

CANADA'S CUP RACE REVIVAL SEEMS LIKELY

Yachtsmen Begin to Plan for
Revival of Famous Fresh
Water Races.

READY TO DEFEND

Rochester Yachtsmen Eager
to Race for Trophy Won
Over Decade Ago.

The placing of the Canada's Cup on exhibition at the opening of the new club house of the Rochester Yacht Club in Summerville yesterday revived in the minds of many yachtsmen the hope that the United States may soon have an opportunity to defend the historic trophy. It also caused considerable discussion of the possibilities of reviving interest in fourteen-foot dinghy races and if present plans mature the 1923 season will see many spirited brushes between the different clubs located on Lake Ontario.

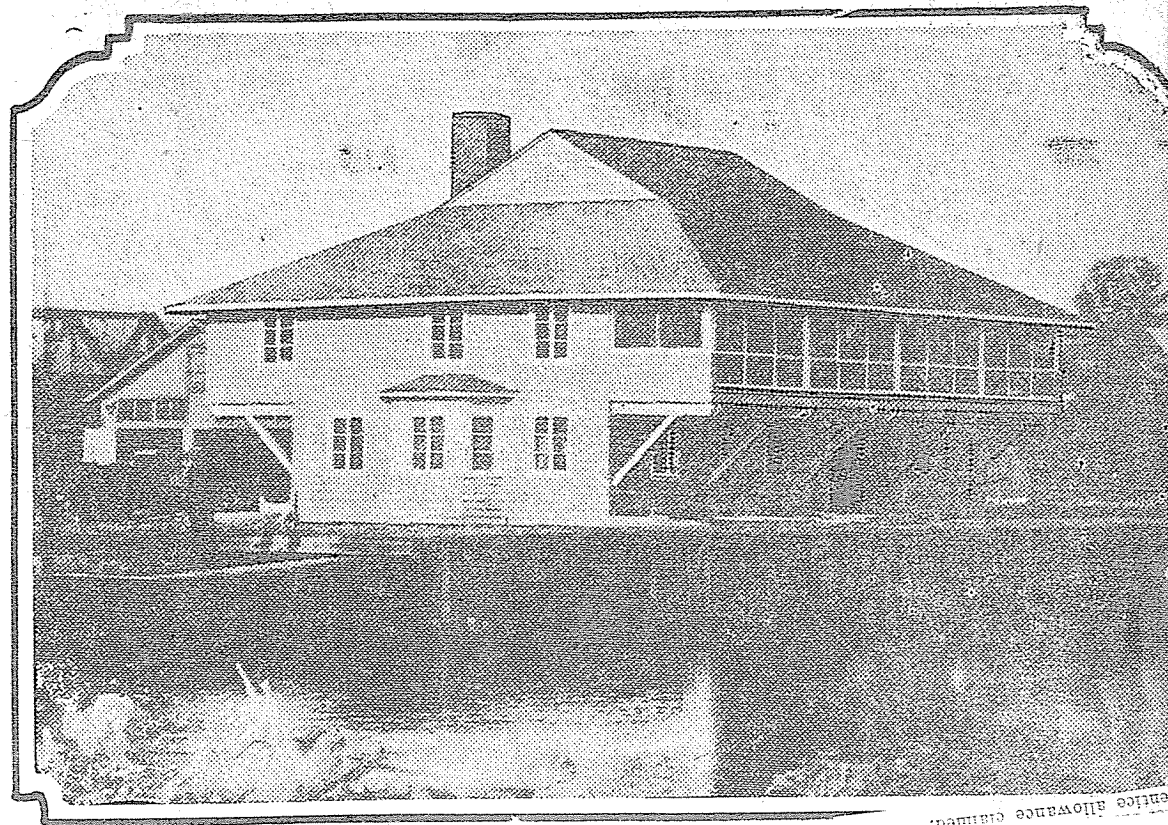
Among the most enthusiastic advocates of a revival of inter-city races in the dinghy class is Leslie Block, owner of the champion twenty-foot R-Class boat Antrum. He said yesterday that there has been keen interest in the revival of dinghy racing. Kingston, Ontario, he said, has a club with fifteen dinghy owners; the Crescent Club, of Watertown, about the same number and Belleville, Ontario, has a number of enthusiastic dinghy sailors. There are also some good boats at Pultneyville and Olcott Beach.

Influx of Motorboats.

Mr. Block authorized the statement that there is strong likelihood of an international meet being staged for fourteen-footers at the general meet of the Lake Ontario Yacht Racing Association next year. The place for the holding of this meet has not been decided upon. Mr. Block said that plans are being formed in this city to send a Rochester boat after the George Cup, now held by the Crescent Yacht Club, of Watertown, and which at the time was held by the Rochester Yacht Club.

He ascribed the apparent lack of interest in sailing craft to the comparatively high prices of good sailing yachts over a motor-driven boat. A sailing craft, he explained, must be constructed to stand severe strain and consequently requires eight-grained lumber, steamed and dried, while the material used in a motor boat is produced under modern production methods. "This means that a modern sailing motorboat may be purchased for about half the cost of a properly-constructed sailing craft. The high cost of boats has led many to turn to the

Rochester Yacht Club's New Home



from New York on a hurry call by long distance. Ten minutes before the start of the third race and the one that Jarvis believed would be the last and deciding one, Skipper Addison G. Hanan climbed aboard the Irondequoit from a motor boat and assumed command.

