



THE CANADA'S CUP

The Canada's Cup, as symbolic of fresh water sailing supremacy as the America's Cup is of salt water, was for the 51 years from 1903 to 1954 the proudest display in the RYC Trophy Case.

For nearly sixty years, RYC was the only American Club to earn the Cup, and in seven out of nine contests the Cup stayed on the South Shore of the Great Lakes.

RYC won the Canada's Cup for the Chicago Yacht Club in 1899, and won it for the first time in its own name in 1903. It was not until 1954 that RCYC succeeded in wresting the prize from Rochester yachtsmen.

The Cup is named for the cutter *Canada* which, skippered by the redoubtable Aemilius Jarvis of RCYC, Lincoln Park Yacht Club, Chicago, in 1896.

The match was the result of a challenge to RCYC issued by the Chicago yachtsmen in the winter of 1895-96, for a series of two out of three races in yachts of 42 feet waterline measured by the then-current

Seawanhaka Rule. One of the conditions of the match was that it was to be sailed over an open lake course, in neutral waters. After spirited bidding among Detroit, Toledo, Buffalo and Hamilton, Ontario, the honor was awarded to Toledo, in exchange for a "cup of the value of \$500, and \$1500 in cash."

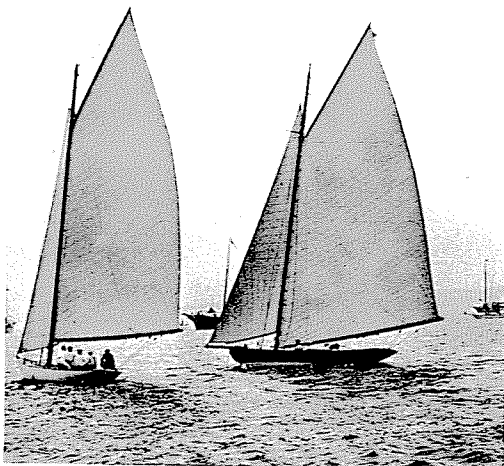
Curiously, to latecomers to the sport who draw the line between amateur and professional at the acceptance of cash prizes, yacht racing at that time was a mish-mash of gentlemanly Corinthianism and open professionalism. Perhaps because customs have changed, we wonder at a cash prize, and at professional crews and sailing masters. But it would be well to keep in mind that cash prizes were the norm even in club races, while on salt water some early America's Cup series were sailed with hardly an amateur on one or another of the boats.

Vencedor was the longer, heavier boat, and it was expected that she would prevail if the wind blew. *Canada*, with a waterline length of 38

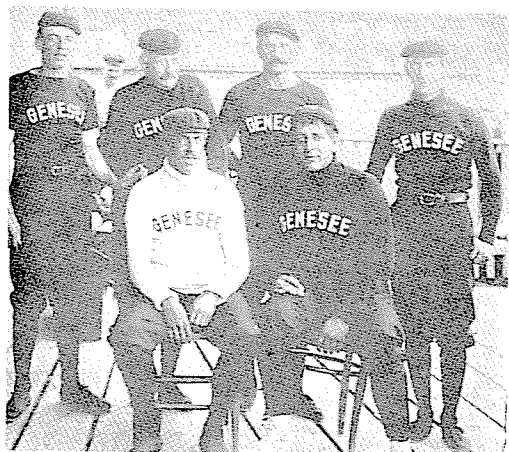
feet but displacing substantially less than the Chicago entry, was clearly a better bet in light to moderate breezes. On the opening day, August 25, 1896, winds were so light that time ran out, but as was expected *Canada* was drifting ahead of her undercanvassed rival. Skipper Aemilius Jarvis wrote an invaluable account of this meeting and the four subsequent ones, published in the Royal Canadian Yacht Club's 1906 Yearbook and reprinted in the 1937 "Annals of the R.C.Y.C." Describing the next two races, he said:

The next day the same course (triangular) was sailed; both got away on fairly even terms, the *Canada* on the starboard tack, forcing *Vencedor*, which was under her lee and on the port tack, about. The wind was moderate from the northeast, with a slight jump of a sea. The *Canada* began at once to draw away, and . . . romped home far ahead, winning by 23 minutes, 34 seconds.

