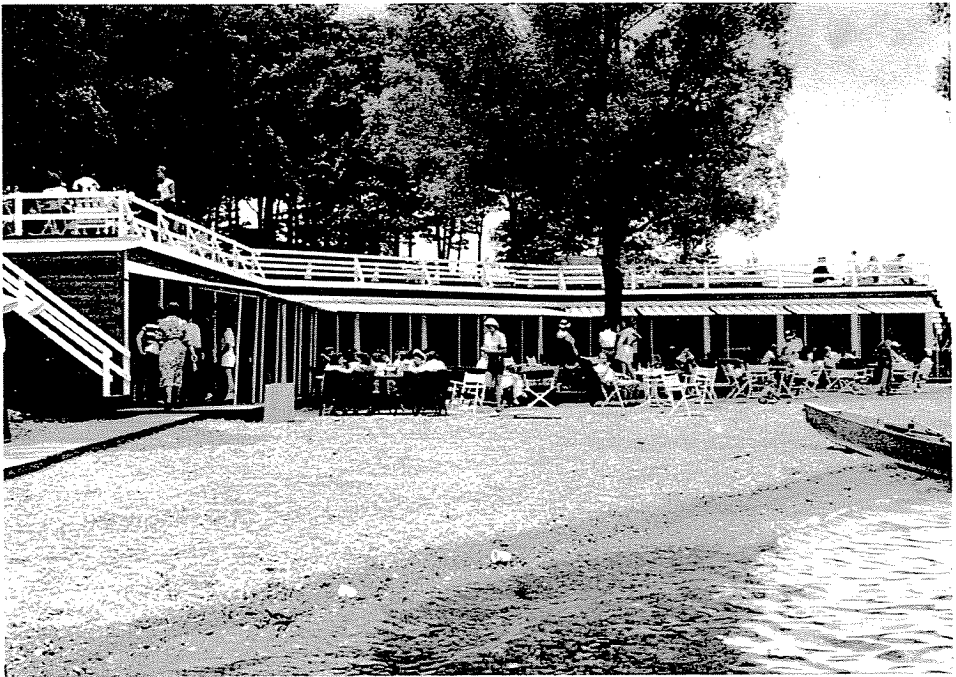
Mr. C. J. Spaulding, Y.Y.C., was re-elected president, Mr. C. Wesley Gamble, C.Y.C., first vice-president and Mr. Clifford Lunt, R.H.Y.C., second vice-president. Mr. Newton B. Castle, R.Y.C., was re-elected secretary-treasurer.

Sodus Bay and Clayton both asked for the 1948 regatta and on a vote taken Clayton was chosen. Several suggestions for the cruising race were made, and Sodus Bay-Rochester-Clayton was selected. There was some discussion as to changing to the C.C.A. rule for the handicap races, but no actual steps were taken.

Identification numbers having fallen into some confusion, it was voted that "yachts are to carry the racing numbers assigned to them by their clubs, except that individual class numbers will be accepted as long as they sufficiently identify the yacht". The first Rochester race was announced, to be held in late August, the course being Rochester-Stony Island-Toronto-Rochester, about 330 miles. Mr. Snyder offered a handsome tea-service as a prize.



CLAYTON YACHT CLUB — Clayton, New York





OLCOTT YACHT CLUB — Olcott, New York

1948

At the spring meeting the resignation of the Sandy Beach Y.C. was received and accepted with regret. The classification of yachts into racing and cruising divisions was again discussed and the rule adopted in April 1946 was stated by the Measurement Committee to have been found satisfactory. Owners could, however, challenge the classification. Port-to-port racing was again considered.

The first leg of the cruising race from Sodus to the Charlotte piers was sailed in light north-westerly, giving one long starboard tack, and thence it was a spinnaker run to Clayton in beautiful weather. The Charles Freeman Cup this year was assigned to the racing division and was won by *Chance*, R.C.Y.C., an International One-Design. Incidentally one of *Chance's* owners was a nephew of Mrs. Freeman. The Louise Freeman Cup was won by *Daphne*, R.C.Y.C., a Rhodes 27.

The Clayton course was necessarily a straight "up-river and back" type. The winds on the three days were moderate, light and heavy. Clayton Yacht Club carried out a most successful event for their first L.Y.R.A. regatta. When the Race Committee arrived to set up the finish line for L.P. races, they found the Clayton wives scrubbing floors and putting the last touch on everything.

The Race Committee was handed the finest accommodation on record. A large cottage was at their sole use. The living room was the office, the dining room table was perfect to hear protests. Sufficient rooms for the Committee and wives. One of the first times the Committee did not have to pay their own hotel accounts. Men like Jim Lewis and Commodore Cox never stopped working. Centreboard boats to launch and endless detail to handle.

The Rochester Race was held as arranged, starting on August 29th. Of seventeen starters seven withdrew, two with broken masts, four with sails blown out, and one for other reasons. The race was won by *Avilion* of Detroit.

The 1948 annual meeting was held at Pt. Abino, and all the officers were re-elected.

The National, Rochester, Sodus Bay and Youngstown Yacht Clubs all applied for the 1949 regatta, and four ballots were necessary to get an absolute majority, which was ultimately obtained by the National Y.C. The cruising race was to be Rochester-Cobourg-Toronto. Port-to-port

races for both the Freeman and regatta races were urged by Mr. George Ford, R.Y.C. After a long discussion it was decided to have both port-to-port and course races for the handicap classes at the regatta, giving owners the choice of which to enter.

The R.O.R.C. measurement rule was continued in force, although there was a good deal of opposition to it.

1949

Among matters discussed at the spring meeting were new measurement certificates, propeller allowances for auxiliaries, and efforts being made to bring the R.O.R.C. and C.C.A. rules closer together. Again it was felt that the time was inopportune for changes. Provision was made for a separate class of Hinckley auxiliaries. Medals were authorized for the crews of winners in each class and flags for the first three boats in each class for the three races taken together. The course for the port-to-port races was to be as follows: 1st day, Toronto to Youngstown; 2nd day, Youngstown to Oakville; and 3rd day, Oakville to Toronto. The Island Y.C. of Wilson, N.Y., was admitted to associate membership.

The cruising race started on July 31st in a fresh breeze, about west by south, all of the fleet holding the port tack from Rochester towards Cobourg. During the night the wind worked around to the north and lightened, and at eight o'clock next morning several yachts were becalmed within a mile or two of the mark-boat at Cobourg. On the lighter vein, the race committee had borrowed a brand-new spar buoy from the R.C.Y.C. marine yard. This was placed 500 yards south of the Cobourg lighthouse as turning mark. The committee placed this at 8 p.m. with two white lights six feet apart, one above the other. Just at dark, the buoy looked to be sinking; by the time they reached the mark it had gone to the bottom. Grappling irons were secured from the pier and in quick order the buoy was found and raised. The flotation tank had a small hole. Fortunately the seas were calm and the decision was made to use the rowing dinghy as a mark. A large pole was lashed to the bow and carried the two white lights. Thus two of the committee spent the night until 5 a.m. when the Coastguard cutter came to them and with careful precision A. H. Gorsline, S.B.Y.C., lowered the proper refreshment to "Gene". Just another occasion where the ingenuity of our boys made the race a success.

This never reached press before. The boys refused any thanks, just claimed that flat seas saved their name. The wind went to the east, and there was an all day spinnaker run to the finish off the Western Gap at Toronto. *Lorelei*, R.Y.C., a fine yacht well-sailed won the cruising division and the Charles Freeman Cup, while *Jack*, a 6-metre, took the Louise Freeman.

Course racing or the port-to-port type was optional with the cruising classes, all of which were sailing under handicapping with time allowances. About half elected for each system.

The editor, having been one of those who chose the conventional course and stayed in Toronto (having been told that the majority of the fleet was so doing) takes the liberty of expressing his personal views on the regatta, inasmuch as port-to-port races have been frequently discussed since. He does not believe that the port-to-port idea got a fair trial. Making the choice optional had the result of spoiling the event both for those who sailed the Toronto courses, and for those who took part in the port-to-port. There were simply not enough boats to make up two fleets. Had all been sent on the port-to-port the experiment would have been of much greater value. In the course races the editor's ship *Tramp Royal* won a decisive victory in her class, but her glory was somewhat diminished by the fact that on two days she had no competitors at all, and on the third day only one. Very light and fluky winds prevailed both in Humber Bay and out on the Lake, giving little chance to the heavy weather boats, and this too gave the experiment less value than it would have had under more varied conditions.

One fair criticism of the port-to-port system is that it seems rather discourteous to the entertaining club, which goes to so much trouble to make the regatta a success and to give the visitors a good time, if half the boats sail off for the three days. On two evenings the Race Committee handling the triangle races in Toronto drove to the harbour where the "port-to-port" boats were. In this way, protests could be heard and results collected, to take back to the host club.

The Douglas B. Jones Trophy, a beautiful bowl presented by Mrs. Jones in memory of her husband, was won by *Can-Can*, Y.Y.C.

The Buffalo Canoe Club was again host to the annual meeting, at which twelve clubs were represented. Mr. C. W. Gamble, C.Y.C., was elected president, Mr. Clifford Lunt, R.H.Y.C., first vice-president, and Mr. E. G. Sorsoleil, R.C.Y.C., second vice-president. Mr. Newton B. Castle, R.Y.C., was re-elected secretary-treasurer. Mr. W. P. Barrows, R.Y.C., was named the association's delegate to the N.A.Y.R.U.

A letter was read from the U.S. Coast Guard drawing attention to the failure of several yachts to carry proper running lights during the cruising race, and requesting the association to take measures to prevent this happening in 1950. Later years saw a few skippers annoyed at the R.C. for being disqualified, but the committee had carried out its duty. There was also some discussion as to whether the N.A.Y.R.U. right-of-way rules or the international rules of the road pertaining to sailing vessels should be followed during the cruising race. It was decided on both questions that the N.A.Y.R.U. rules should govern until 30 minutes after the start, and thereafter the international rules (including those governing lights) should be followed. Mr. Barrows asked that a program without advertising should be adopted, but no action was taken on this. A report on junior activities showed that eight of the twelve clubs represented were carrying on junior training.

An invitation from the Crescent Y.C. to hold the 1950 regatta in Chaumont Bay was accepted with the start of the cruising race at Youngstown at 2 p.m. on July 23rd. For the regatta itself, no suggestions of a repetition of the port-to-port was recommended, but a motion was carried that races for the cruising classes should be longer than in the past, and a course from Chaumont Bay around the Stony Island buoy was suggested.

The Barthel and Richardson Cup series were both to be held on Lake Ontario in 1950, in 8-metre and R-class yachts respectively. It was decided to accept offers from the R.C.Y.C. to hold the Barthel series, while the Rochester Y.C. would look after the Richardson Cup races.

It was voted that the winner of the Gooderham Cup should represent Lake Ontario in the Barthel series, and the winner of the Lipton in the Richardson.

A written report from Mr. Earle Snyder, chairman of the Measurement and Rules committee was presented, which severely criticized the R.O.R.C. rule, and compared it unfavourably with that of the C.C.A. A minority report was presented by Mr. Gordon Reid, R.C.Y.C. After a prolonged discussion a vote was taken, in which all the U.S. clubs voted in favour of the C.C.A. rule, and all Canadian clubs in favour of the R.O.R.C. rule, except the Q.C.Y.C., which split its vote. The C.C.A. rule was therefore adopted. The following stipulations were however laid down:

That yachts built to the International Rule should race against each other under that rule, and similarly that yachts built to the Universal Rule should race against each other under that rule. How

yachts of these two rules were to race together was not decided, until a meeting of measurers in April 1950.

That for 1950 the C.C.A. rule as it then stood should be used.

That cruising boats coming from salt water should be measured in fresh water.

That displacement could be taken from signed plans by a designer, if no change in the yacht affecting displacement had been made.

That yachts with open cockpits be allowed to compete.

Thus the controversy about the measurement rule was settled for some years to come. It is to be regretted that efforts to bring the rules into conformity had been unsuccessful, but it must be remembered that the framers of the two rules had very different aims in view, which could not be reconciled in one formula. The object of the C.C.A. rule was to develop the best type of off-shore cruising yacht, while that of the R.O.R.C. rule was to permit existing boats of widely different types to race together with some degree of fairness. Both rules were excellently devised for their purposes. On balance it is probable that the C.C.A. rule was better suited to the new conditions on Lake Ontario, but the R.O.R.C. rule had served the L.Y.R.A. well since its adoption in 1938, and had allowed yachts to compete which could not do so under the C.C.A. rule, as their displacement was unknown and could not be readily determined.

A barometer was presented to the retiring president, Mr. Spaulding, in recognition of his hard and efficient work during his three years' presidency.

1950

A meeting of club measurers was held at the Rochester Y.C. on April 29th, when the C.C.A. rule was fully discussed. It was decided to recommend that International Rule yachts be required to file Universal rule certificates for the cruising races. It was also decided to adopt changes in the C.C.A. rule as soon as such changes were notified.

The regular spring council meeting was held at Watertown, N.Y., with ten clubs represented.

The resignation of the Toronto Sailing and Canoe Club was accepted. The Henderson Harbour and Laurentian Y.C.s were admitted to associate membership.

The President appointed a committee to prepare a history of the association as follows:

Chairman: The present editor, L. F. Grant, K.Y.C.

Members: W. P. Barrows, R.Y.C.

C. H. J. Snider, R.C.Y.C.

E. G. Sorsoleil, R.C.Y.C.

Blake Van Winckle, Q.C.Y.C.

T. K. Wade, R.C.Y.C.

(The editor regrets that he has taken eight years to complete the task, this being written in April, 1958.)

The retirement from service of the steamer *Kingston* of the Canada Steamship Lines was announced. Since 1901 she had been a familiar figure on the lake. A letter was sent to her captain expressing the regrets of the yachting fraternity by whom she had been regarded with affection for many years. No longer could the compass course be checked.

The cruising race started with a southerly wind, which worked around to the east in mid-afternoon, and back to the south and south-west again, with a good deal of strength, and a hard squall in the morning, which did not affect all the fleet. *Chance*, R.C.Y.C., lost her mast, and was towed to Chaumont by the U.S. Coast Guard, she received a full salute from the Judge's boat as she crossed the line in tow. The Editor's log records that his ship, although only fifth in a class of eleven, averaged 6.4 miles an hour, and 7.6 miles an hour from Thirty Mile Light to the finish.

The Charles Freeman Cup was won by *Aquilla*, C.Y.C., in the racing division, and the Louise Freeman by Mr. George Ford's fine new yawl *Venture III*, R.Y.C. The Crescent Y.C. were good hosts. Excellent committee boats were provided.

At the regatta the racing classes sailed in Chaumont Bay, and the cruising division went out to Pt. Peninsula and back. While this gave a longer course than the usual triangle it was shorter than the port-to-port races of 1949.

The annual meeting was held at Pt. Abino on November 11th. All officers were re-elected.

The meeting accepted the invitation of the Sodus Bay Y.C. to hold the 1951 regatta at Sodus Bay. The course selected for the cruising race was from Presqu'ile to Sodus Bay, leaving Stony Island to starboard. It was decided to use the C.C.A. rule for cruising yachts as the rule stood at the time of the 1951 spring council meeting.

