

C.C.C. BULLETIN

of the CANADA'S CUP COMMITTEE, Rochester Yacht Club

ROCHESTER, N. Y., U. S. A. JULY 1930



Barrows and "Thisbe" vs Gooderham and "Quest"

Unanimous Choice of all Club Committees as Rochester's Defender for Canada's Cup

Selection of "Thisbe" as R. Y. C. defender of Canada's Cup in the races to be sailed off Summerville piers beginning Monday, Aug. 11, after two months of trials against "Cayuga" and "Conewago," naturally came as a surprise to those who had considered the Club syndicate boat best of the three 8-meters.

The soundness of the Selections Committee's choice, however, is evidenced by the fact that when our incontrovertible statistician, George Culp, submitted his charts showing the comparative time for each boat, leg by leg, covering some 44 races sailed, the selection of "Thisbe" and Barrows and his crew to man her, was accepted unanimously by the Regatta Committee of the Club as well as by Canada's Cup Committee and Canada's Cup Syndicate.

Up to July 4, it is true, there was reason to consider "Cayuga" best all-round boat of the three, with a record of 8 wins in 16 races, against 7 wins for "Thisbe."

That was before the boats were down to the rigid specifications of the 8-meter class.

Then came the Official Measurer with his tape and slide rule, and pronounced the Syndicate boat some 800 lbs. over her class, whereas "Thisbe" and "Conewago" were down to the class with maybe a bit to spare. "Cayuga" suffered noticeably in speed when that 810-lb. chunk was amputated from her keel. This is plainly shown by the record of the next 22 races—July 4 to 21—of which, according to Statistician Culp's unimpeachable charts, "Cayuga" won but 10 against "Thisbe's" 12.

And now comes the factor that confirmed the Selection Committee's decision and left no room for argument. Again

(Continued on Page 2)

Selected After Gruelling Eliminations as Canada's Challenging Combination

Skipper Norman Gooderham, who is named by Royal Canadian Yacht Club as its choice to skipper the Canadian challenger, ranks first and foremost among amateur racing sailors in the Dominion, and perhaps in the whole British Empire.

His yachting career has been marked by a notable series of triumphs for nearly a score of years. He is admired and respected alike by those who have sailed with him and against him. A natural-born sailor-man, with all the technique of the racing game at his finger tips, able and ready to give an account of himself on every point of sailing; taking no unfair advantage, asking no odds, and thoroughly relentless in pursuit of victory—that is what they say of Gooderham as a racing skipper.

His boat, the "Quest," was designed by Fyfe, the Scotch creator of several British aspirants for America's Cup as well as other English sail craft of the first magnitude. "Quest" was built from Fyfe's plans in the R. C. Y. C. yards at Toronto, under supervision of Gooderham himself. He has sailed her against "Vision," the other British-designed candidate for challenging honors,

as well as against "Norseman," the third of the trio which contested in the Toronto eliminations. Having sailed on and against all three boats, Gooderham made his own choice in voting for "Quest" as best all-around craft to come across after the Cup.



Photo by our own emergency photographer, City Judge J. P. O'Connor (a member of this Club)

SKIPPER BILL AND "THISBE" CREW

From left to right, the men who will man the Cup Defender are as follows:—John Taylor (you can see the tip of his nose through the sunburn); Teo Molin, Skipper Wm. P. Barrows (that's sunburn, too); Taylor Howard, Ted Pickering. Note that Johnny Taylor and his cousin, Tay Howard, were also in the grand old crew that sailed "Iroquois" to victory for the Cup with "Lorrie" Mabbett in 1905.

Enclosed With This Bulletin

1 Individual Subscribers' ticket for Observation Boat; 1 R. Y. C. emblem button; 1 copy Official Instructions for the Races.

These Are the Official Cup Committees

As of Jan. 1, 1930, the following committees were named to administer matters concerning the defense of Canada's Cup.

Canada's Cup Committee:—W. V. Castle, Chairman; Walter L. Todd, Walter L. Farley, W. Peck Farley, Wm. P. Barrows, John Taylor, Tod Parsons, L. G. Mabbett.