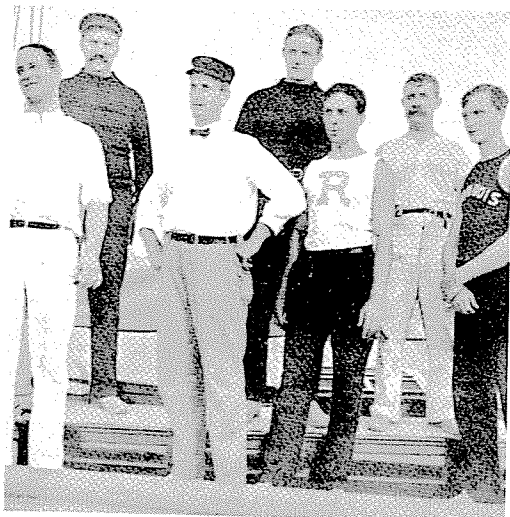
Next day the wind had shifted



Start of the 1907 Canada's Cup Race, *SEN-ECA* to windward of *ADELE*.



Crew of *GENESE*, first American Challenger in 1899, Front-Skipper Charles J. Davis, Charles Van Voorhis, Back-Unidentified Professional, M.A. MacDuff, Billy Miller, Alex MacDonald.



Crew of *IROQUOIS*, successful 1905 defender. Front-Skipper Fred Mabbett, Lorenzo Mabbett, John Taylor, Taylor Howard, Bank-Harry Van (Prof.), Jimmy Backus, Billy Little.

to the westward and was blowing a strong breeze, from 20 to 25 miles an hour, with occasional rain squalls. This weather was what the *Vencedor* was wishing for. She led across the line, and during five miles to leeward, gaining all the way ... approaching the weather mark the *Vencedor* was ahead ... and in her anxiety to make sure of her mark, "overstood."

A wind shift compounded *Vencedor's* error, and *Canada* won the race and the Cup.

A large fleet from Lakes Erie, Ontario, and Michigan had assembled for the occasion. Before the gathering dispersed, a meeting was held at Put-In Bay, Lake Erie, at which time an agreement was reached to form the Yacht Racing Union of the Great Lakes.

Upon their return to Toronto bearing the spoils of victory, the owners of *Canada* deeded the Cup, henceforth to bear its name, to RCYC as trustees and provided that international races should be held between yachts belonging to any club affiliated with the newly-formed Union, in classes measuring 30 to 40 feet under the Girth Rule.

Chicago challenged for a match in 1899 and extensive trials were held; in each country six boats vied for the honor of sailing for the Canada's Cup, and for the first time a Rochester boat represented the American yacht clubs. *Genesee*, a Hanley-designed and built centerboarder, owned by a syndicate of which Mr. Charles VanVoorhis was president, was sailed by Mr. Charles G. David, described as "a down East Amateur", by Clute E. Noxon in his 1924 "History of the Canada's Cup" published in the RYC monthly "Compass."

In this initial series for the Canada's Cup as such, Aemilius Jarvis defended for RCYC after defeating two aspirants from Toronto and three from Hamilton. Jarvis was listed as a member of syndicates which built both *Minota* and the eventual defender, *Beaver*. The series, three out of five at Toronto, began on Au-

gust 22, 1899 with an apparent disaster for the Canadians. Immediately after the starting gun, *Beaver* broke a spreader and was forced to retire. *Genesee*, as required, continued to sail the course but *Beaver* was given a reprieve when haze made it impossible for *Genesee* to find the weather mark.

The first race was resailed the next day. In shifting winds of varying strengths, the lead changed hands several times but *Genesee* was ahead by 1 minute 22 seconds at the finish line.

The second race, a light-air windward leeward course, saw a maneuver by *Genesee's* skipper Davis that it is safe to say is as unusual now as it was then. Jarvis described the sequence with *Genesee* slightly ahead after a downwind luffing match initiated by *Beaver*:

When nearing the finish line, the *Beaver* again made an attempt to luff the *Genesee* off, and this time it looked as if the manoeuvre was going to be successful. *Beaver* gybed her boom over to port, and headed for the lee end of the line ... (intending to force) *Genesee* to gybe close to the line; when her way was off. *Beaver* would gybe back again and, as she had never taken her spinnaker in (sailing by the lee), she would have more way and might have won on the line. But the *Genesee's* skipper, seeing his rival's object, promptly had the turn buckles of the main rigging unscrewed. This allowed him to let his main boom go right forward and, at the same time hauling his spinnaker boom aft, successfully staved off *Beaver's* manoeuvre and brought the *Genesee* over the line with a short lead of 39 seconds.