The advisability of requiring yachts to be fitted with life-lines when sailing in the cruising races was discussed and referred to the Measure-

ment and Rules Committee. Also referred to this committee was whether the use of radio telephone should be permitted in the cruising race.

The Oakville Yacht Squadron was admitted to associate membership.

1951

The spring council meeting was held at Newark, N.Y., on April 14th. The meeting noted with regret the recent death of Mr. W. P. Barrows, Rochester Y.C., one of Lake Ontario's outstanding sailors. A winning skipper of the Canada's Cup, of the hard Rochester Race, and of many other events he had also served the Association as president in 1925, 1945 and 1946. He had been a member of many committees and a delegate to the N.A.Y.R.U. One of his characteristics was his willingness to share his knowledge with less experienced sailors, many of whom owe some of their skill to him. He has been greatly missed.

The financial report showed cash on hand of \$1,428.53, plus the bonds. A report on junior activities by Mr. George Ford was presented, and referred back with authorization to go ahead in accordance with his recommendations. He was further authorized to set up junior races at the regatta.

Recommendations of the Measurement and Rules Committee were acted on as follows:

The Universal Rule is to apply to all racing boats built to that rule, and to others of similar design.

Boats built to a class shall all rate at the highest rating of any boat of the class participating in that regatta.

In the cruising race there shall be a Universal rule class and an International rule class.

Life lines will not be required in 1951, but that the matter be given further study.

Radio telephones are not to be used except in cases of emergency.

The meeting voted that the Executive Committee should have power to appoint such committees as it deemed necessary, and that an amendment to the constitution be prepared to this effect; meanwhile any committees already appointed are to stand.

Rumours of serious high water conditions at many clubs were prevalent. The host club was alarmed. The Executive Committee of Gamble,

Castle, Gorsline and Sorsoleil made a rush trip to Sodus Bay. Other clubs reported the same trouble.

An inspection of the grounds of the Sodus Bay Y.C. showed that part was already under water, the level of which was still rising. With great regret both the council and the club decided that the regatta could not be held there because of the unusually high water. The Crescent and Royal Hamilton both offered to take on the regatta at short notice, and on a vote being taken the offer of Crescent was accepted. The course decided for the cruising race was from Presqu'ile, around a buoy off Rochester, and then to Chaumont, starting July 15th at 2 p.m.

There was a light south-west breeze at the start of the race, and the leg over to Rochester required several tacks. The editor's log notes that *Grenadier*, *Sashay*, *Aquilla*, *Tramp Royal* and another all rounded the mark within a few seconds of each other, at about 2 a.m. on the 16th.* Thence it was a spinnaker run to the head of Stony, when the wind failed, the calm being followed by a thundersquall. The Charles Freeman Cup was assigned to the cruising division this year, and was won by *Venture III*, R.Y.C.; *Shadow* taking the Louise Freeman.

The Rochester skippers were dissatisfied with the arrangements for the regatta races, as triangular courses were laid out instead of port-to-port. With the exception of *Shadow* and *Sisi* all left Chaumont the day after the finish of the cruising race. This left only nineteen yachts, making it the smallest regatta of which there is any record. The yachts that stayed were from clubs as under:

Crescent Y. C.	4
Clayton Y. C.	1
Kingston Y. C.	1
R.C.Y.C.	5
R.H.Y.C.	1
Y.Y.C.	2
Rochester Y. C.	2
Port Credit Y. C.	1
Sodus Bay Y. C.	1
Royal St. Lawrence Y. C.	1
	<hr/>
Total	19

*There was some profanity.

There was possibly another from the Royal St. Lawrence. *Mirage* from that club was a frequent visitor during the late forties and early fifties, and her crew certainly showed great sportsmanship in coming all the way from Montreal to participate in the regatta.

The exodus called for speedy re-organization of classes by the Race Committee, who were quite equal to the task. In particular the racing fleet had to be amalgamated into a "miscellaneous racing class" and miscellaneous it certainly was, containing one 30-sq.-metre, one 22-sq.-metre, one R, one Tumblaren, one P-class and one U.S. One-Design. This heterogeneous fleet, however, was manned by a lot of excellent sportsmen who sailed every day, although in the final race, when the wind got over 30 m.p.h., one skipper of a sq.-metre boat said that it was like "being in a submarine with no lid". The championship of this class was won by *Shadow*.

The Crescent Y. C. and the Race Committee both deserve great credit for the manner in which they handled the difficult situations created first by the inability of Sodus Bay to hold the regatta, and secondly by the early departure of so many boats.

As a result of the general falling off in attendance, and particularly because of the fiasco at the 1951 regatta, the Executive Committee sent a questionnaire to yacht owners asking them such questions as: "Did you remain at the host club until the end of the regatta in 1949, 1950 and 1951; if not, why not?" "Did you participate in course racing, and were the courses satisfactory?" "Would you prefer port-to-port races in the future?" The replies, which were laid before the annual meeting in November, showed a general (though by no means overwhelming) preference for course racing as against port-to-port.

The custom seemed to be growing for cruising yachts after sailing in the cruising race to leave the regatta in order to spend a week or so in the Bay of Quinte, or Thousand Islands. Racing among the racing classes seemed as keen as ever.

Other matters considered at the annual meeting were the reports of the Y.R.U. by Mr. Clifford Lunt, the president, and of the N.A.Y.R.U. by Mr. Karl Smither. The Barthel trophy had been won by the crew of *Invader*, R.C.Y.C.

Only one power boat had entered the competition arranged at the regatta; the constitution of the L.Y.R.A. is being brought up to date and will be reprinted; life lines on yachts are to be carried where practicable in the next cruising race, and the results to be reported next year were additional items.

The 1952 regatta was to be held at the Royal Canadian Yacht Club in connection with its centenary, and the cruising race was to be from Sodus Bay to Toronto, starting on August 3rd.

The Dalhousie Y. C. was transferred to full membership from associate membership.

Officers elected were: President E. G. Sorsoleil, R.C.Y.C.; First Vice-President Clifford Lunt, R.H.Y.C.; Second Vice-President P. J. Hunt, Y.Y.C.; and Newton B. Castle continued as Secretary-Treasurer. A *Stormoguide* was presented to Mr. Gamble, the retiring president.

1952

At the spring meeting in Toronto it was reported that the North American championship races would be held at Mystic, Conn., in September, the Sears Cup races (junior) at Rocky Pt., Conn., the Richardson Cup series in R's at Toronto, and the Barthel in 8-metres on Lake St. Clair.

The editor as usual reported progress in the history, refraining from saying how much progress. The President reported that copies of the constitution had been sent to all clubs and officers.

The Race Committee report occasioned much discussion. From carefully tabulated results of the 1950 and 1951 cruising races the Committee had decided that under normal Lake Ontario conditions the C.C.A. rule tended to penalize smaller yachts, and recommended that distances in the cruising race should be theoretically increased 25%, making time allowances correspondingly greater.

The committee also recommended that starts of the various classes should be at considerable intervals and inverse ratio of speed. Those who were responsible for this system having been used during the 'thirties may be pardoned for feeling somewhat smug at the introduction of this last recommendation. The meeting voted that no change be made in time allowances, but that staggered starts be used. The Power Boat Committee reported that there seemed to be enough interest to warrant a predicted log race being held at the regatta. It was decided that flags be given for first, second and third in the cruising race, and also for the totals in the three days of course racing, and that belt buckles be given to the winning crews in the cruising race and in the regatta, but no duplication was to be allowed.

The La Salle Y. C. of Niagara Falls, N.Y., was admitted to associate membership.

The cruising race started on August 3rd with a moderate northerly breeze which just about allowed the fleet to lay their course on the star-board tack. Towards evening it worked to the east, allowing spinnakers to be carried, but died before six o'clock. During the night the wind blew up quite hard from the south, and there was some rain. On the whole it was a good race. The Charles Freeman Cup this year went to the racing division and was won by the 6-metre *Jack*. The Louise Freeman Cup went to *Sashay*, Y.Y.C, the first of many triumphs in the Freeman Cup races for this splendid yacht.

The regatta gave three days of good racing with winds of varying strength, and with good attendance. Altogether it was an encouraging year.

The annual meeting was held at Pt. Abino, and ten member clubs out of fourteen were represented. It was reported that the Richardson Cup series had been won by *Shadow* of R.Y.C., but that the Barthel Trophy had gone to the Lake Michigan crew. The Buffalo Canoe Club junior crew had won the Lake Erie and Lake Michigan eliminations, and had come third in the North American championship at Rocky Pt.

The system of staggered starts, with the smaller and slower boats starting ahead of the larger ones had worked well in bringing the whole fleet in with only a few hours between the first and last boats. The Sampson Smith trophy for the Star class was turned over to the International Star Class, Y.R.A., as it had not been competed for in the L.Y.R.A. for several years. The executive was authorized to deal with associate member clubs in arrears. Mr. Karl Smither, B.Y.C., was appointed chairman of the Junior Committee, succeeding Mr. John Bennet who, with his committee, received the thanks of the meeting. All officers were re-elected. Only due to pressure of business in Mr. Bennet's new appointment, did he desire to relinquish his office.

Rochester was chosen for the regatta, with the cruising race to start at Toronto, and to Rochester after rounding a buoy off Olcott.

The resignation of the Pultneyville Y. C. was accepted, and the Port Credit Y. C. was transferred from associate member to member.

1953

At the spring council meeting at Toronto it was reported that the Barthel Trophy races would be sailed in eight metre yachts. The Sears Cup would be sailed for in Lightnings, under the auspices of the Cleveland Y. C. For this series the L.Y.R.A. would be grouped with the St. Lawrence Valley and Central New York Yachting Associations for the semi-finals.

The course chosen for the 1953 cruising race was found to be shorter than permitted by the deed of gift of the Freeman Cup, and it was changed to Toronto—Port Dalhousie—Rochester. For the course races it was decided that the 6-metres would sail the same triangle as the rest of the racing fleet. There was to be one race every day for Stars, Lightnings and other small classes around a smaller triangle. Entry fees were to be the same as in 1952. The Power Boat Committee reported that they expected 20 boats to be on hand for whatever event was arranged for them.

The Measurement and Rules Committee reported no changes in the C.C.A. rule. Attention was drawn to the rapid growth of the 6-metre class as evidenced by its activities. The George Cup would be sailed in sixes, also the Alarm Trophy series at the R.C.Y.C. in July, and an important series on Long Island Sound in August, in which it was expected that at least one Canadian six from Lake Ontario would participate. W. V. Castle, a past-president, notified the secretary that he will present a cup for the 6-metre class.

The Genessee Y. C. was admitted to associate membership.

Light weather prevailed at the start of the cruising race, and slow time was made across the lake to Port Dalhousie. About 9.00 p.m. there was a severe thundersquall, which caused several boats to lower everything, except working jibs. The Race Committee travelling the South shore by car, found 9 boats in Port Dalhousie Harbor with troubles. The Provincial Police reported flares up, off Port Weller. A fast trip with the police to this point found the old *Stranger* limping in with all her canvass blown out. About 11.00 p.m. the weather had cleared and there was a fine southwesterly giving a spinnaker run to Rochester under perfect conditions. The Charles Freeman Cup went to *Sashay* of the cruising division, and the Louise Freeman to *Aquilla*, a 30-sq.-metre, which had won the Charles Freeman in 1950.

There were good breezes for the course races, and there were some excellent contests. For the cruising classes, however, it was a most unsatisfactory regatta. The course on all three days was westerly along the shore to a navigation buoy off Braddock's Pt. On the first day it was a reach out and a reach back, and on the second and third days a hard buck to windward and a spinnaker run home, with little change in position after the first half hour. It is the editor's opinion that this affected participation in the cruising classes the following year.

The Dragons turned out in fair numbers, which indicated that before long they would form a very important group.

Twelve clubs were represented at the annual meeting at Pt. Abino on November 14. It was reported that the Richardson Cup (officially called the Y.R.U. Cup) had been won by Ver Bruggen of the Chicago Y. C., representing Lake Michigan. The races had been sailed at the Chicago Y. C. in R-class boats. The Barthel Trophy, sailed for at the R.C.Y.C., had been won by the representative of the Inter-Lake Y. A. Mr. Jerry Castle and his crew from the Rochester Y. C. had achieved third place in the Mallory Cup series for the North American championship, a very creditable showing.

The staggered starts for the cruising races were apparently working out well, but the course racing was decreasing in interest for the cruising boats and fewer were participating every year. Mr. Engholm, R.C.Y.C., was appointed chairman of a committee to look into the question of providing more satisfactory conditions of regatta racing for the cruising boats.

The question of dinghies and safety equipment was referred to the Measurement and Rules Committee.

The Newport Y. C. of Irondequoit Bay and the Bay of Quinte Y. C. of Belleville were admitted to associate membership. This marked the third admission of the Bay of Quinte club which was one of the original four in 1884.

Mr. H. C. Estabrook, Fair Haven Y. C., reported that there would be an anti-aircraft firing range extending along the south shore of the lake from about two miles west of Sandy Pond to west of Fair Haven.

Mr. Clifford Lunt, R.H.Y.C., was elected president; Mr. P. J. Hunt Y.Y.C., first vice-president; and Mr. A. H. Gorsline, R.Y.C., second vice-president; and Mr. Newton Castle re-elected secretary-treasurer.

The Presqu'île, Royal Hamilton and National Yacht Clubs all invited the association to hold the 1954 regatta under their auspices, and on a vote being taken the National Y. C. was selected. After a long discus-

sion the course for the cruising race was settled as follows: Rochester-Olcott-Oshawa-Toronto, finishing at the mouth of the Eastern Gap.

Mr. R. F. B. Barr was appointed delegate to the N.A.Y.R.U., and Messrs. E. G. Sorsoleil, T. K. Wade and Clifford Lunt to the Y.R.U. of the Great Lakes.

Mr. Sorsoleil, retiring president, was presented with a "Stormoguide" in appreciation of the tremendous amount of work done by him, both as an officer of the association, and as a long-time member of the Race Committee. His first L.Y.R.A. race was 1931.

1954

The spring council meeting was held at the National Y. C. in Toronto. The Measurement and Rules Committee reported on safety equipment that all yachts must have on board, life saving equipment authorized by their respective governments for power yachts, even if the yachts had no power, and to include night and day flares. There is nothing about dinghies in the government regulations.

The staggered starts in the cruising races were objected to and it was voted "that boats racing for the Freeman Cup should start at five minute intervals; those racing for the Louise Freeman Cup should start at five minute intervals, and those racing for the Jones Cup at five minute intervals." The editor is in doubt as to the precise meaning of this minute, nor does he know how it differs from the "staggered" starts.

Port-to-port races at the regatta were postponed until 1955. The courses for the cruising classes were to be the same as found unsatisfactory at Rochester the previous year, namely straight out and straight back. Flags would be given for each day if there were fifteen or more boats in a class. No action was taken on the award of championship flags as was the custom between the wars. No changes in the C.C.A. rule were adopted, although some had been made. There would be three events for power yachts.

Trials to select the representatives for the Sears cup would be held on August 3. For the Mallory Cup, the winners and runners-up of the Lightning class in the L.Y.R.A. regatta would be chosen.