Canada's Cup Judges and Selections Committee (appointed by Canada's Cup Committee):—Chas. Van Voorhis, Chas. Faxon, Geo. Culp, Frank Christy, Geo. Roat.

Regatta Committee:—Geo. Culp, chairman; Chas. Faxon, Thomas Pritchard (resigned), L. G. Mabbett.

Canada's Cup Syndicate:—Walter L. Todd, chairman; Mortimer R. Anstice, Wm. P. Barrows, Leon L. Benham, Theodore C. Briggs, Wilmot V. Castle, John H. Castle, Frank T. Christy, Geo. P. Culp, Augustine J. Cunningham, Wm. C. Daley, Walter L. Farley, W. Peck Farley, Harold L. Field, Chas. P. Gallagher, Frank E. Gannett, Fred H. Gordon, Dr. C. Sahler Hornbeck, John W. Jardine, Lewis B. Jones, J. Howard Kidd, Fred A. Mabbett, Lorenzo G. Mabbett, Milton B. Miles, Mortimer J. Miller, Eric C. Moore, Gifford Morgan, Wilbur W. O'Brien, Thomas C. Parsons, Winfield P. Pembroke, Edward Rosenberg, Thomas A. Sharp, Harry C. Stevenson, Douglas C. Townson, Harold C. Townson, Chas. Van Voorhis, James J. Williams, E. Clinton Wolcott, Donald Woodward, Philip G. Hoffman (Commodore, Ex-officio.)

Other committees have been named since the first of the year, for various specialized duties connected with the Cup races, but the above are the official committees of the full year in Cup activities, and the ones which affirmed the choice of "Thisbe" over the other two contenders.

In fairness, it must be said that while the Chairman of Canada's Cup Committee tuned up and skippered "Cayuga", and Canada's Cup Syndicate built and financed her, nevertheless all hands have been equally interested in "Conewago" and "Thisbe." Lacking three first-class 8-meters from which to make a selection, the Club would have been in a sorry condition to defend the Cup.

It is worthy of mention that while Canada's Cup Syndicate built and financed "Cayuga," it also financed the transportation of both "Conewago" and "Thisbe" to Rochester, and has provided a substantial part of the expense for "Thisbe's" maintenance and upkeep during the summer trial races, as well as much of the expense of conducting the Cup Regatta.

Barrows and "Thisbe"

(Continued from Page 1)

quoting our Statistical Wizard, "Thisbe's" average time in the last 22 races was exactly 0:16.5 seconds faster than "Cayuga's" *per each 2-mile leg sailed*. It doesn't sound like much to say "0:16.5 seconds per 2-mile leg," but our honorable Statistician didn't stop there. Down at the bottom of his chart he affixed a few additional digits projecting this factor of 0:16.5 seconds per 2-mile leg up to the dimensions of the regulation Canada's Cup course, which in the case of a triangular course consists of 6 legs of 3½ nautical miles each. Carried out in this way, it became immediately apparent that "Thisbe" has an advantage of some 2:06 minutes over "Cayuga" for the full course.

And, since yacht races are usually won or lost by seconds, rather than minutes, you couldn't laugh that off, could you!

Keeping "Cayuga" and "Conewago" in the Club

The 8-meter is distinctly the racing class of to-day, and it would be a misfortune if the new R. Y. C. racing fleet of these ultra-modern craft should be dispersed.

"Cayuga" will be put up for sale before the Cup races, and it is understood there are two or three prospective bidders from other clubs. "Cayuga," you must know, is an exceptional example of fine yacht design; in all details of construction and appointment a masterpiece. Her accommodations are exceptional, and she is going to make a valuable boat for some discriminating yachtsman for years to come.

Canada's Cup Syndicate, while naturally anxious to realize the maximum sum from "Cayuga" toward defraying the balance of expenses incurred in holding the Cup regatta, is also anxious to see this grand boat remain in the R. Y. C. fleet, and will doubtless be willing to make a real sacrifice to that end, as against accepting any of the outside offers.

The Farley Syndicate will also offer "Conewago," it is understood, and it would be mighty interesting to see her remain in Rochester against the racing season of 1931, because the "Connie" may yet prove a great surprise when she is finally down to her real racing form.