The third race, and the match, was decided when *Genesee* carried a favorable shift to the finish more than ten minutes ahead of *Beaver*. "The *Genesee* it must be remembered," Jarvis continued, "was sailing under the colors of the Chicago Yacht Club though she was owned by a company

IRONDEQUOIT—sheer plan and midship cross section of Rochester 1903 Canada's Cup defender.

65 Ft. L.O.A.
40 Ft. L.W.L.
12.5 Ft. Beam
9 Ft. Draft

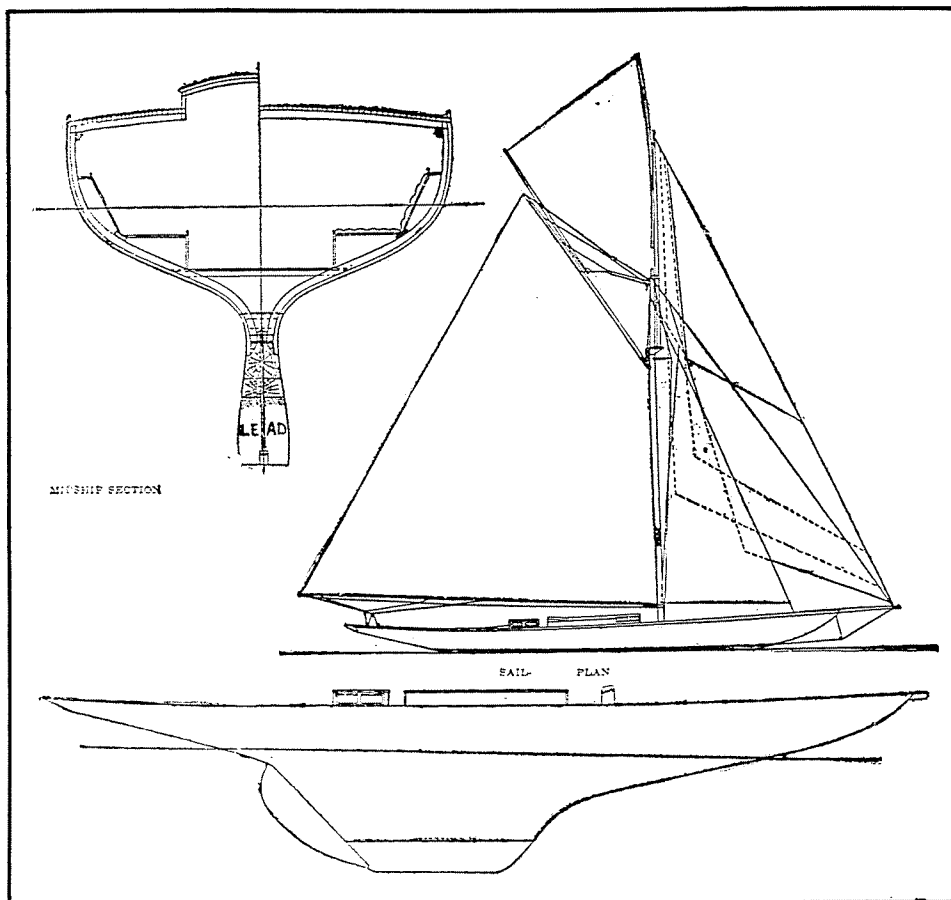
composed of Rochester Yacht Club members." Thus the Canada's Cup went not to Rochester but to Chicago.

In 1901 RCYC fielded a new yacht *Invader* which won trials against *Beaver* and *Canadian*. Chicago defended with the *Cadillac* of the Detroit Yacht Club, victor among six contenders in trials. Jarvis was again skipper aboard *Invader*, owned by Commodore George H. Gooderham, and easily defeated by 3 to 1 *Cadillac*, owned by Commodore Shaw of Detroit Yacht Club and skippered by William Hale Thompson. Rochester had not entered a contender in the trials of this series.

With Royal Canadian Yacht Club again in possession of the Cup, challenges poured into the Canadian club. Within a short time the Chicago Yacht Club, Columbia Yacht Club of Chicago, two Detroit clubs, and Rochester Yacht Club had made their bids. Jarvis described the hard choice of the defender as follows:

During the next month or so there was a good deal of controversy as to what challenge would be recognized, but ultimately the Royal Canadian Yacht Club accepted the challenge of the Rochester Yacht Club. The races heretofore had been between the Chicago Yacht clubs and the Royal Canadian Yacht Club and, as each lake had had a race, it was thought fair to give an American Lake Ontario yacht club the preference.