The Island Y. C. of Wilson, N.Y., was admitted to membership from associate membership.

The Rochester delegate announced that in future the Rochester race would be sailed only in even-numbered years. The club was presenting to the L.Y.R.A. a cup to be known as the Barrows trophy, to be sailed for in odd-numbered years, and to start and finish at different clubs every year it is sailed. The course would be from 190 to 260 statute miles. The L.Y.R.A. would arrange all details.

The Freeman Cup race started from Rochester on August 1st, in a westerly breeze strong enough to cause a good many of the fleet to reef. About eight in the evening the wind dropped and hauled enough to the south to enable the yachts to lay Olcott on the port tack.

After rounding the Olcott mark there was a fine spinnaker run until morning when the wind dropped. About noon the wind came in south by east, and from Oshawa there was a run to the finish. On the whole a fine race, with about everything except reaching. The Charles Freeman Cup was won by *Buzzy II*, a six, and the Louise Freeman by *Sashay*.

The regatta gave good racing for the racing boats, with two light days and one with a moderate breeze. But for the cruising boats the "there and back" course proved even more unpopular than at Rochester the previous year.

The annual meeting was held at Pt. Abino again. It was reported that the Sears Cup had been won for the first time by a Canadian crew, the Kingston Y. C. entry skipped by Harry Jemmett. This crew, however, was representing the St. Lawrence Valley Yachting Association. For the Mallory Cup, our representative Karl Smither had reached the finals, which had been won by Eugene Walet of the Southern Y. C. The Barthel Trophy had been won by Lake Michigan. The Richardson Cup series was won by the Cleveland Y. C. Mr. Kenneth Castle, reporting on these, expressed the opinion that the Richardson Cup should be sailed for only every second year.

In reporting on the 1954 regatta the committee said that in the cruising race there were 27 C.C.A. (cruising) boats, 5 Tumlarens, 8 six-metres, 9 Dragons, 5 eight-metres, 2 R's and 2 others, a total of 58. In the course races there had been 71 participants, of which only 6 were C.C.A.

Representatives of both the 6-metre and Dragons reported rapid growth in those classes, Mr. Hanna stating that by next year there should be 40 Dragons on the Lake.

Commodore Ray Engholm, R.C.Y.C., reporting for the cruising classes commented on the drop in participation (already noted in this history). He suggested the formation of a committee from the R.C.Y.C.,

R.Y.C., Y.Y.C. and any others interested, to report to the council meeting. There was also a report from the Power Boat Committee but its content is not recorded. The Editor gave his customary report of progress on the history.

The Measurement and Rules Committee reported changes in the C.C.A. rule which would require new certificates for 1955. It was voted that all C.C.A. boats must conform to C.C.A. rules.

The Kingston delegate referring to the decreasing participation by cruising boats since the introduction of the C.C.A. rule moved that the rule be discarded and the R.O.R.C. rule reverted to. The motion was lost by a vote of 31 to 4.

The following officers were elected for 1955: President P. J. Hunt, Y.Y.C.; First Vice-President A. H. Gorsline, R.Y.C.; Second Vice-President John Mason, R.C.Y.C.; Secretary-Treasurer Newton B. Castle, R.Y.C. Since his election in 1945 Mr. Newton B. Castle had served as secretary-treasurer without honorarium. At the annual meeting of 1954 he was presented with a wrist watch as a mark of appreciation.

It was voted that there should be port-to-port races for C.C.A. boats; that the regatta be held at Kingston, and that the long-distance race should start from Port Dalhousie on August 7.

R. F. B. Barr was appointed delegate to the N.A.Y.R.U. and Messrs. Sorsoleil, Brown and Lunt to the Y.R.U.

It was voted to sail the Richardson Cup series in 6-metre boats instead of R's as heretofore.

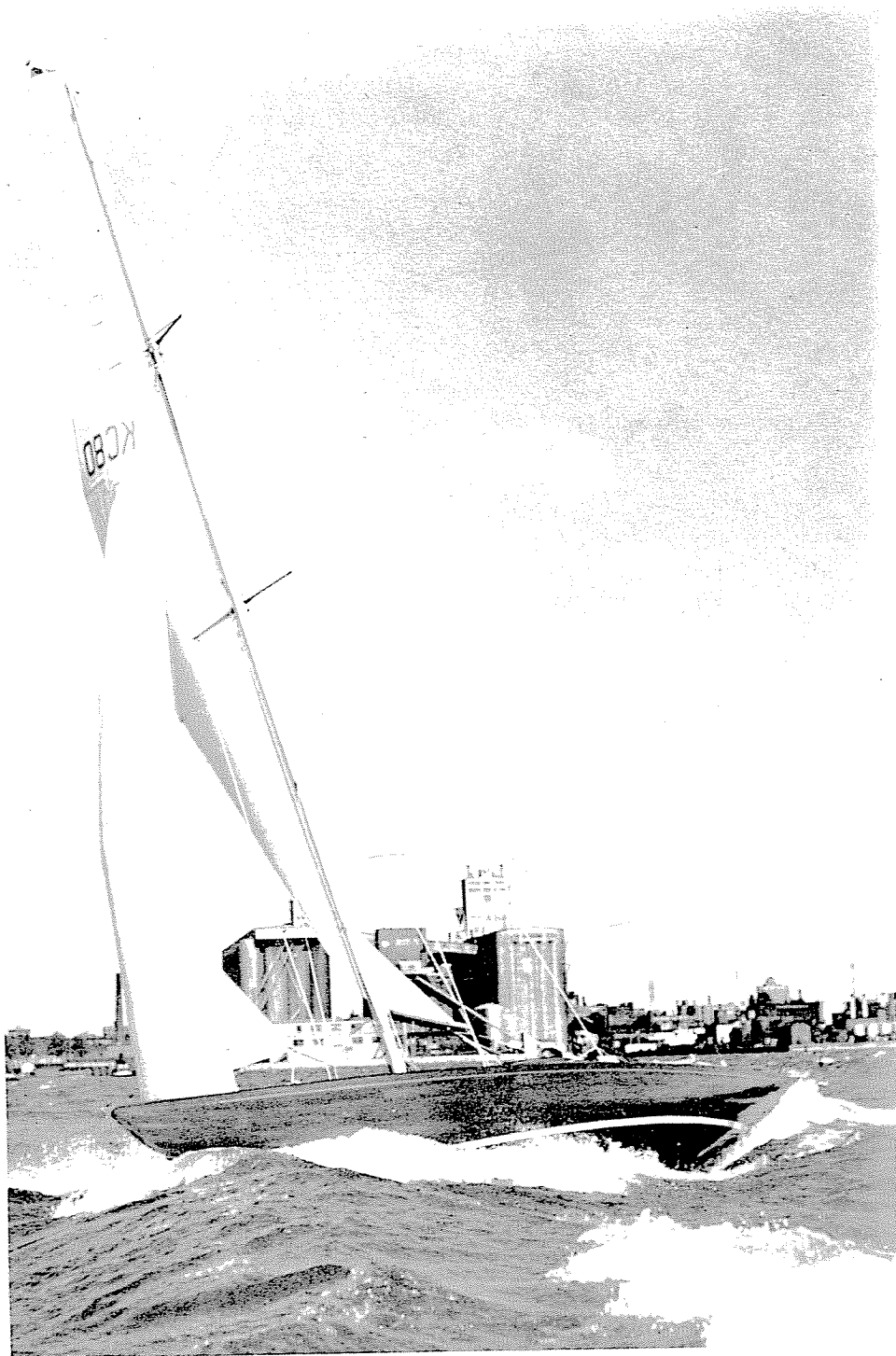
The Measurement and Rules Committee was directed to establish a rule for veteran boats, which could not be measured under the C.C.A. rule as their displacement could not be obtained.

1955

On January 8, 1955, a special council meeting was held at Buffalo. The President stated that the question to be settled was whether the 1955 regatta should be held at Kingston, as decided by the annual meeting. He read a number of letters he had received objecting to Kingston and also objecting to Port Dalhousie for the start of the cruising race. Commodore S. T. Hill, K.Y.C., spoke briefly, outlining the facilities which the Kingston Y. C. could offer, and Mr. Stouck of the Dalhousie



TO THE VICTORS — THE SPOILS



TIP — Royal Canadian Yacht Club
Winner International Dragon Trophy (Gold Cup) at Copenhagen, Denmark, 1959
Owned by: Walter Windeyer; Skipper, Ian Armour



DALHOUSIE YACHT CLUB — Port Dalhousie, Ontario



THERMIS 7, B.C.C. — Past Pres. Karl Smither

Y. C. spoke of the arrangements that could be made at his club for the rendezvous. The president called on each delegate to express the opinion of his club, which are summarized as follows:

Not many boats would participate either in the cruising or course racing; the large concentration of boats is at the west end of the lake.

The long-distance race was too long, especially for the racing boats.

Racing boats would favour the west end of the lake for course racing and participation would be greater there.

The Royal Hamilton Y. C. would be glad to hold the course racing there.

It was moved and seconded that the regatta be not held at Kingston. 7 voted in favour of the motion, 2 opposed and 3 did not vote.

This is the only recorded instance of a regatta being changed from the club originally chosen except when conditions of lake-levels made it impossible for the host club to carry out its undertaking as in 1947 and 1951.

The Dalhousie Y. C. withdrew its offer to serve as a rendezvous for the cruising race. It was voted to hold the regatta at the Royal Hamilton Y. C. The port-to-port races decided on at the annual meeting of 1955 were not mentioned. The cruising race was to start on the day following the last course race, and was to be from Hamilton by Port Dalhousie to Presqu'île. Arrangements for the Richardson Cup and Mallory Cup were left to the Executive Committee. The Rochester delegate proposed that the number of votes any club shall have at an annual meeting depend on that club's participation in the regatta. No action was taken.

Reports given by our delegates to the Y.R.U. meeting showed that the Y.R.U. had accepted the O'Keefe Trophy and that the Deed of Gift would be drawn up by John Mason, R.C.Y.C., A. H. Gorsline, S.B.Y.C., and Dr. Ver Bruggen of Chicago. Also to present the first set of race instructions. For many years the Executive and Race Committee have tried to work interest in power boat races. Toronto District seemed to draw a bit of interest.

The regatta opened on August 1st, and light winds with smooth water in Burlington Bay prevailed during the three days, with intense heat. The turn-out of racing craft was very good and there was an especially fine fleet of six-metres. The cruising class was much larger than at the two previous regattas. On the third night a violent squall caused several yachts to drag, and some of the six-metres which were lying side-by-side rolled so much that their rigging fouled that of adjoining boats. Some damage was done.

About 36 boats started the cruising race in a light north-easterly breeze. Some forty-five minutes after the start a severe thunder squall accompanied by a heavy rain caused many of the boats to lower everything. The editor's log says that his ship sailed at about 6 m.p.h. under a working jib. The weather shortly cleared and gave a fair wind for Port Dalhousie. Nearly all night it was a spinnaker run under beautiful conditions. In the morning the wind was still westerly but there was a heavy mist and visibility was less than half a mile. Indeed Presqu'île lighthouse was only a quarter of a mile away when sighted by some of the boats. *Thisbe*, acting as Committee boat, had two white lights but the mist made it difficult to see the finish line. Rumour reached Committee Headquarters that *Metina* had been abandoned. Many hours later, it was a great thrill to see that mighty ship sail up to the finish line by four of the crew and Newton B. Castle at the stick. It was a very fast race, one small cruiser sailing the 124 miles at an average speed of 6.6 miles. But the mist took its toll. 12 boats did not finish, and it was reported that eight had taken the ground either on Presqu'île Pt. or on the Prince Edward shore. The Charles Freeman Cup went to *Sashay* in the cruising division and the Louise Freeman to a six-metre, *Johan*.

The annual meeting was held in Buffalo on November 12, and eleven clubs were represented. It was voted that each class boat association (e.g. Lightning, Dragon, etc.) in the area be asked to send one delegate to the L.Y.R.A. council meetings to act in an advisory capacity without vote.

Both Queen City and Rochester asked for the 1956 regatta and on a vote being taken Queen City was selected, with the course racing to start on June 30, and the Freeman to follow the regatta, from Toronto to Port Dalhousie to Rochester. D. C. Donaldson of the L.Y.R.A. won the first O'Keefe Trophy for the Dragon Class in the Y.R.U. event. Clarke was the Original Sailor to start and drive the interest in this racing fleet. His first reward was to win this event with *Snap*. Delegates to N.A.Y.R.U. and Y.R.U. were the same as in 1955. It was reported that the R.C.Y.C. crew of *Skippy Lennox*, Paul Carver and David Day, had won the Sears Cup. It was suggested that a plaque be awarded them. The following slate of officers was elected: President, P. J. Hunt, Y.Y.C.; 1st Vice-President, A. H. Gorsline, S.B.Y.C.; 2nd Vice-President, J. R. Mason, R.C.Y.C.; Secretary-Treasurer, N. B. Castle, R.Y.C.

1956

Ten clubs were represented when the spring meeting was held at the Boulevard Y. C. on April 14. The president, P. J. Hunt, officiated.

The Queen City representatives reported on the plans made for the regatta, which were approved. Because of the Lake Sailing Skiff Association Regatta being held at the same time under the auspices of the R.C.Y.C. there would be no space available for visiting yachts in their moorings. The Q.C.Y.C., therefore, had provided mooring rings along the timber seawall opposite the clubhouse.

The race committee reported that there would be no races for the small centreboard classes at the L.Y.R.A. regatta, as these would be held by the L.S.S.A., and the Lightnings would also sail in the L.S.S.A. races.

For the cruising race (Toronto, Port Dalhousie, Rochester) all the six-metres would start together, but the racing and cruising boats would be rated separately, and at the regatta the cruising six-metres would sail only once around the course. The Dragons would race from Toronto to Rochester direct, without rounding the mark at Port Dalhousie.

The meeting then dealt with the race for the Barrows Memorial Trophy, the deed of gift for which provides that it should be sailed under the auspices of the L.Y.R.A., or its duly appointed representative, and that the course should be not less than 190 nor more than 260 statute miles. It was decided to appoint the Rochester Y. C. as the representative, and that the race should start at Youngstown on August 4th, then around Stony Island, and thence to Rochester.

The meeting was informed that the Richardson Cup races would be sailed at Chicago in R-class yachts. A motion was carried that the L.Y.R.A. should be represented by the winning six-metre crew, and be continued over the years until changed. There was to be no competition for the Barthel trophy in 1956.

A Constitution Committee was appointed, the members to be E. G. Sorsoleil and Ray Engholm of R.C.Y.C., L. F. Grant of Kingston Y. C., and a fourth member from the Rochester Y. C.

The Sears Cup finals for the junior sailing championship of North America having been won in 1954 by the Kingston Y. C. and in 1955 by the R.C.Y.C. would be sailed at Montreal under the auspices of the St. Lawrence Valley Y.R.A. in Y-flyers. It was decided to hold the

L.Y.R.A. eliminations at the Boulevard Y. C., in Crusader-Rainbow boats. It was also decided to award plaques to the R.C.Y.C. crew which was successful in winning the cup in 1955.