Regatta Fleet Will Tat Mooring Accomodations

The 1930 Regatta will be notable for number and splendor of visiting yachts from all over the Great Lakes, judging from the large number of reservations for moorings filed with ex-Commodore Stevenson over two weeks ahead of the Regatta date.

Among the early reservations the following are noted from neighboring clubs:

From Toronto:—"Oriole IV.," Commodore Gooderham, flagship of Royal Canadian Yacht Club; "Glencairn," "Malassa," "Gardenia," "Pat," "Stranger," "Cara Mia," "Nutmeg," "Italia," and the following power yachts, "Eleanor," E. B. MacPherson; "Nayada" T. B. F. Benson; "Merreneito," L. A. Phillip; "Vivia II.," N. D. Tytler; "Semiramis," (Mother ship for "Quest," "Vision" and "Norseman."

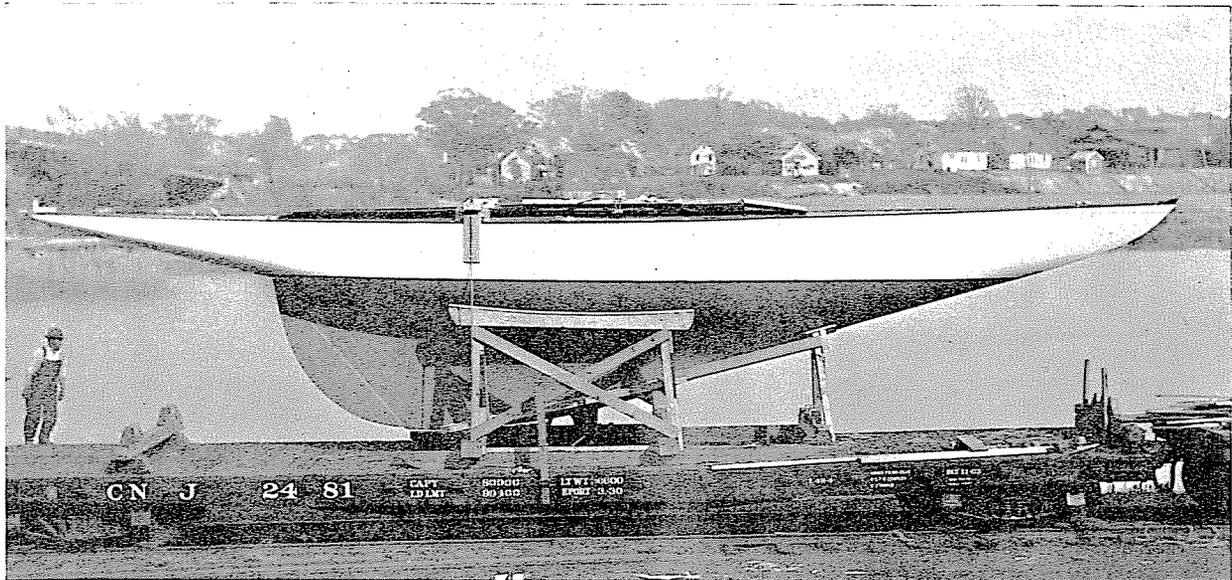
From Kingston:—"Blue Moon," "Diana," "Chyria," "Four Winds."

From Hamilton:—"Bernice," "Vereda," "Seneca," "Cigarette," "Zoraya," "Nirvana."

From Oswego:—"Elizabeth K.," Vice-Commodore M. H. Knapp; "Winona," Fred Lewis; "Veteran," A. H. Emerick; "Santa Maria," J. F. Otis.

From Watertown:—Schooner "Alice," and the "Ripple," "Kathea," and three or four large cruisers.

Many of the leading clubs had not filed reservations at the time of printing this Bulletin, and indications are that the Mooring Committee will be scurrying around for a few dozen additional car wheels, as well as extra space on both banks of the River, before the entire fleet is berthed.



"THISBE," R. Y. C. DEFENDER FOR CANADA'S CUP

As she looked on her arrival from Downeast for her maiden dip in fresh water at Summerville, last spring.