Each club built one boat under a new rule adopted in 1902, in the 40 foot class chosen by RCYC. The defender, partially built at the South-



ampton Yards of Summerhays and Payne, and finished at the Andrews Yard in Oakville was described:

She is forty feet on the waterline. The overhang of the graceful spoon bow forward is a little under three feet in length, while aft the long graceful counter projects a little over twelve feet over the water. The yacht draws eight feet eight inches. Her beam is twelve feet six inches.

A long bowsprit brought the Canadian boat, to be named *Strathcona*, to 61 feet.

RYC had mustered a syndicate consisting of Hiram W. Sibley, James S. Watson, Thomas N. Finucane, Arthur G. Yates, John N. Beckley, Albert O. Fenn, Walter B. Duffy, and Charles M. Everest. The group settled on a design by William Gardner, to be built at the Wood Boatyard at City Island, New York. The *Irondequoit* measured 65 feet overall, 40 feet on the waterline, and had a beam of 12.5 feet and a draft of 9 feet. Like *Strathcona*, she car-

ried 2600 square feet of canvas, cutter-rigged.

The Detroit Free Press of April 3, 1903 observed:

It may be interesting for the sharps to know that Captain James Barr, of New York City, has been engaged to handle the *Irondequoit* and he will sail her tuning up spins and her races. And it is equally interesting to know that Captain Barr is a nephew of Captain Charlie Barr, of the *Reliance*, America's Cup defender. It seems rather a peculiar coincidence that two members of the same family, two men of the same name, should be upholding at the same time—one on salt water and the other on fresh water—the honor of America in the two greatest of international yachting contests.

No trials had been held in either country, although the Detroit Yacht Club had offered to build a boat on condition that if she won the trials and the Cup, the Cup should go to

the Detroit club. Commodore Charles Van Voorhis, reflecting a vote by the RYC membership, pointed out that in the case of the *Genesee*, which won the Canada's Cup for the Chicago Yacht Club, "the holding of the Cup by Chicago was expected and never criticized by those posted on the matter, as under the conditions of the deed they could not do otherwise." RYC offered to allow the Detroit club custody of the Cup for two months if the Club should in fact win it, but declined to break with precedent in allowing it full custody. On this note, Detroit withdrew from negotiations.

Shortly before eleven o'clock on August 8, the contenders began their jockeying for position outside Toronto Bay, as a large flotilla of spectator boats from all over the Great Lakes stood by. The course was triangular, seven miles a leg, the wind about 12 miles per hour from the southwest, and the seas short and steep.

Jarvis took the start but by the second mark *Irondequoit*, which included in her crew Commodore Van Voorhis, Thomas B. Prichard, Lorenzo G. Mabbett, Fred L. Smith, Wilson H. Cross, F.B. Hoyt, and four professionals, had drawn ahead. With the wind picking up, Jarvis blanketed Barr's spinnaker on the downwind leg and *Irondequoit* luffed up far to westward of the course, with both boats eventually setting balloon jibs to sail higher. When the jibe to the finish line could be delayed no longer, *Strathcona's* superior spinnaker set put her in the lead.

Clute Noxon said:

Strathcona shot up under *Irondequoit's* stern, the spinnaker went out flying, and again the Canadian jogged into the lead.

It was mighty clever work and whistles on the pleasure crafts applauded to the echo.

Strathcona crossed the line 22 seconds ahead of *Irondequoit*.

In the next day's race, a light-air windward leeward, eight miles to a leg, Barr apparently miscalculated the start and crossed the line two minutes behind Jarvis, who had

bowled over exactly on the gun. By the finish, *Strathcona* had widened her lead to more than ten minutes and the American challengers were in disorderly rout. Noxon described the next day's events:

Rumblings of dissatisfaction now began to be heard in the camp of the Rochester yachtsmen and the American money disappeared completely. The Canadians had two races tucked away and the necessary third seemed as good as gone. A clamor was raised for another skipper as Barr's work in the second race was far from satisfactory and discontent was apparently breaking the morale of his crew. Outwardly those in charge of the challenger gave no sign that any change in skippers was contemplated and the Rochesterians retired that night heavy hearted in the belief that the morrow would see their cherished hopes for a Canada's Cup victory set aside by the fast sailing *Strathcona* and her wily skipper Mr. Jarvis. Secretly however, the inner forces were keeping telegraph and telephone wires hot and

while they knew at midnight that they might yet turn defeat into victory they said nothing and hoped.