The races for the Mallory Cup would be sailed in Seattle, Wash., and the class would be Blanchard Seniors. It was decided that the L.Y.R.A. representatives in the Area semi-finals should be the winning crew of the Knarr Class, and the winning crew of the Rainbow-Crusader Class at the L.Y.R.A. regatta, or the top crew in each class that would guarantee to sail in the semi-finals and in the finals.

W. V. Castle, Jr., R.Y.C., Karl Smither, B.C.C., and John Quail, Boulevard Y. C., were appointed a committee to work out a better way of appointing L.Y.R.A. representatives to such competitions as the Sears, and Mallory, the committee to report at the 1956 annual meeting.

It was decided to issue championship pennants in white with red lettering as had been done before the Second War.

There was no report from the Power Boat committee.

The 1956 regatta opened at the Queen City Y. C. on June 30 with two days of moderate breezes. On the evening of July 1st a N.E. breeze came up which damaged some of the boats at their moorings, and caused others to move to the R.C.Y.C. Heavy winds were experienced on the following day with good racing. It was, however, a miserable day on the judges' boat, which rolled from rail to rail. This unfortunate situation was borne without complaining by the judges and with perfect equanimity by the sailors.

A large fleet started the cruising race on July 3rd, the Dragons sailing from Toronto directly to Rochester, while the rest of the fleet sailed via Port Dalhousie. There was a light south-easterly breeze, which worked around to north-easterly and increased somewhat. Most of the fleet went around the Port Dalhousie buoy before seven in the evening by which time the wind was about dead ahead for the next leg.

At midnight the wind was still dead ahead and blowing hard. Nineteen boats dropped out at Olcott during the night and two or three were seen running to the westward during the next morning.

The following summary shows the number of participants in the course races, and the number of starters and finishers in the cruising race:

Class	Course races	Cruising race	
		Started	Finished
8-metre class	5	4	1
R class	5	2	1
6-metre class, cruising,	4	2	0
6-metre class, racing	13	1	0
C.C.A. class, 30.0 and over	2	8	6
C.C.A. class, 25.1 to 29.9	6	12	4
C.C.A. class, 20.0 to 25.0	7	8	2
Lake Ontario rule class	5	5	0
Maple Leaf Class	2	0	0
5.5-metre class	5	2	0
Tumlaren class	4	3	1
Dragon class	29	11	10
Star class	7	0	0
Crusaders and Rainbows	19	0	0
Knarr class	2	2	0
	115	60	25

Excluding the Dragons which sailed the shorter course direct to Rochester, 49 yachts started in the cruising race, and of these only 15 finished. Several yachts suffered minor disablement and one 8-metre boat had to be hauled out at Olcott to prevent her sinking. All honour to those who completed the race. Praise to those who encountered mishap and were forced to seek shelter with disabled vessels.

The winners in the cruising race are given below:

Charles Freeman Cup	<i>Venture II</i>	8-metre
Louise Freeman Cup	<i>White Squall</i>	C.C.A. over 30'
Douglas B. Jones Trophy	<i>Shadow</i>	R-class
Mabbett Cup	<i>Shadow</i>	R-class
President's Trophy	<i>Johan</i>	6-metre
Founders' Cup	<i>Ivanhoe</i>	C.C.A. over 30'
Rochester Cup	<i>Shadow</i>	R-class
Y.R.U. Cup	<i>Venture II</i>	8-metre
Tom Taylor Trophy	<i>Valhalla</i>	Tumlarens
Olcott Cup	<i>Happy Talk</i>	Dragon

The distressed mariners at Olcott were well cared for by the Olcott Yacht Club. Although the day was July 4th, and consequently a holiday,

all boats were notified by nine o'clock in the morning that breakfast would be served in the club-house and in the afternoon the club arranged a most pleasant cocktail party. The kindness of the club will be long remembered by those who benefited by it—of whom the editor was one.

For the first time since 1932, the annual meeting of the L.Y.R.A. was held at Watertown, N.Y. Ten clubs were represented, and Vice-President A. H. Gorsline presided in the absence of President P. J. Hunt.

It was reported that the association had been represented in the Sears Cup and Mallory Cup finals but that the Richardson Cup series had not been sailed. The Barthel trophy series had apparently come to an end as there were no suitable boats on any of the lakes except Ontario.

The editor reported that Part II of this history would be distributed at the meeting and that Part III would be distributed in a year's time.

The following officers were elected: President, A. H. Gorsline, S.B.Y.C.; 1st Vice-President, John R. Mason, R.C.Y.C.; 2nd Vice-President, Karl Smither, B.C.C.; and Secretary-Treasurer, Newton B. Castle, R.Y.C.

The secretary was directed to write the N.A.Y.R.U., requesting that Rule 29 be nullified so that yachts may wear an ensign or burgee while racing.

R.C.Y.C. proposed that the constitution be amended as follows:

(a) That invitations from clubs to hold the L.Y.R.A. regattas must be in the hands of the secretary at least 30 days prior to the annual meeting.

(b) That the secretary give notice of the invitations to all clubs in advance of the annual meeting.

(c) That the time and place of the next regatta be fixed by the general meeting of the L.Y.R.A. instead of the council meeting.

A tribute was paid to the memory of the late James Hyland, R.C.Y.C., and also to that of R. J. Woods, a valued member of the race committee. The meeting then adjourned.

In the afternoon a council meeting was held, with President A. H. Gorsline in the chair.

In the reports given, special note went to an old sailor on our Lake, namely Laurie Muir, who won the O'Keefe Trophy, a Y.R.U. event for the L.Y.R.A. His Dragon *Happy Talk* gave a good account of itself in the five races at Rochester.

Rochester was chosen for the 1957 regatta, the course races to commence on July 20th, and the cruising race to start on July 23rd, the course being from Rochester to Kingston, leaving Stony Island to port.

On motion it was resolved that the Charles Freeman Cup be permanently thrown open to the whole fleet sailing under the C.C.A. measurement rule, or such other rule as may from time to time be adopted for the cruising classes, provided the deed of gift permits. This restored the cup to the position it held up to 1946.

J. R. Mason, R.C.Y.C., was appointed chairman of the Race Committee, Arn Gorman of the Junior Racing Committee, J. Brown of the Power Boat Committee and Ralph Johnson of the Charles Francis Adams Trophy Committee. E. G. Sorsoleil gave a short review of his visit to Island yacht club of Toronto, pointing out their excellent mooring facilities and their new club-house. At completion, he made motion that they be admitted to membership. Upon vote the Island Yacht Club of Toronto was admitted to associate membership.

1957

A long agenda faced the spring council meeting at Rochester on May 4th. Ten member clubs and two associate member clubs were represented.

It was reported that the Barthel Trophy races have been shelved for the present, but that the Richardson Cup races would be at Chicago June 14, 15 and 16, using skippers and crews selected for 1956 when the proposed series was not sailed.

It was not found possible to hold a power boat event, as the Canadian boat owners were not interested. The O'Keefe series for Dragons would be held at Toronto August 8, 9 and 10 under the auspices of the Queen City Y. C.

W. V. Castle, Jr., reporting for the L.Y.R.A. Mallory Cup committee, said that club schedules were so overloaded that eliminations were impossible, and after a long discussion it was decided that the two crews to represent the L.Y.R.A. in the Mallory Cup semi-finals would be picked from centreboard class crews by the L.Y.R.A. race committee whose decision would be final, and that if such crews were successful they should be picked for the finals. Eliminations, however, would be held for the Sears Cup semi-finals between July 15th and August 1st.

Semi-finals for the Charles Francis Adams Cup (for all-girl crews) were to be sailed between the L.Y.R.A., and the Central New York and St. Lawrence Valley associations.

The N.A.Y.R.U. declined to remove rule 29, but pointed out that any club or association might waive it for races under their control. It was decided to retain it.

Reports were received from the Rochester and Kingston Yacht Clubs regarding the arrangements for moorings at Rochester and reception at Kingston at the end of the cruising race. July 10 was set as the latest date on which entries would be received. New certificates for C.C.A. boats would be required because of a change in the rules.

It was decided to award the Charles Freeman Cup to C.C.A. classes, the Louise Freeman to the International class and the Douglas B. Jones to the Universal class.

The secretary announced that invitations for 1958 had been received from the Clayton, Dalhousie and Youngstown Yacht Clubs.

The first day of the course racing at Rochester gave very light and fluky winds. A shift during the first race gave a broad reach, a close reach and a spinnaker run with no windward work at all. On the second day it was much the same and an unusual situation developed near the second buoy, when the cruising classes caught up with the six-metres which had started ten minutes ahead of them. One or two cruising boat skippers suggested that the so-called racing boats should keep out of the way of boats that really can sail, such as the cruisers.

The wind on the last day made up for the calms of the 20th and 21st, and puffs up to thirty miles were experienced. Quite a number of boats were reefed, and there was some very exciting racing.

During the night there was a hard blow from the north-east, and some yachts which were not in the inner harbour suffered minor injuries from being bumped against the docks to which they were moored. The damages would have been much greater had it not been for the efforts of a group of volunteers headed by Commander Herbst of U.S. Coast Guard *Ojibway* and Al Rae of the Queen City Y. C. This public-spirited squad went from boat to boat until after four in the morning giving help wherever it was needed, and assisting several yachts into better berths.

A feature of this regatta was the presence of the brigantine *St. Lawrence* of Kingston, manned by a crew of Royal Canadian Sea Cadets. This was the first occasion that the editor can recall of a square-rigger participating in the races.

The Freeman Cup race started on the afternoon of July 23rd. The wind of the previous night had gone down, but had left a good deal of slop. The breeze was light and northerly and the fleet was able to lay a straight course for Stony Island. In the evening the breeze freshened considerably, and some boats carried spinnakers. During the night the

wind worked more to the eastward and the leeward boats found themselves in Mexico Bay at day-break, while those who had kept to northward of the true course were able to weather Stony Pt. without tacking. The wind which had been more than 20 miles during the night lightened by noon.

After rounding Stony Island most of the yachts were able to lay within three or four miles of Nine-Mile Pt. close-hauled on the starboard tack. Nearly all of the fleet had finished and were moored at the Kingston Yacht Club by six o'clock in the evening, but one or two did not report in until the following morning. *Sashay* of Youngstown added to her laurels by winning the Charles Freeman Cup, while the other winners were *Venture II*, the Louise Freeman Cup for the International rule boats; *Petunia Seed*, the Douglas B. Jones trophy for universal rule boats; the Mabbett Cup went to *Shadow* in the R-class; *Johan* took the President's trophy in the six-metre division; *Madame* won the Founders' Cup as the second yacht in the cruising division; *El Margaret* won both the Y.R.U. and Olcott cups for the first boat to finish regardless of time allowance and starting time; *Invader* won the Rochester Cup for the second yacht in either the international or universal rule divisions; and *Valhalla* for the seventh time won the Tom Taylor trophy for the Tumlarens.

After the distribution of prizes at the Kingston Yacht Club the fleet dispersed for cruising in the Bay of Quinte or the Thousand Islands, or to return to their home ports.

At the end of this part of the association's history the Author has tried to decide what have been the major trends in the thirteen years covered by it.

He thinks that the most significant ones are, the separation of the clubs into two groups, east and west, the growth of the purely racing classes such as six-metres, Dragons, Lightnings and International dinghies, and finally the development of good cruising auxiliaries, which has made them so comfortable that the owners prefer family cruising to handicap racing.

He ventures the prediction that the greatest need of the next few years will be many more good moorings and anchorages.

In conclusion the Editor thanks most sincerely the other members of the committee, Messrs. C. H. J. Snider, E. G. Sorsoleil, Blake Van Winckle and T. K. Wade.

L. F. Grant
Author & Chairman

Kingston, Ontario,
September 27th, 1958.

Further in 1957

In an attempt to have this wonderful effort of Colonel Grant's off the press for July 1962, the so-called "assistant" would like to point out that on many occasions "Leary" was too modest about his own efforts in racing.

At the 1957 Spring Council Meeting, he presented a new trophy, to be known as the "Miss Simplicity Trophy". Colonel Grant and George Cuthbertson had long worked on a rule to cover all the boats which could not fit into the C.C.A. Rule or the one-design class fleets.

In so many cases it was impossible to find the weight of the lead keel, and other required measurements. As the years went by, this Lake Ontario Rule developed two large classes in the long distance races and in all the regattas that fell under the race committee effort to provide good sport in yacht racing.

In 1957 H. R. Suydam, R.C.Y.C., won the O'Keefe Trophy in the Y.R.U. races for Lake Ontario and the right to go to the Gold Cup Series in Europe. The Richardson Trophy was won by R.C.Y.C. under skipper "Bill" Gooderham at R.C.Y.C.

1958

Not in many years has an L.Y.R.A. Regatta accomplished as much to help any club as this regatta did for Dalhousie Yacht Club. Good racing was present, except for a three hour postponement, the second day, until the wind came up. D.Y.C. now have a good junior club, which they claim received its birth because of the regatta. Their own fleet of sail boats has been on the steady growth. Commodore Klager, Garnet Stouck, Dr. Eric Rogers and many other hard working committee men put their shoulders into the organization of this regatta. A well organized Ladies' Committee was of great help. This is one club that lived up to the L.Y.R.A. regulations, as to the minimum essential number of wash room facilities and showers that they must have before bidding for a regatta. The billiard room provided a wonderful office and an excellent place to hear protests on the green cloth, and also to allow Messrs. "Wes" Gamble and "Bud" Gorsline to set out all the cups, flags and prizes.

The annual Fall Meeting was held at the Beacon Motel, Jordan, Ontario. The reports given showed that the Sears Cup eliminations were held at National Yacht Club in Lightnings, loaned by the Toronto Bay Lightning Fleet, with the assistance of Gordon Russell—Buffalo Canoe Club being the winners. The Mallory eliminations were held at Boulevard Club in Rainbow-Crusader Class yachts, with N.Y.C. as winning crew. Mrs. Helen Ingerson of R.Y.C. represented the L.Y.R.A. in the Charles Francis Adams Trophy races, finishing a good third. Helen is one of the keen L.Y.R.A. skippers.

A survey of the racing results showed 35 boats started in the long distance races with 10 dropping out in the heavy weather. However, 92 boats participated in the course racing at D.Y.C.

Commodore J. F. Klager, his Flag Officers and many Committees were commended for an excellent regatta.

Walter Windeyer of R.C.Y.C. with his Dragon Class yacht *Corte* won the Y.R.U. cup given by O'Keefe's, in a series of five races at Youngstown. It is interesting to note that Walter also won the Olympic Trials and will compete in Naples.

1959

The Spring Council Meeting showed in the reports that Sodus Bay Yacht Club were making every effort for a good regatta. Commodore Ray Engholm of R.C.Y.C. delivered a sound talk on safety regulations, pointing out what precautions were set out in the Mackinac Races and in races at Florida. As a result a motion was made to have the Race Committee come down with stricter regulations on safety. One of the first safety regulations dealt with was that of each ship carrying a bamboo pole with a large red fluorescent flag attached, with a block of starifoam for buoyancy. These poles to be dropped if a man went overboard. W. Gordon Brown came in for a great deal of praise for his efforts in constructing these poles. Gordon spent many nights building enough for the first long distance race.