Aboard the Judges' Boat

Or At-the-Starting-Gun, or Rounding-the-Mark, or Suit Yourself

Judges for the Cup races:—Clifford C. Mallory, Pres. N.A.Y.R.U., of New York, Chairman; H. A. Moore, Toronto; Chas. Van Voorhis, Rochester.

Races, beginning Monday, Aug. 11, continuing until one yacht has won 3 races.

Starting Gun, 12 Noon each day. Warning gun, 15 m. before start. Preparatory gun, 5 m. before start.

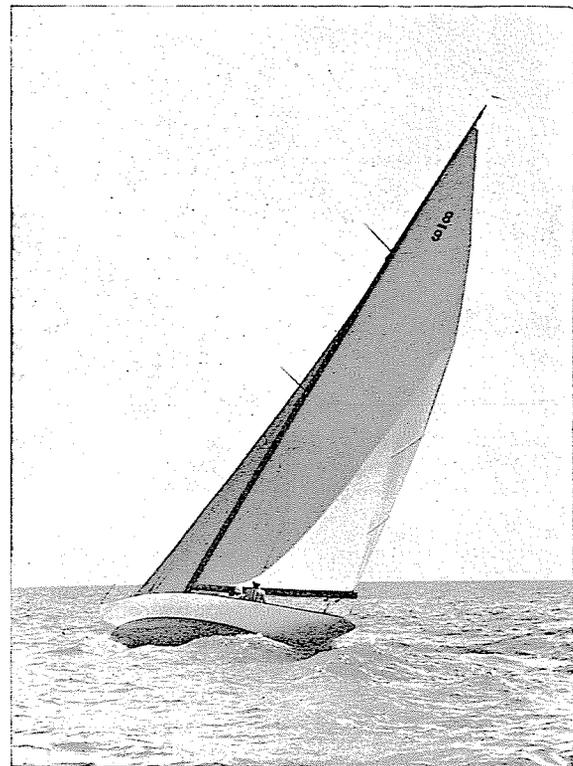
See folder "Official Instructions" for all the technical dope.

Races will be broadcast "play-by-play" from Station WHAM, Rochester, via short-wave from "Jimmy" Williams' "Phyllis I." Here's a chance for the rocking-chair experts to grab the "mike" and tell the whole world just how they would do it if they had the stick.

We hear tell that Thos. C. Ratsey, the eminent English sail-maker, will witness the Cup races, as guest of Commodore Gooderham, R.C.Y.C., accompanied by Mrs. Ratsey and the foreman sail-maker from the Ratsey lofts. You boys better get them sails settin' pretty before this Ratsey contingent starts lookin' 'em over.

"Momijii III." came pretty near being A.W.O.L. at the Regatta line. The flagship of the R.Y.C. caught fire a couple of weeks ago while a party of guests were at dinner off the Piers. She was damaged to the extent of some \$2,800, which Commodore Hoffman says was fortunately covered by insurance. Volney Lacey's handy men are rushing repairs at this writing and promise everything O. K. by the time the starting gun booms on Monday, Aug. 11.

The Official Observation boat "Ontario" will leave the Summerville Municipal dock each race day at 11:30 A.M.



"THISBE" AGAIN

Showing How Rochester Hopes She Will Look to Skipper Gooderham in All the Cup Races.

A lunch will be served *a la* and a dinner *table de* at moderate prices for all guests and passengers desiring same.

The finest boat ever built in Rochester, and one of the
(Continued on Page 4)

Aboard the Judges' Boat

(Continued from Page 3)

classiest ever seen in this Harbor, is the almost unanimous judgment on "Genevieve III.," launched last month from the Lacey yards. This 56-ft. twin-screw cabin cruiser was designed and built by Volney Lacey for Walter W. Huntley, of Buffalo. She has two large staterooms aft, with other accommodations in proportion, and is powered by two Sterling "Petrel" motors of 200 h.p. each. On her trial trip she turned up an even 17 m.p.h., which was in excess of the builder's guarantee.

Don't overlook the Series ticket on the Observation boat for the Cup races, enclosed with this Bulletin. It admits Cayuga subscribers, as guests of Canada's Cup Syndicate, for any or all of the first five races.