For speeding westward on a fast train from New York was a young man, a mere boy, who was destined to open the eyes of Great Lakes yachtsmen as they were never opened before. The morning of the third race broke fair with a fresh wind blowing from the southwest and a lively tumble to the sea. An hour before the start *Irondequoit* swung from her moorings and stood across the bay to see if the new skipper had arrived. The train on which he was expected was not in and the crew's hopes fell as they feared that the newcomer's arrival would be too late as skippers cannot be changed after the preparatory signal is given.

Commodore Everest's steam yacht was at the dock ready to make a quick run and *Irondequoit* put out into the lake for the third and what everybody believed would be the last race.



Crew of IRONDEQUOIT, 1903 Winner, B.F. Wood (Builder), Wm. Gardner (Designer), Mr. Hannan, Tom Pritchard, Laury Mabbett, Wilson Cross, Addison Hanan, Mr. Smith, Chas. Van Voorhis.

As she jockeyed about the line half an hour later the *Navajo* was seen steaming out of the bay as fast as she could go and signaled for *Irondequoit* to stand by. The challenger was thrown into the wind, the *Navajo* drew alongside and a few minutes before the preparatory gun boomed Addison G. Hanan of New York stepped aboard the racer and took command.

He quickly sized up the sails and rigging of the challenger and then bawled out his orders. Jarvis stood in close to see what was going on and he found out in short order. Hanan immediately put *Irondequoit* to weather of him and held him there right up to the start and a yell rang over the waters that could have been heard half way to Fort Niagara.

In that race *Irondequoit* took the start and, with the wind blowing a moderate gale, continued to gain until she was more than five minutes ahead at the finish.

The fourth race, a leeward and return, found the American elated and the Canadians careful. *Strathcona* took an apparently safe berth on *Irondequoit's* weather quarter as both skippers ignored the starting gun in efforts to obtain superior position. After crossing the starting line two minutes late, *Irondequoit*, attempting to shake the tenacious Jarvis, sailed northeast rather than on the southeast course to the mark and both yachts bore down on a large steam vessel, part of the wildly scattering spectator fleet. *Irondequoit* charged through to leeward and when *Strathcona* had passed to windward, she had lost her position.

Jarvis followed his tested routine of luffing his opponent off above the course and passing him on the jibe. *Strathcona* succeeded so well in this maneuver that she was, Jarvis says, "two hundred yards ahead with half a mile to the turning mark." Unfortunately, the wind died for *Strathcona* and Hanan, seeing her plight,



Crew of the *THISBE*, 1930 Winner, Tom Pickering, Tao Molin, Skipper Bill Barrows, Taylor Howard, John Taylor, Jim Snell.

was able to bear off and catch a vagrant strip of wind which carried him around his opponent and the mark. In the ensuing tacking duel to windward, Jarvis recalled,

Mr. Hanan was not to be caught. In towards shore the breeze freshened, so that both yachts were at times driving along at a good pace, and finished close together, *Strathcona* dead in *Irondequoit's* wake. This gave both yacht two races, and the interest in consequence was much enhanced.

The excitement engendered by the fifth race is easily seen in Noxon's history, even though more than seventy years have passed since the event:

The wind on the last day came out of the southwest fresh and snappy with a moderate sea running—weather that was supposed to favor *Strathcona*. But Hanan by this time had had two days to study his boat and he had come to the conclusion that she could give her Canadian rival a beating in almost any kind of weather, sea or no sea. Consequently, as the yachts stood out of the bay and

commenced maneuvering for position, the *Irondequoit* was put through some evolutions that drew ringing cheers from the assembled gallery of pleasure boats.

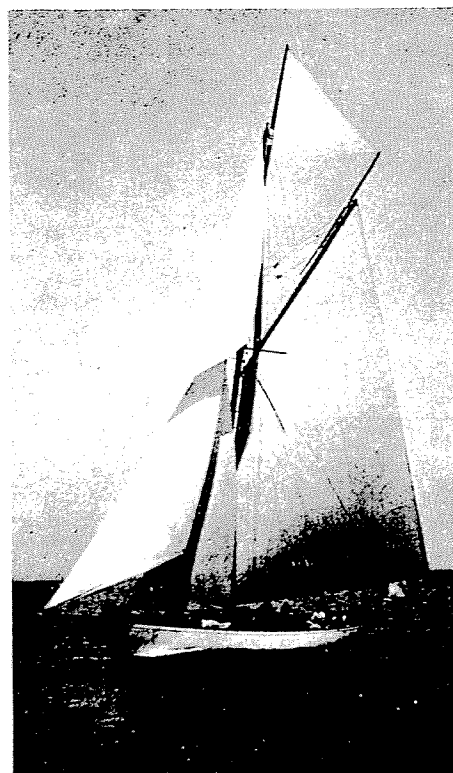
Suddenly, *Irondequoit* made a dash around the judges' boat and came up on the line firmly in the weather position and sailing rapped full.