52 ships completed the long distance race, with only 10 remaining for the course racing. This left a very sour taste at the Host Club. However, many local yachts and a good showing of Six Metre and Eights put in an appearance, which resulted in a good three day regatta, with stiff winds. S.B.Y.C. provided good entertainment each evening.

The 1959 Annual Meeting was held at Buffalo Canoe Club on the usual second Saturday of November. Over the past twenty years most of the Annual Meetings have been here, with B.C.C. Commodores being genial hosts. Friday night, the night before the meeting, sees many of the delegates present, along with the Executive and the Race Committee. Pictures taken during the past season are shown, games of bridge take place, especially if Commodore Wade is present. After onion sandwiches and coffee at 2 a.m. all retire in a poor attempt at sleep.

Among the reports given, Les Calhoun of R.C.Y.C. won the semi-finals in the Mallory Series, but unfortunately lost out in the finals in Texas. Skipper Alex Winton and crew of Cleveland Yachting Club, Lake Erie, won the Richardson Trophy. Toledo Yacht Club won the Barthel Trophy in Dragons. This was an exciting series, with Judges unable to decide a winner until the first two boats had crossed the line in the last race of six. The story goes that one L.Y.R.A. judge was so excited at the finish that the life lines gave way, depositing him to the bottom of Lake Erie, with more than a red face. Bruce Hueston was skipper representing the L.Y.R.A.

The following officers were elected for 1960: J. R. Mason, Honorary President; Karl Smither, President; Arn Gorman, Vice President; W. V. Castle, Jr., 2nd Vice President; N. B. Castle, Secretary-Treasurer.

Walter Windeyer of R.C.Y.C. with his Dragon *Tip* won the O'Keefe Trophy in the Y.R.U. event for the L.Y.R.A. and his right to go to the Gold Cup races.

1960

The Long Distance races started from Toronto rounding a mark at Port Dalhousie and thence to Rochester. After a very slow, in fact a drifting start, the wind eventually came up and turned into a heavy blow. Many yachts dropped out at Dalhousie, Youngstown and Olcott. The seas kept building up and coming right on the nose.

The three day regatta before the Freeman Cup was held at National Yacht Club. Commodore Millar, his Flag Officers and Committees, provided excellent facilities and a very successful regatta. Three days of racing provided all kinds of weather, including thunderstorms, and a hard time for the Judges' boat. This regatta turned out to be the largest

in the L.Y.R.A. history and even larger than any day at the C.N.E. over many years. An excellent Race Committee office is always supplied by N.Y.C.

At the 1960 Annual Meeting the Bay of Quinte Yacht Club produced a strong bid for the regatta, outlining their promises for what they hoped to be able to do for the fleet. They won the regatta with the Long Distance races to be from R.C.Y.C. to rounding the flashing outer red buoy off the Niagara River and thence to Presqu'île.

Commodore W. V. Castle, Jr., R.Y.C., reported that due to the pressure of business, he would be unable to continue in office. The loss of this great Six Metre skipper to the Executive will be greatly felt.

Commodore Karl Smither was returned as President, Commodore Arn Gorman as Vice President, Newton B. Castle as 2nd Vice President and A. H. Gorsline as Secretary.

Among the reports made, the one on Sears Cup showed the endless effort Arn Gorman and his wife, Elvira, had put into L.Y.R.A. Sears Cup trials and race-offs. Race Committee figures showed all records broken at N.Y.C., with 151 yachts on keel boat course and 74 centre-board boats reported by George Hurrell.

Other reports showed 8 yachts in the Wm. Barrows Memorial Trophy race. The Barthel Trophy of the Y.R.U. was won by Bruce Hueston and crew in Dragon Class yachts at Rochester.

The Y.R.U. report showed that Charles Steinbach, R.C.Y.C., with his Dragon *Tannin* had won the Y.R.U. event for the O'Keefe Trophy.

1961

The Spring Council Meeting was held at Belleville. Enthusiasm ran high as the L.Y.R.A. had not been here since 1923. Commodore Milton Davison, Ernst Kneisel, Jim Jenkins, Freeman Burrows and Ian Morch made reports on the plans for the regatta. Arrangements had been made for completion of the long distance races and a tow through the Murray Canal for boats without power.

The Canadian Y-Flyer Association and the Canadian 5.5 Metre Association were elected to Associate Membership in the L.Y.R.A.

Mr. W. C. Gamble made reports on the History Committee effort, giving results of tenders by printers.

Gordon Brown, the faithful delegate to Y.R.U. meetings and to Inter Lake Yachting Association meetings brought down his report, recommending a greater exchange of memberships between the Y.R.U. Associations. Upon motion, the Chairman of the Race Committee was instructed to assess a penalty of from 10 to 30 minutes for fouls committed on the start of long distance races, which in their opinion did not warrant absolute disqualification. Time to be added to the corrected time of the offending yacht.

The Long Distance races started at Toronto in seas that were high and made for a difficult start. Fortunately the breeze was heavy enough to carry the yachts through the waves. Two yachts hit hard in what looked like a port and starboard crash before the gun and were forced to retire. The *Elsie D* of R.C.Y.C., in command of Max Croucher, rolled like a cork, giving the Judges one of the best beatings they had had in years.

After the yachts rounded the buoy at the mouth of the Niagara River, the seas became more comfortable. The first yacht was sighted at Presqu'île about daylight. All yachts crossing the finishing line were met by Dr. Harold Craig of Presqu'île Yacht Club and taken to good mooring grounds. To those who anchored and went ashore, breakfast was supplied along with a copy of the *GLOBE AND MAIL*. The Race Committee took a fair rolling around until 6 a.m. in Dr. Dunnett's large power boat, which was well equipped. As usual, Gordon Brown came aboard and with another anchor and a few suggestions to the skipper, was able to anchor the stern up wind and make the good ship comfortable to work on the handicap results.

The three day regatta was well attended. The keel boat course races were held in Big Bay. Only 2 yachts touched bottom momentarily in the three days. George Hurrell ran the centreboard races in the bay near Belleville. Endless surveys had been made by the Belleville sailors and the Race Committee in plotting the triangles to keep all yachts from going aground. Naturally, when protested by one yacht that went aground, the Committee felt their efforts were not appreciated. After the prize presentations, the great sight was to see twenty-one boats in tow of *Elsie D* from R.C.Y.C. as they headed for the Murray Canal.

As usual the Annual Meeting was held at Buffalo Canoe Club. Bridge games the night before showed Commodore Wade was still good.

The Royal Canadian Yacht Club was awarded the annual regatta, which they had not held for ten years. The Long Distance races would start from Port Dalhousie, thence round a mark at Olcott and thence to

the navigation buoy at Burlington and finish at the Eastern Gap at Toronto.

One of the most contentious points of the meeting was the motion to join the Canadian Yachting Association. This motion had been made a year ago by the writer, but was unable to secure a seconder. This seemed to be chiefly due to lack of understanding. Up to now, some of the South Shore clubs felt that the C.Y.A. was purely an Olympic Games venture.

Canada is entitled to a National Yachting Association as much as any other country. In recent years "Reg" Stevenson, Tom Wade and Ray Engholm had placed a terrific effort to revive this association and make Canada stand out as a National Yachting authority.

The L.Y.R.A., which has always been governed by the N.A.Y.R.U, is in a most difficult position as it is the largest International Association in the N.A.Y.R.U., having 20 Canadian clubs and 18 American clubs. Upon motion by Rear Commodore Fred Brade of R.H.Y.C. and Commodore Roger Houle of N.Y.C. that the L.Y.R.A. join the C.Y.A., a vote of 29 in favour and two against, the L.Y.R.A. joined the C.Y.A. Rear Commodore Paul Phelan, R.C.Y.C., is President of the C.Y.A. for 1961 and 1962. A. H. Gorsline, Secretary-Treasurer, brought down the L.Y.R.A. Balance Sheet, which showed a net worth in Government bonds and cash in the bank of \$4,539.87.

Report showed that Walter Windeyer again won the Y.R.U. event, the O'Keefe Trophy. As this was the third time, he was given permanent custody of the Trophy. It was later announced that this would be the last O'Keefe Trophy race.

Kingston Yacht Club requested change in status from Member Club to Associate Membership.

Mrs. Helen Ingerson of R.Y.C. was the L.Y.R.A. skipper in the Charles Francis finals. Helen placed 5th at Balboa Yacht Club in California. The Six Metre crew from R.C.Y.C. skippered by Jim Crang and Tim Barber, won the Richardson Cup. A. H. Gorsline, our judge at Chicago, reported that Columbia Yacht Club, representing L.M.Y.A., won the Barthel Trophy, another Y.R.U. event. The Race Committee report showed 61 boats in the long distance race. 72 yachts raced in Big Bay on the triangle, and 52 boats on the centreboard course. The Chairman reported that Dr. Eric Rogers was an excellent new find to the Race Committee, but he objected to firing a gun that the barrel split a little farther with each shell discharged. A vote of thanks was given to Mrs. Hurrell, Mrs. Gorman and Miss Patterson for their assistance in recording results at Belleville.

Commodore Booth of Y.Y.C. asked Mr. Gorsline to record a vote of thanks to the L.Y.R.A. Race Committee for the work some 15 members had carried out for the association at various events on Lake Ontario.

The election of officers showed Commodore Arn Gorman as President, N. B. Castle, Vice President, Garnet Stouck, 2nd Vice President and A. H. Gorsline as Secretary-Treasurer.

Presentation was made to Commodore Karl Smither, the retiring president, for his faithful work for two years as President.

Clifford Richardson of N.Y.C. suggested that the Secretary, Mr. Gorsline, give consideration to bringing the Constitution up to date. This had been revised by Past President, Commodore R. B. F. Barr in 1938 and last brought up to date in 1952 by Mr. Sorsoleil and his Committee.

Motion was made to have all the cruising, both C.C.A. and L.O.R., carry a distinguishing flag on the mainsail or permanent backstay to distinguish which of the five classes they were sailing in. Motion carried.

The Annual Spring Meeting was held at Boulevard Club. Mr. Edward Lawless gave a detailed report of the arrangements of R.C.Y.C. for the annual regatta and for good times ashore.

The 1962 Long Distance races and the three days of racing at R.C.Y.C. call for measurement certificates up-dated to June 1960. The club measurers report that it will take at least a whole year of work before the 1962 C.C.A. measurement work, along with the stability and buoyancy tests, can be completed.

The request was approved of the Bronte Harbor Yacht Club to replace Burlington Yacht Club which had lost their club house and property due to the Hamilton Harbor expansion. The request of Henderson Harbor Yacht Club for change in membership from Associate to Full Member was granted. This calls to memory their last regatta in 1931. The H.H.Y.C. generosity will long be remembered, on the first morning of the three days of racing, when about 7 a.m. one large rowing dinghy visited each yacht with free ice and another dinghy with free milk. True or not, the record reports that the two row boats were manned by two R.C.Y.C. sailors, namely Richard Lennox and John Medland.

Newton B. Castle gave a report on the N.A.Y.R.U. meeting he attended, pointing out that the N.A.Y.R.U. had two Canadian Vice Presidents. President Gorman reported on the C.Y.A. meeting and that he had been elected to council of the C.Y.A. Mr. William Garrett, the L.Y.R.A. Registrar and keeper of the cup records, reported that the Trophy Ledger, so capably started by Commoodre W. V. Castle, Jr., R.Y.C., had been completed. Mr. Garrett and Mr. Gorsline are trying to



LIEUT.-COLONEL LE ROY GRANT — A Freeman Cup Winner



Class "P" Yacht *PATRICIA*, designed by George Owen and built in 1911 was named in Honour of Princess Patricia, daughter of Their Royal Highnesses the Duke and Duchess of Connaught. During the past half century the *Patricia* has been a contender in many sailing events and the winner of twenty top awards: The Fisher Cup 1911, Richardson Cup 1912, Queen's Cup 1924, Freeman Cup 1938, Prince of Wales Cup four times, R.C.Y.C. Championship twelve times. In 1961, the R.C.Y.C. proudly saluted the *Patricia* and its owner, Past Commodore T. K. Wade, as they celebrated the Golden Anniversary Year of this famous yacht, rightly renowned throughout the entire world of sailing sportsmen.

find all the Deeds of Gift. Mr. Garrett will complete his effort by taking a picture of each cup and place copy in the ledger. Should a cup become lost or destroyed by fire these pictures would be of great assistance to secure duplicate cups.

The 1962 Spring Meeting closed with a vote of thanks to Boulevard Club for the meeting arrangements.

FREEMAN CUP RACE 1921

The first race for the Freeman Cup was sailed in 1921, the course being from Hamilton to Kingston, a distance of 189 nautical miles. This fine silver cup was donated by Mr. Charles Freeman of the R.C.Y.C. for annual competition in long distance racing under the auspices of the L.Y.R.A.

The following are the recollections—forty years later—of Mr. T. K. Wade who sailed the class "P" Sloop *Patricia* in that historic race.

A lot of interest was aroused, and in the winter months of 1920–21 there were many arguments as to the best course to be sailed—along the south shore—the north shore—or the more direct course through the middle of the lake.

There were, I believe, nineteen starters from all classes, ranging from class "R" to the cutters and schooners of the First Division. I cannot recollect the names of all the starters, but I well remember the following:

Schooner	<i>Haswell</i>	sailed by Æmilius Jarvis
Cutter	<i>Elviento</i>	sailed by E. K. M. Wedd
Class "R"	<i>Scrapper</i>	sailed by Major Windeyer
Class "R"	<i>Swamba</i>	sailed by Frank Wilson
Class "P"	<i>Cara Mia</i>	sailed by M. L. Gordon
Class "P"	<i>Nutmeg</i>	sailed by A. P. Haywood
Class "P"	<i>Italia</i>	sailed by Percy Roberts
Class "P"	<i>Patricia</i>	sailed by T. K. Wade
Class "P"	<i>Bernice</i>	sailed by Norman Gooderham

The start was made on a Saturday about 6:30 p.m. in a medium south westerly direction. We in *Patricia* chose the course along the south shore as did *Haswell* and *Nutmeg*; as darkness fell we lost sight of the other contestants who had chosen to sail by other routes. In fact, we did not see a sail until after the race was over.

All was going well, with ballooners set, but there was an ominous appearance in the skies, and the glass was dropping. Suddenly, between Port Dalhousie and Niagara, a heavy squall from the north-west hit us. I handed the stick over and assisted in lowering all canvas and hoisting a jib. When the confusion was over, I asked the man at the stick how we were heading; he looked at the compass and said "West" and I suggested Kingston was in an easterly direction.

The sight was one never to be forgotten; sheet and fork lightning illuminated the skies, making the heavens as bright as day for a time, followed by utter darkness. This eerie scene was accentuated by power houses as far as Olcott blowing up, thus rivalling the terrific lightning display.

After the storm subsided, there was a period of calm, followed by a 35-mile westerly which kicked up a heavy following sea which increased the further east we went. In those days spinnakers could only be worn legally between sun-up and sundown; but, owing to the mass of dark clouds on the horizon, it was impossible to determine just when the sun rose, but our weather chart gave us the information, so "up spinnaker".