Won Three Straight.

Strathcona, to windward of Irondequoit, was preparing to put the clamps on again when Hanan instead of jockeying below the line, sailed straight across it and around the judges' boat. Jarvis did not quite comprehend this maneuver, but he soon found out what it meant, for when Irondequoit got around once more below the line she was to windward and had the Canadian defender pinned down both shoulders to the mat. In three straight races from that day Irondequoit showed her heels to Strathcona and the Canada's Cup came to the Flower City for the first time. The Toronto salts lost no time in challenging again and wanted a race the next year, but following a precedent already set, the Rochester yachtsmen decided that every two years was often enough.

So in 1905 the thirty-footer Temeraire breezed over to try conclusions with the Iroquois. This race and that year will long be remembered as the greatest in the history of yachting on the Great Lakes. A fleet of something like two hundred pleasure craft and excursion steamers was assembled around the course and excitement was at high pitch for over a week. It required five races to determine the winner and they were sailed under all conditions known to sea dogs. With each yacht credited with two victories and a third necessary to bag the bacon, Skipper Lorrie Mabbett got a day suited to the speedy Iroquois and brought his charge across the finish line a winner, the first American yacht successfully to defend the

crucifers, resulting in the development of an over-supply of "monkey-ship sailors" with a dearth of good was-spread men.

Look For Revival Here.

However, with the opening of the new clubhouse and the possession of one of the finest basins on the great lakes, Mr. Block and others leading in the activities of the club look for a revival of the yacht-sailing sport.

The Rochester Yacht Club has the most brilliant record of any club on the Great Lakes in the matter of cup racing for sailing yachts. For nearly twenty years it has been the custodian of the Canada's Cup, the blue ribbon trophy on fresh water and it is the only club on the American shore that ever successfully defended it. In 1899 the sloop Genesee went out to Chicago and defeated all comers in a series of tryouts for a challenger to represent the Chicago Yacht Club in its efforts to lift the Canada's Cup from the Royal Canadian Yacht Club at Toronto. Sailing under the colors of the Chicago Yacht Club, the Genesee showed her worth by beating the defender Beaver and the cup went to Chicago while the Genesee came back to Charlotte. The following year she took the measure of the Toronto yacht, Minota, in a series of races for the Fisher Cup and that trophy which was an earlier championship mug, stayed right where it had been ever since the Rochester yacht Onward had wrested it from the Norah, of the Belleville Yacht Club, in 1896.

Obtained New Skipper.

In 1901 Chicago again called for help this time to defend the Canada's Cup. The local club sent no entry and the Detroit Yacht Club's representative Cadillac won the honor of defending. The Toronto basket Invader ghosted her way to victory with ease and the cup fell back to the Canadians. This gave the Rochester Yacht Club the chance it had been looking for and a challenge was speedily issued for 1903. The Royal Canadian Yacht Club accepted and named the top of the class—forty-footers. As previous racers had been thirty-footers, this was a staggerer and meant a cost of double the money paid for the smaller boats. Toronto was in a position to dictate, however, and local yachtsmen set about to raise \$12,000. Their efforts produced the cutter Irondequoit.

The Stratheona was named by Toronto. In the first two races Skipper James Barr, a Down-Easterner and nephew of the famous Charley Barr of America's Cup fame, was outjockeyed and outsailed by the great Amelius Jarvis. American money went into hiding and American skill was being flouted by the determined Canadians when a little, slim, quiet mannered fellow appeared on the scene, having made a flying night trip

cup and the first and only Rochester skipper to win it anywhere.

Hanan Again Takes Helm.

The Canadians launched another challenge for 1907 and as the universal rule had by this time come into existence, Class P boats, measuring about twenty-seven feet on the water, were named. Constant digging down to build these racers had reduced Rochester yachtsmen to suspender buttons and pocket linings, but they managed to obtain enough to build one defender while the Croesuses at Toronto built a battle squadron of three for the trials. Furthermore to cinch matters, Skipper Jarvis, probably the usual of any helmsman in the empire, showed more than idle curiosity in the match and seemed likely to be at the stick of the challenger.

Being outbuilt, three boats to one, and with the prospect of Canada's premier skipper to sail against, Mr. Hanan was again appealed to. He came on and after looking over the little Seneca and trying her out, consented to make the effort. The Seneca proved to be the greatest sensation in the yachting world that season and defeated the Canadian Adele in three straight races. The latter boat finished just one race. In the first she failed to get inside the time limit. In the second she got an unmerciful drubbing and in the third, when the shrieking wind and smashing seas drove everything to cover, Adele was disabled, while Seneca sailed on to victory under lowered mainsail.

Sold to Canadians.

That match ended Canada's Cup racing. Seneca was a witch, a freak, over measurement, under measurement, out of the class, in no class and ineligible generally for anything but the scrap heap. The Canadians challenged again but barred the Seneca. She had been sold to Hanan and was causing consternation on Long Island Sound but the Toronto sportsmen were afraid she might be brought back and insisted that she was not eligible to race again for the Canada's Cup.

The Rochester Yacht Club stood on its rights and refused to be dictated to in the matter of again putting Seneca in the field. A deadlock resulted. The challenge was withdrawn and the cup has ever since languished in a safe deposit vault here. Meanwhile the Seneca has been owned by different Toronto yachtsmen and has participated in their races for many years.