District Commander Rassmussen, U. S. Coast Guard, in-

forms Commodore Hoffman that CG Cruiser 211, now stationed at Olcott, will be assigned as course marker for the Cup races. Two patrol boats will be assigned, also, one presumably to serve as Judges' Boat. In addition, Commander Rassmussen assures us that sufficient picket boats will be assigned to patrol the course thoroughly during the races.

Edwin Levick, the noted yachtsman-photographer, of New York, will be on hand at the Cup races with his camera stand mounted on a fast cruiser, for the purpose of making pictures for "Yachting," "Rudder," "Sportsman," and various publications.

Among notable guests in Rochester for the Cup races, Admiral Billard, U. S. Coast Guard, is expected, accompanied by O. M. Maxam, Chief of Division of Operations, and Dist. Commander M. W. Rasmussen.

ALL ABOARD THE OBSERVATION BOAT

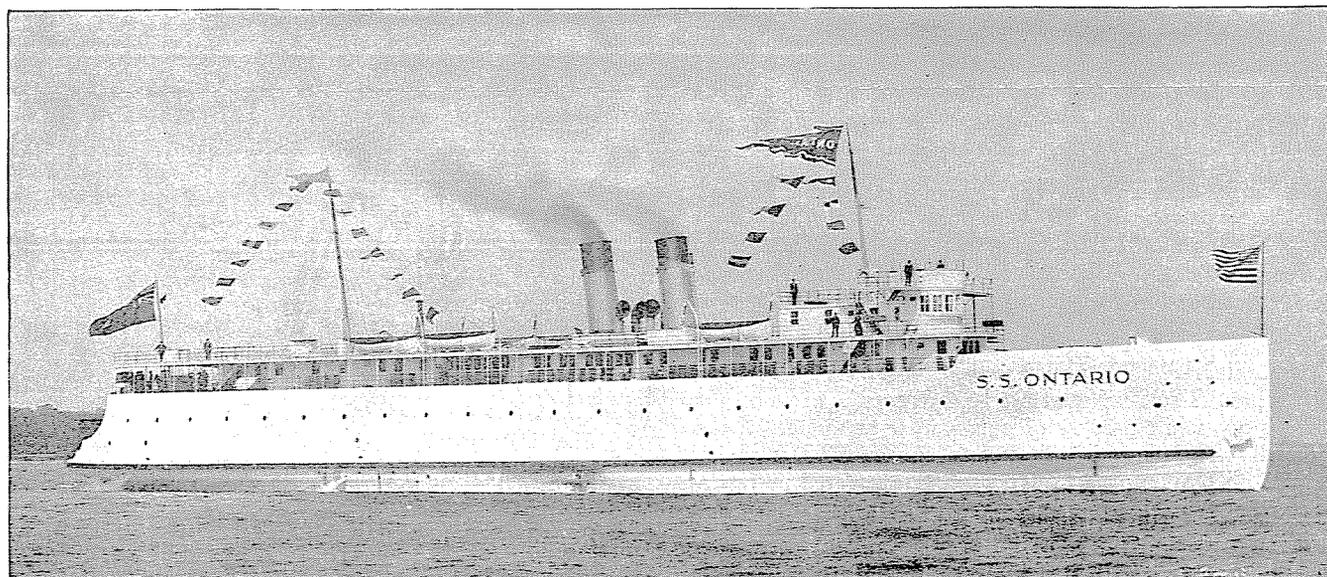
The car ferry Ontario has been chartered as observation boat for five days of the Canada's Cup Races, August 11 to 15.

The City has granted permission to use the Municipal Dock at Summerville, where passengers will board the Ontario. The Yacht Club construction department is busy at this writing preparing a landing platform, which will be mounted on the dock for the convenience of the passengers.

Present plans contemplate that subscribers to the Cayuga Syndicate Fund will be invited as guests of the Club on the observation boat for any or all of the five days. This invitation applies to the *individual* subscriber only; the arrangement with the car ferry company makes this limitation necessary. For guests and members of subscribers' families, as well as the general public, the company will collect a fare of \$1.50 for each trip for adults and 75c for children.



COMMODIOUS DECKS AND CABINS



S. S. ONTARIO CHARTERED FOR SYNDICATE SUBSCRIBERS