It was thrilling sailing in complete darkness and a heavy following sea. Little did we realize how strong was the wind and how high were the seas until we decided to alter course from the "Thirty" to Point Peter on the north shore. This necessitated either a "jibe" or a "come about"—"Come about" we did and the spinnaker was stowed away for the balance of the race.

It was a bleak sight indeed as Sunday approached, cloudy skies, a following sea, and always in danger of jibing. After being on deck for 12 hours, I went below for a sleep—all seemed comfortable below and I said to Dyke Mercer, the best known professional on the lake, "how about a bowl of soup." He answered, "take a look on deck." I did, there was no soup—I found that during my tour below, the main had been "scandalized" by lowering the throat by two mast hoops, and supporting the boom by the weather lift—this was as effective as a reef. The boat was making grand weather of it, but always "by the lee"—and no sail in sight.

On the arrival off the False Ducks, course had to be altered to a north easterly direction when the scandalized main could no longer be used, so full sail to Simcoe Island Light—cabin top under most of the time and the weather cold.

We arrived at the Kingston Yacht Club about 3:45 p.m. Sunday, not knowing whether we were first or last. There was *Haswell* swinging to

an anchor—she had saved her time on *Patricia* by about half an hour. *Patricia's* time for the 189 nautical mile race was $21\frac{1}{4}$ hours or nearly nine miles per hour. I repeat that not a sail had been sighted, yet an hour after our finish, the class "P" sloops *Bernice* and *Cara Mia* crossed the finishing line, with *Bernice* only a boat's length ahead of *Cara Mia*.

There were many mishaps in the fleet and some withdrew from the race and put into the nearest port on the way. The boats kept on arriving Sunday evening, all day Monday and Tuesday, and even on Wednesday after the L.Y.R.A. Regatta had started.

Thus ended the first race for the Freeman Cup!

PREVIOUS LONG DISTANCE RACE WINNERS

* Trophy not in competition or not raced for

	'50	Jill		'34	Kathea II
CHAS. FREEMAN CUP	'51	Norseman	'35	Kathea II	
'21	Haswell	'52	Shadow	'36	Cotton Blossom
'22	Cara Mia	'53	Stork	'37	Tyconna
'23	Stranger	'54	Flying Cloud	'38	Kathea II
'24	Cara Mia	'55	Kathea II	'39	Shadow
'25	Rogue	'56	Shadow	'40	Kathea II
'26	Stranger	'57	Petunia Seed	'41	Shadow
'27	Kathea II	'58	Galebird	'45	Shadow
'28	Diana	'59	Whisper	'46	Shadow
'29	Safara	'60	Talikady	'47	Shadow
'30	Safara	'61	Madame	'48	Shadow
'31	Yolanda			'49	Diana
'32	Cayuga	LOUISE FREEMAN CUP		'50	Shadow
'33	Kathea II	'37	Ethel C.	'51	Shadow
'34	Cayuga	'38	Four Winds	'52	Shadow
'35	Conewago	'39	Tramp Royal	'53	Shadow
'36	Norseman	'40	Winlassie	'54	Shadow
'37	Cayuga	'41	Estrella	'55	Kathea II
'38	Patricia	'45	Nimbus	'56	Shadow
'39	White Wings	'46	Fo'castle	'57	Shadow
'40	Vision	'47	Quest	'58	*
'41	Bangalore	'48	Daphne	'59	Diana
'45	Tramp Royal	'49	Jack	'60	*
'46	Tramp Royal	'50	Venture III	'61	Galatea
'47	White Wings	'51	Shadow		
'48	Chance	'52	Sashay	PRESIDENT'S TROPHY	
'49	Lorelei	'53	Aquilla	'36	Aphrodite
'50	Aquilla	'54	Sashay	'37	Mist
'51	Venture III	'55	Johan	'38	Mist
'52	Jack	'56	White Squall	'39	Mist
'53	Sashay	'57	Venture II	'40	Mist
'54	Buzzy II	'58	Norseman	'41	Djinn
'55	Sashay	'59	Norseman	'45	Jill
'56	Venture II	'60	Norseman	'46	Circe
'57	Sashay	'61	Norseman	'47	Circe
'58	Pompadour			'48	Circe
'59	White Wings	MABBETT CUP		'49	Erne
'60	Inishfree	'29	Moutte	'50	Jill
'61	Inishfree	'30	Safara	'51	*
DOUGLAS B. JONES TROPHY	'31	Kathea II	'52	Stork	
'49	Can-Can	'32	Kathea II	'53	Stork
		'33	Kathea II	'54	Buzzy II

'55	Johan
'57	Johan
'58	*
'59	*
'60	*
'61	Zephyr

FOUNDER'S CUP

'38	Blue Moon
'39	White Wings
'40	*
'41	Vitesse II
'45	Nimbus
'46	Xanadu
'47	Alondra
'48	Seneca II
'49	Fo'castle
'50	Sashay
'51	Evangeline
'52	Si Si
'53	Ivanhoe
'54	Dutch Treat
'55	Rascal
'56	Ivanhoe
'57	Madame
'58	Madame
'59	Dawning
'60	Pompadour
'61	Madame

Y.R.U. CUP

'51	Venture III
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'52	Mitena
'53	Ivanhoe
'54	Venture II
'55	Sashay
'56	Venture II
'57	El Margaret
'58	Pompadour
'59	Ivanhoe
'60	Inishfree
'61	Inishfree

ROCHESTER CUP

'40	Kathea II
'41	Cayuga
'45	Shadow
'46	Invader
'47	Vision
'48	Shadow
'49	Norseman
'50	Jack
'51	Invader
'52	Norseman
'53	Apache
'54	Bibis
'55	Shadow
'56	Shadow
'57	Invader
'58	Invader II
'59	Venture II
'60	Thisbe
'61	Thisbe

TOM TAYLOR TROPHY

'47	Silhouette
'48	Valhalla
'49	Valhalla
'50	Valhalla
'51	*
'52	Silhouette
'53	Valhalla
'54	Valhalla
'55	*
'56	Valhalla
'57	Valhalla
'58	*
'59	Valhalla
'60	Vanir
'61	Valhalla

OLCOTT CUP

'54	Venture II
'55	Sashay
'56	Happy Talk
'57	El Margaret
'58	Pompadour
'59	Ivanhoe
'60	Inishfree
'61	Inishfree

PREVIOUS COURSE RACE TROPHY WINNERS

* Trophy not in competition or not raced for

LIPTON CUP

'41	Shadow
'45	Shadow
'46	Shadow
'47	Shadow
'48	Shadow
'49	Diana
'50	Shadow
'51	Shadow
'52	Shadow
'53	Shadow
'54	Shadow
'55	Shadow
'56	Shadow
'57	Shadow
'58	Vivia II
'59	*
'60	*
'61	*
'25	Kathea I
'26	Eleanor
'27	Kathea II
'28	Shadow
'29	Safara
'30	Spray
'31	Bobcat
'32	Shadow
'33	Safara
'34	Safara
'35	Cotton Blossom
'36	Kathea II
'37	Cotton Blossom
'38	Shadow
'39	Shadow
'40	Kathea

LAKE ONTARIO TROPHY

'41	Vitesse II
'46	Alondra
'47	White Wings
'48	Evangeline
'49	Venture III
'50	*
'51	Ida
'52	Venture III
'53	Ivanhoe
'54	Tramp Royal
'55	*
'56	Ivanhoe
'57	El Margaret
'58	El Margaret
'59	El Margaret

'60 *White Wings*
'61 *Galatea*

**GOODERHAM
CUP**

'30 *Vision*
'31 *Quest*
'32 *Conewago*
'33 *Conewago*
'34 *Quest*
'35 *Conewago*
'36 *Vision*
'37 *Norseman*
'38 *Invader II*
'39 *Conewago*
'40 *Bangalore*
'41 *Invader II*
'45 *Bangalore*
'46 *Quest*
'47 *Quest*
'48 *Norseman*
'49 *Quest*
'50 *Norseman*
'51 *Invader*
'52 *Quest*
'53 *Vision*
'54 *Thisbie*
'55 *Invader*
'56 *Norseman*
'57 *Norseman*
'58 *Norseman*
'59 *Norseman*
'60 *Norseman*
'61 *Norseman*

NICHOLS CUP

'32 *Grayling*
'33 *Four Winds*
'34 *Four Winds*
'35 *Four Winds*
'36 *Cock Robin*
'37 *Grayling*
'38 *Four Winds*
'39 *Cock Robin*
'40 *Hellcat*
'41 *Scrapper II*
'45 *Scrapper II*
'46 *Tramp Royal*
'47 *Xanadu*
'48 *Xanadu*
'49 *Xanadu*
'50 *Flying Mist*
'51 *
'52 *Laurel*
'53 *Si Si*
'54 *Whistler*
'55 *Si Si*
'56 *Aquila*

'57 *
'58 *
'59 *Diana*
'60 *Sashay*
'61 *Whisper II*

CASTLE CUP

'53 *Buzzy II*
'54 *Buzzy II*
'55 *Buzzy II*
'56 *Buzzy II*
'57 *Buzzy II*
'58 *Stork*
'59 *Buzzy II*
'60 *Bibis*
'61 *Goose*

MOTT TROPHY

'36 *Nonchalant*
'37 *Patricia*
'38 *Patricia*
'39 *Nutmeg II*
'40 *Eleanor E.*
'41 *Spindrift*
'45 *Seneca*
'46 *Alera*
'47 *Alera*
'49 *Alera*
'50 *Ida III*
'52 *Si Si*
'53 *
'54 *
'55 *
'56 *Jill*
'57 *
'58 *Sno Goose*
'59 *
'60 *Whisper*
'61 *Whisper*

**MONTGOMERY
TROPHY**

'47 *Grenadier*
'48 *Grenadier*
'49 *
'50 *Shadow*
'51 *Merendol*
'52 *
'53 *
'54 *Flying Cloud*
'55 *Bajads*
'56 *Happy Talk*
'57 *Rebb III*
'58 *Happy Talk*
'59 *Ballerina*
'60 *Gailbird*
'61 *Snapdragon*

**SKANEATELES
TROPHY**

'47 *Rampage*
'48 *Rampage*
'49 *Rampage*
'50 *Rhoda*
'51 *Rhoda*
'52 *Rampage*
'53 *Thermis 5 M's*
'54 *Thermis 5 M's*
'55 *Thermis 5 M's*
'56 *Atom*
'57 *Rampage*
'58 *Just Us*
'60 *Serendipity*
'61 *Cosmos*

**SODUS BAY
CUP**

'47 *Daphne*
'48 *Damoiselle*
'49 *Tramp Royal*
'50 *Sashay*
'51 *Si Si*
'52 *Sashay*
'53 *Skaneateles III*
'54 *Ivanhoe*
'51 *Cara Mia*
'55 *
'56 *Sashay*
'57 *Si Si*
'58 *Bins*
'59 *Si Si*
'60 *Onyx*
'61 *Si Si*

**WORLD
TROPHY**

'36 *Nirie II*
'37 *Colleen*
'38 *Spindrift*
'39 *Sygnel*
'40 *Blue Moon*
'41 *Iduna*
'45 *Valhalla*
'46 *Valhalla*
'47 *Valhalla*
'48 *Valhalla*
'49 *Passing Cloud*
'50 *Valhalla*
'51 *
'52 *Kyra*
'53 *Valhalla*
'54 *Conquest*
'55 *Gaylord*
'56 *Gaylord*
'57 *Gaylord*

'58 *Valhalla*
 '59 *
 '60 *Valhalla*
 '61 *Valhalla*

BALDWIN CUP

'36 *Blue Moon*
 '37 *Amorita*
 '38 *Vitesse II*
 '39 *Azura*
 '40 *Winlassie*
 '41 *Caprice*
 '45 *Tramp Royal*
 '46 *Revelry*
 '47 *Skookum*
 '48 *Latonka IV*

'49 *Stormalong II*
 '50 *Setay*
 '51 *Chance*
 '52 *
 '53 *White Squall*
 '54 *Ivanhoe*
 '55 *
 '56 *Si Si*
 '57 *Sashay*
 '58 *Si Si*
 '59 *Sashay*
 '60 *Galetea*
 '61 *Talikady*

**JOHN LABATT
 TROPHY**

'58 *Windekind*

'59 *
 '60 *Svalen*
 '61 *Jill*

**BOULEVARD
 CUP**

'58 *Djinn*
 '59 *
 '60 *Vagabond*
 '61 *

**L.O.R. MISS
 SIMPLICITY**

'58 *Seneca*
 '59 *Diana*
 '60 *Wendigo*
 '61 *Jill*

APPENDIX I

FINANCES AND PRIZES

Some reference to finances and cash prizes has been given in Part 2, but for convenience the editor has thought it well to give a general summary.

Up to 1914 the association was financed by assessments and donations from the clubs, which seem to have been set in a somewhat arbitrary manner. There were no cups, but cash prizes were always given.

When activities were resumed in 1920, the custom of giving cash prizes was continued, and to these were added medals or other small mementos for the skipper and crew of the championship yacht in each division. There were no cups until the Freeman was presented in 1921. Flags were given for first, second and third in the Freeman Cup race, and also for each day's racing, and a championship white flag for each division in the Freeman, and for the regatta championship as well. Thus a yacht winning her division in the Freeman and three firsts in the regatta would have two white championship pennants, and four yellow ones. The cost of this for the fleet ran to about \$175.00.

The club fee at this time was \$25.00, plus an assessment which was based roughly on the club's fleet. Besides this, the host club generally offered an additional donation of about \$1,000.00, the idea being that the host club generally increased its membership in a regatta year, and in the smaller towns the merchants who profited by some extra business would give donations. In some cases, the host club also gave championship prizes such as barometers, cut-glass decanters and so on to the championship winners in each class, and it also became the custom for the host club to give every day a quart of milk, a half-pint of cream and some ice to the visiting yachts. (The editor recalls that at the regatta of 1924, held by the Rochester Y. C. at Sodus Bay, a skipper paying a call on another yacht remarked on the liberality of the Rochester Yacht Club

in providing the above supplies. One of those present said, with a perfectly straight face: 'Didn't you get your bottle of gin too?' As this was in prohibition times, the skipper rowed ashore without loss of time, and with some indignation demanded from the committee three bottles of gin, this being the third day of the regatta. To his regret and to that of his crew, they were not forthcoming, and the only result was a certain coolness between the skipper and the practical joker, which lasted for some days. The editor hopes that this note will not be taken as a reflection on the Rochester Yacht Club. No other club supplied free gin either.)

It will be seen that a heavy load was laid upon the host club, and even before the depression of the 'thirties it became difficult to raise the requisite amount of money. In 1929 the Canadian National Exhibition gave \$5,100.00 for cash prizes, and in 1930 a donation of \$2,500.00 was received from the British Empire Games Committee, the games being held at Hamilton at the same time as the regatta. But for 1931 no such outside help was available, and it was decided to not give cash prizes that year. As this was the first time in the history of the association that no cash prizes were given, doubt was expressed whether the attendance at the regatta would be large. However, there was no noticeable difference. For 1932, the town of Cobourg offered \$1,500.00 for the regatta, but was obliged to reduce this to about \$800.00, so that again no cash prizes were given.

Other considerations affecting finances were that some of the men who had been active in the affairs of the L.Y.R.A. considered it undignified for the association to ask for money from outside bodies, such as municipalities or for individual clubs to solicit gifts from local merchants. There was a question, too, which had been hotly debated as to whether cash prizes were consistent with the true spirit of Corinthianism. However, there is no record in the minutes of such objectors refusing cash prizes when they were available.

In 1931 it was obvious that the time had come for a general overhauling of the association's finances, and a committee on a permanent rendezvous and on financing was set up under the very able chairmanship of Major W. F. N. Windeyer. This committee made a most exhaustive study and presented its report to the spring meeting of 1933. In the editor's opinion, this report was one of the most able and statesmanlike ever presented to the association, and will well repay study by any future committee charged with a similar task.

The report rejected the idea of a permanent rendezvous, at least for

the present, as nearly every club looked forward to having the regatta once every few years.

The report recommended many economies in operating the association and also that the host club be relieved of the obligation of donating prizes to championship yachts, and of supplying milk, cream and ice without charge. Three budgets were presented, allowing for different scales of expenditures, and the one adopted eliminated prize money. The club fee of \$25.00 was maintained and the assessment was based on the number and classification of yachts in each club eligible to attend the regatta, whether they took part or not. For instance, for each P-class yacht in the club the assessment was \$11.00, while a 20-foot veteran was assessed at \$4.00. From the total assessment the club could deduct its fee of \$25.00, provided that the assessment was more than \$25.00. This eased the burden on the smaller clubs, laying it on the bigger ones. As nearly all of the committee, including the chairman, Major Windeyer, were from the bigger clubs, their recommendations showed a very generous attitude towards the less important organizations.

Of the three budgets, the most economical one was adopted. It is given at the end of the text of the appendix. This formed the basis of the system of financing for several years.

In 1935, entrance fees of \$1.00 per yacht were introduced, and in 1936 this was raised to \$2.00, and in 1940 to a graduated scale of \$2.00 to \$5.00, depending on the size of the yacht.

In 1941 fees for member clubs were \$25.00, and for association clubs \$12.50.

Two sample balance sheets are appended.

**L. Y. R. A.
BALANCE SHEET**

For October 1926 to October 1927

REVENUE	DISBURSEMENTS
Credit balance from	Paid Secretary's
1926	Honorarium
\$481.12	\$150.00
Fees 1927	" Y.R.U.
225.00	29.85
Donations	" N.A.Y.R.U.
1375.00	181.67
Interest allowed	" Annual Meeting,
4.38	1926
Rule Books	35.09
1.75	" Council Meeting,
\$2087.25	1927
\$2087.25	31.42
	" Exchange Stamps
	18.96
	" Gen. Expenses,
	Multigraphing
	22.74
	" Amendments
	18.90
	" General Expenses
	77.20
	" Annual Regatta
	366.25
	" George Cup
	43.26
	" Prize Money
	565.00
	Cr. Balance Brought
	Forward
	506.41
	\$2087.25

(From Report of Windeyer Committee)

BUDGET "A" 1933

Flags	\$175.00	Council meeting	50.00
Expenses, 2 Officials	145.00	Annual meeting	25.00
Programmes	50.00	N.A.Y.R.U.	100.00
Printing	50.00	Y.R.U.	25.00
Shells	12.00	Regatta lunches	60.00
Badges	10.00	Sundries	28.00
Insurance	25.00	Honorarium	200.00
Postage	35.00		\$1065.00
Typing and			
Multigraphing	75.00		

BUDGET 1932

Excluding *individual*
membership

Flags	148.82
Medals	239.25
Programmes	42.52
Boat and food	353.58
Hotel	92.00
Badges	9.50
Miscellaneous	59.50
Trips to Cobourg	105.00
Printing	83.31
Lines, Anchors, Storage	
Buoys, Shells, 1931	

Badges, Cut to Cobourg Harbor	214.71
Postage	33.49
Typing and Multigraphing	74.70
Sundries	7.03
N.A.Y.R.U.	172.58
Y.R.U.	25.00
Honorarium	300.00
Presentation	84.40
Annual meeting	24.00
Council meeting	14.75
Insurance	59.00
	<hr/>
	\$2,142.84

Clubs	Arbitrary Assessment	Annual Fee	Fleet Strength Assessment	Annual Fee
R.C.Y.C.	\$290.00	\$25.00	\$288.00	\$25.00
R.Y.C.	170.00	25.00	221.00	25.00
R.H.Y.C.	60.00	25.00	41.00	25.00
K.Y.C.	60.00	25.00	44.00	25.00
O.Y.C.	70.00	25.00	57.00	25.00
C.Y.C.	65.00	25.00	81.00	25.00
B.C.C.	90.00	25.00	74.00	25.00
N.Y.C.	30.00	25.00	41.00	25.00
Q.C.Y.C.	30.00	25.00	43.00	25.00
	<hr/>	<hr/>	<hr/>	<hr/>
	\$865.00	\$225.00	\$865.00	\$225.00

For many years Mr. Charles Freeman donated \$100.00 or \$50.00 towards the cost of the Freeman Cup race.

THE YACHT RACING UNION OF THE GREAT LAKES

ORIGIN

Attending the first races for Canada's Cup held at Toledo in 1896 were a goodly number of interested sailor-men from each of the three Great Lakes, when the idea was broached of forming a Union or Association to promote yacht racing and to formulate racing and measurement rules to govern the sport on the Great Lakes.

Commodore Æmilius Jarvis of the Royal Canadian Yacht Club eagerly seized upon the idea, and enlisted the services of J. E. Burroughs of the Royal Canadian Yacht Club and E. H. Ambrose of the Royal Hamilton Yacht Club to represent the Lake Yacht Racing Association at a meeting to be held at Buffalo on November 7th, 1896. Present at that meeting were also representatives from the Inter-Lake Yachting Association and the Lake Michigan Yachting Association when it was decided to form a Body to be known as "The Yacht Racing Union of the Great Lakes". At this meeting an exhaustive set of racing rules prepared by Mr. Ambrose was presented and tentatively adopted. It was decided to extend invitations to the L.Y.R.A., I.L.Y.A. and L.M.Y.A. to join the Union, to which they later agreed.

A further meeting was held at Buffalo on January 16th, 1897, when representatives from each of the three Lakes Associations were present, and the rules devised by Mr. Ambrose were revised and finally adopted.

OBJECTS

The objects of the Union as determined upon are:

"To encourage and promote yacht racing on the Great Lakes, and to unify rules, but it is not intended that the Union shall act in any other than an advisory capacity."

ACTIVITIES

The Union has served a useful purpose through the years in fostering yacht racing on the Great Lakes, and in unifying the racing and measurement rules governing all three lakes.

The usefulness of the Union was further enhanced by the promotion of inter-lake racing which was made possible by Commodore S. O. Richardson, Jr., of the Toledo Yacht Club presenting a cup for International racing. The first of such races took place in 1912 at Chicago when the class "P" Yacht *Patricia* representing the L.Y.R.A. was successful against the Yacht *Michicago* representing the L.M.Y.A. It was the expectation that such races would be held every other year, but World War I intervened and there were no races until 1922, when the Deed of Gift was amended to allow for racing in class "R"; the cup to be known as the "Yacht Racing Union Cup". Races were held alternately on each of the three lakes until 1940 when World War II made racing unfeasible. There was no further racing until 1951 when "crew racing" was substituted for "boat racing". Such races have continued each year on each lake alternately.

The Union has sponsored through the years races for the Barthel Trophy presented by Commodores O. F. Barthel, Detroit, George Orr, Chicago, and T. K. Wade, Toronto, for competition in the Eight Metre Class with the expectation that it would be sailed for alternately on the three lakes, during the "OFF" years of the Y.R.U. Cup. However, this was prevented by the financial situation which prevailed in the 'thirties. Finally "Boat Racing" was substituted and excellent racing resulted for a number of years, Eight Metre Class being used on Lakes Ontario and Erie and the "Q" Class on Lake Michigan. There was no racing from 1954 to 1959 when races were revived in the Dragon Class.

In 1955 the O'Keefe Company presented a trophy to the Union to be known as the "O'Keefe's Dragon Trophy", to be emblematic of the Championship of the Great Lakes in International Dragon Yachts. Races were held yearly at different points on Lake Ontario from 1955 to 1961, the winner each year being sent at the Company's expense to Europe to compete for the Gold Cup. These races were very popular, with as many as 30 to 40 boats taking part.

APPRECIATION

Too much credit cannot be given to Æmilius Jarvis and his confreres for their energy and foresight in launching the Union on such smooth waters that have stood the test of time. These gentlemen represented the Lake Yacht Racing Association which has ever since been a staunch supporter of the Union.



THISBE — Royal Canadian Yacht Club — E. G. Sorsoleil, 1938-57

APPRECIATION

Too much credit cannot be given to Æmilius Jarvis and his confreres for their energy and foresight in launching the Union on such smooth waters that have stood the test of time. These gentlemen represented the Lake Yacht Racing Association which has ever since been a staunch supporter of the Union.

RACE COMMITTEE NOTES

"One to the gun and half to the down." Once in a while when this is heard, you may also have added "quiet". All aboard the Committee Boat, ladies included, that word carries weight.

One officer of the L.Y.R.A. wrote to me saying most of the Committee had been together sixteen years and were, therefore, part of the History. He commanded me to write the last few pages of Colonel Grant's History. I replied, "Good article in Gam Magazine, December 1961 issue. Suggest clipping, Miss Larsen will consent, print as written."

I received a letter back, "This is a command, do it. Make subject 'Ode to The Race Committee'." So as I sit with pen suspended in the air, I had better get busy and write.

"Race Committees are a necessity of sail boat regattas. Race Committee members are a strange breed of people."

The above remarks have often, over the long years, been heard to be expressed by many sailors. The L.Y.R.A. has been fortunate to have good Race Committees. They have not, and will not, be able to satisfy all skippers and crews. If this were possible, they would not be needed.

The author of this book, Colonel Le Roy Grant, has never been equalled in his thoughtfulness to Race Committees. His first job ashore is to look up the boys and say thanks. At trophy presentations and Annual Meetings, Le Roy jumps to the occasion to express a vote of gratitude to the Race Committee. I am told, by the Toronto boys, that Vice Commodore Walter Windeyer and Laurie Muir, Sr., are the Colonel's closest runners up.

In the late 1946, President Chas. Spaulding and Treasurer N.B. Castle requested A. H. (Bud) Gorsline to try and draw together the nucleus of a race committee that might take over this task for a few years. "Bud" has always been modest about his accomplishment in this regard. He formed a race committee which has held together, with the exception of one death, and as regattas grew in size, some excellent additions were

found. Virtually all the Judges have been boat owners and raced at some time in the last forty years. This gives them a broader understanding of the contestants who are under the gun.

From 1947 to 1962, with the exception of a short period because of illness, E. G. Sorsoleil has been the General Chairman. Through all these years, Walter Heussler, with his reliable chronometer, has carried out that wonderful job of perfect timing. Walter always insists that two others run a stop watch check on his time. No man has called more starts and stops of yacht races on Lake Ontrio than Herbert M. (Herbie) Hill, Jr. His eyes are as keen as thirty years ago. "Bud" Gorsline always refers to himself as utility man and comedian. He never does give a clear definition of his office. So often a skipper comes to race headquarters with a vexing question. "Bud" reaches for the program and then the N.A.Y.R.U. rule book and reads: "So and so, etc., PERIOD." He then looks at the skipper and quietly says: "There it is, in black and white."

C. Wesley Gamble, Past President, also a Past Commodore of C.Y.C., has been another strong man on the Race Committee. "Bud" and "Wes" do a top job of getting the trophies, cups, flags and prizes all in order for a perfect presentation by the Host club Commodore.

1956 saw a severe loss in the death of Robert J. (Bob) Woods. He was a mathematical genius, and his handicap figures were right when he tossed the results across the table below deck for typing. He seldom saw finishes. He worked hard below deck on his own job. So often, the lady who typed the race results could walk ashore as the boat made the jetty and put up the results, all due to Bob Woods' genius with mathematics.

Few sailors knew "Bob" was Vice President of Bell Aircraft Corporation and a man of means. He was always a plain ordinary sailor, with a great gift of a sense of humour. As an entertainer he was *par excellence*. "Bob" answered the last gun as he passed away in his Grand Island home on the evening of the 1956 L.Y.R.A. Annual Meeting. "Bob" Woods was to be my main theme and the salute of the Committee. I wish I could make a better effort of this, but suffice to say that he was beloved by all who knew him.

One never thinks of a good starting or finishing line without thinking of W. Gordon Brown. It is never too much trouble for him to get an anchor up three or four times, until the Race Committee is satisfied that the Judge's boat is exactly 90 degrees to the wind on the first mark, if a beat start. Gordon complains all the way to a starting line if he cannot find a good old kedge anchor aboard. To him all other anchors are toys.

Our President Arn Gorman, who has fallen into the late R. J. Woods'

position, does a wonderful job. As the regattas have grown, his good wife, Elvira, has become his top assistant. The compiling of finishes with 160 keel boats in seventeen Divisions, many classes overlapping, makes this whole job nerve wracking. Our lady assistants have definite jobs to do.

George (Joe) Hurrell has become the chief of the centreboard judges. N.Y.C. made a wonderful contribution when they suggested that Mr. & Mrs. Hurrell become part of the Race Committee. "Joe" was brought up and trained in a hard school under the well-known George Corneil of Boulevard Club. George Corneil has been judging centreboard races since the year one.

Past Presidents, like Karl Smither, Wesley Gamble, John Mason and Newton Castle have often been pressed into action as members of the Race Committee. Dr. Eric Rogers of D.Y.C., our fleet surgeon, has become a great asset to the Race Committee.

When that 90 minutes of gunning is over and seventeen divisions are on the way to battle it out for the best boat, a couple of comedians relax. The placing of ice in pockets, or stones in city going shoes, starts the relaxation.

So far, as this book goes to press, there are some 52 days of yacht and centreboard racing in 1962 that our Race Committee have been asked to supply from two to all the Race Committee to officiate at these races.

Sailing is still a fine amateur sport, therefore, our Judges are not "paid referees". Chairman "Gene" cracks the whip. He delivers his lecture on "dignity of Office"—where are your white shirts and black ties and your grey flannels, etc?

What makes this Race Committee love thir work is the co-operation and clean sportsmanship of the skippers and sailors, which makes the job pleasant for the committee.

One of the fine incidents, among many that I can recall, is a visiting Judge from another lake, criticizing Walter Heussler for calling his time too loud, thus helping yachts near the Committee boat. Walter replied, "It is our duty on this Committee to do all we can to help every yacht and provide the best race in our power." That spirit will always produce the best racing.

The whole sailing game has changed. Today the wives, daughters and sweethearts are crews. Due to the high cost of construction, you have several new small cruising classes and day sailing yachts. Hotel and good motel accommodation has become an important link to regattas and one more job for the host club. The Centreboard fleets claim we supply ex-

cellent racing and good fun ashore. At one time there were a few who pushed our Race Committee to ease out the centreboards. This is the farthest from their minds. Because of the large attendance of ladies sailing, the "Port-to-Port" is never mentioned to our Committee.

Some years ago at a Freeman Cup finish at C.Y.C. two boats were still unaccounted for. The Chairman refused to start the three days racing until they were found. He appealed to the R.C.A.F. at Trenton. John Mason assisted by contacting all the Coast Guard Stations. The good descriptions allowed the R.C.A.F. sufficient knowledge that they located the two yachts in Prinyers Cove. One parent of the skipper of an overdue yacht hounded "Gene" every two hours by phone. The parent asked who else her son had as crew. This was unknown. From that day on, a big resolution came. Registration of skipper and all his crew became a "must", complete inspection of all yachts and their equipment.

The U.S.A. Coast Guard have been wonderful in accompanying these races. The Race Committee place a man aboard the Coast Guard to plot the position of the yachts. No longer is there any word of no lights on the racing yachts. Sleep is a minus quantity with the Race Committee until all ships are accounted for. As one Rochester Yacht Club skipper put it. "You see their faces on the start, you round a mark at Dalhousie and see some of them, then you cross the finish line, and there is the same group—it gives me a feeling of confidence in the manner in which they operate."

To-day, the L.Y.R.A. Registrar can hand the Coast Guard a complete description in detail of each yacht. "Bill" Garrett, the registrar, can tell you the name of every man aboard.

There are so many good men who have helped over the last three decades, like Blake Van Winckle, Dr. Frank Mills, Fleet Capt. Jack Adams, R.C.Y.C., the late Frank Moore, Albert Mallon, R.C.Y.C., and the well known Max and Don Croucher, boat operators for thirty-five years at R.C.Y.C.

So, our salute to the unsung, sometimes condemned, seldom praised enough, but the essential part of a good regatta.

March 26, 1962
Rochester, N.Y.

LAKE ONTARIO COURSES

Courses provide necessary offing before running in on Range. This information is intended for general reference only and should not replace careful chart work. While care has been taken in its preparation, no guarantee can be given nor responsibility accepted for its accuracy.

From	To	Magnetic Course	Naut. Miles
TORONTO	Whitby	NE by E½E	22
(East Channel)	Oshawa	ENE	26
"	Port Hope	E by N¼N	50
"	Cobourg	E by N	54
"	Presqu'île	E½N	75
"	Point Peter	E¼S	95
Point Peter	Between Ducks	E¼N	20
Between Ducks	Kingston (Har. En.)..	NE by N	18
TORONTO	Oswego	E by S	122
(East Channel)	Fairhaven	E by S¼S	115
"	Big Sodus	E by S¾S	105
"	Braddock Lt.	ESE	70
Braddock Lt.	Charlotte	SE¼E	9
TORONTO	Olcott	SE½E	32
(East Channel)	Niagara (Outer Buoy)	SSE	22
"	Port Weller	S½E	23
"	Port Dalhousie	S	25
"	Burlington	SW¾W	27
"	Oakville	SW by W¼W	18
ROCHESTER:			
Charlotte	Braddock Lt.	NW¼W	9
Braddock Lt.	Thirty Mile Pt.	W by N	32

LAKE ONTARIO COURSES—Continued

From	To	Magnetic Course	Naut. Miles
Thirty Mile Pt.	Olcott	W $\frac{3}{4}$ S	10
”	Niagara	W $\frac{1}{2}$ S	25
”	Burlington	W $\frac{1}{4}$ N	56
”	Toronto (East Chan.)	NW by W $\frac{1}{2}$ W	38
Braddock Lt.	Oakville	W by N	82
”	Toronto (East Chan.)	WNW	70
Charlotte	Oshawa	NW	63
”	Port Hope	NW by N $\frac{1}{2}$ N	50
”	Cobourg	NNW	47
”	Presqu’ile	N $\frac{1}{2}$ E	42
”	Between Ducks	NE by E	54
Between Ducks	Kingston (Har. En.)..	NE by N	18
Charlotte	Stony Point	E by N $\frac{3}{4}$ N	64
”	Oswego	E $\frac{1}{4}$ N	47
”	Fairhaven	E $\frac{1}{2}$ S	39
”	Big Sodus	E $\frac{3}{4}$ S	27
NIAGARA	Port Weller	WSW	8
(Outer Buoy)	Port Dalhousie	WSW	10
”	Burlington	W $\frac{3}{4}$ N	31
”	Oakville	NW by W $\frac{3}{4}$ W	26
”	Toronto (East Chan.)	NNW	22
”	Oshawa	NE by N $\frac{1}{2}$ N	35
”	Cobourg	NE by E	54
”	Presqu’ile	ENE	73
”	Between Ducks	E by N	108
”	Stony Point	E $\frac{3}{4}$ N	124
”	Thirty Mile Pt.	E $\frac{1}{2}$ N	25
”	Olcott	E	15
BURLINGTON	Oakville	NE $\frac{1}{4}$ E	9
”	Toronto (East Chan.)	NE $\frac{3}{4}$ E	27
”	Oshawa	NE by E $\frac{1}{4}$ E	53
”	Cobourg	E by N $\frac{3}{4}$ N	79
”	Presqu’ile	E by N $\frac{1}{2}$ N	99

"	.....	Between Ducks	E $\frac{1}{2}$ N	139
"	.....	Thirty Mile Pt.	E $\frac{1}{4}$ S	56
"	.....	Niagara (Outer Buoy)	E $\frac{3}{4}$ S	31
"	.....	Port Weller	E by S $\frac{1}{2}$ S	25
"	.....	Port Dalhousie	ESE	23
COBOURG	.....	Presqu'ile	E $\frac{3}{4}$ S	21
"	.....	Point Peter	E by S $\frac{3}{4}$ S	44
"	.....	Oswego	SE by E $\frac{1}{4}$ E	76
"	.....	Fairhaven	SE $\frac{1}{2}$ E	72
"	.....	Big Sodus	SE $\frac{1}{4}$ S	65
"	.....	Charlotte	SSE	47
"	.....	Olcott	SW $\frac{1}{4}$ W	43
"	.....	Niagara (Outer Buoy)	SW by W	54
"	.....	Port Weller	SW by W	62
"	.....	Burglington	W by S $\frac{3}{4}$ S	79
BETWEEN DUCKS	.....	Kingston (Har. En.)..	NE by N	18
"	.....	Fairhaven	S by W	33
"	.....	Big Sodus	SW by S $\frac{1}{2}$ S	39
"	.....	Charlotte	SW by W	54
"	.....	Niagara (Outer Buoy)	W $\frac{1}{2}$ S	108
"	.....	Port Weller	W $\frac{1}{2}$ S	116
"	.....	Point Peter	W $\frac{1}{4}$ S	20
BIG SODUS	.....	Charlotte	W $\frac{3}{4}$ N	27
"	.....	Braddock Lt.	W by N $\frac{1}{2}$ N	35
"	.....	Toronto (East Chan.)	W by N $\frac{3}{4}$ N	105
"	.....	Oswego	E by N $\frac{1}{2}$ N	22

RECORD OF CLUB MEMBERSHIP FROM 1884 TO 1962

Clubs are listed in order of their first joining the association.

While every effort has been made to make this record complete, some dates are missing, and absolute accuracy cannot be guaranteed.

<i>Club</i>	<i>Member</i>	<i>Associate Member</i>	<i>Resigned or last mention</i>	<i>Status 1962</i>	<i>Remarks</i>
Bay of Quinte Yacht Club	1884 1921	1953 1960	1897 1934	AM M	Last mention. Reported out of existence. Has been revived. Status changed
Oswego Yacht Club	1884		1937	Non- existent	Kept on as an honorary member, having been one of founding clubs.
Royal Canadian Yacht Club	1884			M	The only club which has maintained unbroken membership since the association was founded.
Toronto Yacht Club	1884		1889		Amalgamated with R.C.Y.C.
<i>The above were the four founding clubs.</i>					
Queen City Yacht Club	1893			M	
Rochester Yacht Club	1893			M	
Royal Hamilton Yacht Club	1893			M	
Victoria Yacht Club (Hamilton)	1894		1905		Struck off. New club of same name applied in 1906, but no record of admission.
Kingston Yacht Club	1897 1961			M AM	Status changed.
Buffalo Yacht Club	1897 1945	?	1905	AM	Resigned.
Crescent Yacht Club	1905			M	

<i>Club</i>	<i>Member</i>	<i>Associate Member</i>	<i>Resigned or last mention</i>	<i>Status 1962</i>	<i>Remarks</i>
Sodus Bay Yacht Club	1907 1935		1913	M	Resigned.
Alexandra Yacht Club (Toronto)	1914	1935	1915	AM	Membership not renewed because of war.
National Yacht Club	1920 1931 1938		1926 1934	M	Resigned. Resigned.
Toronto Canoe Club (In 1939 name changed to Toronto Sailing and Canoe Club)	1925 1945	1951	1926 1950	AM	Resigned. Resigned.
Buffalo Canoe Club	1924			M	
Burlington Yacht Club	1950	1946		M	
Genesee Yacht Club	1924		1962 1926	AM	Relocated as Bronte Yacht Club. Resigned.
Quebec Yacht Club	1930	1953	1932		Resigned.
Fair Haven Yacht Club	1932		1934		Resigned
Youngstown Yacht Club	1933	1946		AM	
Olcott Yacht Club	1934			M	
Clayton Yacht Club	1938			M	
Port Credit Yacht Club		1939			
	1953			M	
Ashbridge's Bay Yacht Club		1939		AM	
Prince Edward Yacht Club (Picton)	1939			AM	
Pointe Claire Yacht Club		1945	?		Date of resignation unknown.
Dalhousie Yacht Club		1945			
Algonquin Yacht Club	1951	1945	1948	M	Resigned.

<i>Club</i>	<i>Member</i>	<i>Associate Member</i>	<i>Resigned or last mention</i>	<i>Status 1962</i>	<i>Remarks</i>
Canadaigua Yacht Club		1945		AM	
Leander Boating Club (Hamilton)		1945	?		Date of resignation unknown.
Niagara Sailing Club		1945	?		Date of resignation unknown.
Royal St. Lawrence Yacht Club	1946	?		M	Date of transfer unknown.
Sandy Beach Yacht Club		1946	1948		Resigned.
Skaneateles Country Club		1946		AM	
Oshawa Yacht Club		1947		AM	
Presqu'ile Yacht Club		1947		AM	
Pulteneville Yacht Club		1947	1953		Resigned.
Island Yacht Club (Wilson, N.Y.)		1949		M	
Henderson Harbor Yacht Club	1962	1949		M	
Boulevard Club (Toronto)		1949		AM	
Laurentian Yacht Club (Ogdensburg)		1949	1949		Resigned.
Oakville Yacht Squadron		1950		AM	
			1957		Resigned.
La Salle Yacht Club		1952		AM	
Newport Yacht Club		1953	1958		Resigned.
Island Yacht Club (Toronto)		1956			
	1958			M	
Hamilton Beach Yacht Club		?		AM	
5-5 Class		1961		AM	
"Y" Flyers		1961		AM	
St. Catharines Boat Club		1961		AM	
Bronte Yacht Club		1962		M	

PLACES OF REGATTAS

1884-1962

- 1884
1885
1886
1887—Cruise: Toronto, Charlotte, Oswego, Kingston, Belleville.
1888—Circuit Regatta:
 July 13-31, Races at Kingston, Belleville, Oswego, Rochester,
 Hamilton and Toronto.
1889
1890
1891—Hamilton (to celebrate the granting of a Royal Charter to the
 club).
1892—Belleville and circuit ending at Toronto.
1893
1894—Sodus.
1895
1896
1897—Kingston, Cobourg, Toronto, Hamilton and Niagara. Gives total
 of 68 yachts: Toronto 21, Hamilton 25, Kingston 5, Charlotte 10,
 Buffalo 3, Belleville 1, Cobourg 1, Oswego 2.
1898—Kingston.
1899—Toronto.
1900—Sodus.
1901—at Buffalo—the first and only one held on Lake Erie.
1902—Circuit.
1903—Toronto (R.C.Y.C.).
1904—Kingston.
1905
1906—Port to Port races.
1907

- 1908—Decided that no regatta be held in 1908, but that each club hold races under the auspices of the association; but unless at least three clubs do this a regatta should be held.
- 1909—Cobourg, three days of racing.
- 1910—Kingston.
- 1911—Toronto (last week of August).
- 1912—Hamilton (R.H.Y.C.)
- 1913—Macdonald's cove (Prinyer) July 7-10.
- 1914— " "
- 1915 to 1918—no regatta.
- 1919—Port to Port
 Assembled at Hamilton, Ont., August 2.
 To Toronto, Ont., August 4.
 To Olcott, N.Y., August 5
 To Charlotte, N.Y., August 6 Regatta August 7
 To Cobourg, Ont., August 8 Regatta August 9
- 1920—Cobourg, Ont. August 2, 3, and 4
- 1921—Kingston, Ont. August 3, 4 and 5
- 1922—Prinyer's Cove, Ont. July 10, 11 and 12
- 1923—Belleville, Ont. August 1, 2 and 3
- 1924—Sodus Bay, N.Y. August 6, 7 and 8
- 1925—Belleville, Ont. August 4, 5 and 6
- 1926—Henderson Harbor, N.Y. August 4, 5 and 6
- 1927—Kingston, Ont. August 4, 5 and 6
- 1928—Oswego, N.Y. August 1, 2 and 3
- 1929—Toronto, Ont. August 27, 28 and 29
- 1930—Hamilton, Ont. August 19, 20 and 21
- 1931—Henderson Harbor, N.Y. July 28, 29 and 30
- 1932—Cobourg, Ont. August 9, 10 and 11
- 1933—Fair Haven, N.Y. August 7, 8, 9 and 10
- 1934—Toronto, Ont. August 28, 29 and 30
- 1935—Kingston, Ont. July 23, 24, 25 and 26
- 1936—Youngstown, N.Y. August 4, 5 and 6
- 1937—Rochester, N.Y. July 29, 30 and 31
- 1938—Toronto, Ont. July 27, 28 and 29
- 1939—Hamilton, Ont. July 27, 28 and 29
- 1940—Big Sodus, N.Y. July 25, 26 and 27
- 1941—Yongstown, N.Y. July 24, 25 and 26
- 1945—Hamilton, Ont. August 1, 2 and 3
- 1946—Kingston, Ont. July 31, August 1 and 2

1947—Toronto, Ont.	July 28, 29 and 30
1948—Clayton, N.Y.	July 22, 23 and 24
1949—Toronto, Ont.	August 3, 4 and 5
1950—Chaumont, N.Y.	July 26, 27 and 28
1951—Chaumont, N.Y.	July 17, 18 and 19
1952—Toronto, Ont.	August 6, 7 and 8
1953—Rochester, N.Y.	July 29, 30 and 31
1954—Toronto, Ont.	August 4, 5 and 6
1955—Hamilton, Ont.	August 1, 2 and 3
1956—Toronto, Ont.	June 30, July 1 and 2
1957—Rochester, N.Y.	July 20, 21 and 22
1958—Port Dalhousie, Ont.	August 2, 3 and 4
1959—Sodus Point, N.Y.	July 22, 23 and 24
1960—Toronto, Ont.	July 30, 31 and Aug. 1
1961—Belleville, Ont.	August 4, 5 and 6
1962—Toronto, Ont.	August 4, 5 and 6