Americans gasped as they realized that Hanan was going over ahead of the gun, but the latter had missed fire and the emergency starting whistle was blown just as *Irondequoit* flashed across. Hanan had timed his start exactly to the second and got another great ovation as he swept through the fleet. *Strathcona* was only fifty feet away but her way was killed in coming about so she was a full half minute behind as she cut the line. Then commenced a skipper's battle in earnest. Jarvis used every trick and stratagem he knew to gain the coveted weather berth but Hanan met him instantly on ev-

ery move. In what was supposed to be the defender's weather, it was surprising work that the *Irondequoit* had cut out for her rival, but *Strathcona* kept coming and *Irondequoit* kept going.

At the windward mark the Rochester craft led by one minute and thirty seconds and then she settled off on a broad reach with balloon jib and large jib topsail set. *Strathcona* picked up twenty-seven seconds on this leg but she was too far back to interfere with *Irondequoit's* wind on the last leg home which was partly a dead run and partly a broad reach and the American challenger galloped across one minute and twenty-two seconds in the lead.

This finished the series and for the first time in the history of the Cup, the championship trophy was brought to the Rochester Yacht Club.



IRONDEQUOIT in 1903

Defending the Canada's Cup in Rochester waters generated a heretofore unrivaled enthusiasm. RCYC challenged promptly and races were set for 1905, in 30 foot waterline boats, restricted class.

"No sooner had the challenge been accepted," said Clute Noxon, "than three different syndicates were at work on as many different boats to battle for the honor of defending the Cup so gloriously lifted from the Canadians."

Windfield and Charles Pembroke designed and built *Kee Lox II*, and the *Rochester* designed by William Gardner who had designed *Irondequoit*, was also built locally at the yard of W.W. Miller, *Rochester* was the public favorite, financed by popular subscription, and was considered the "club boat."

The eventual trials winner, however, was designed by Charles F. Herreshoff II and built by Lawley of Boston. Called the *Iroquois*, she was commissioned by a syndicate headed by Frank T. Christy. Noxon's account was:

The trial races at Rochester were as hectic as any cup series ever sailed. For a straight week the *Iroquois*, *Rochester*, and *Kee Lox II* raced morning and afternoon, skippers being changed frequently as it was equally important to select a winning helmsman.

Iroquois was chosen, with Lorenzo G. Mabbett as skipper, to meet *Temeraire*, survivor of trials against the Glasgow-built *Zoraya* and the Hamilton-built *Naniwa*. The Canadian skipper was E.K.M. Wedd. Both Cup yachts carried about 1500 square feet of sail, *Iroquois* cutter rigged and the Fife-designed *Temeraire* sloop rigged. The latter was expected to be, and proved to be the better in heavy weather, and *Iroquois* in light. Noxon reported:

Being the first Canada's Cup race ever held at Rochester, the event attracted wide attention on the American side while the Canadians came over in hordes to witness the contest. The har-

bor at Charlotte, above and below the railroad bridge, was jammed with visiting craft and when the warning gun was fired for the first race on August 12, 1905, a fleet of over 150 boats of all classes and descriptions was standing about the line.

As the first race in the three-out-of-five series started off the mouth of the Genesee River, Saturday, August 12, Mabbett put the defender over the line 13 seconds ahead of *Temeraire*. The course was 21 miles, twice around a triangle, and *Iroquois* led all the way but *Temeraire* threatened at all times as *Iroquois* drifted over the finish line within a few minutes of the time limit. "Evidence," Noxon said, "of the uninteresting character of the contest."

But Mabbett's crew, consisting of James Backus, William Little, Taylor Howard, Fred A. Mabbett, John A. Taylor, and professional Harry Van had their work cut out for them in the second race, a windward-lee-ward, four miles, twice around. In a good fresh northeast breeze and a rising sea, *Temeraire* took the start and outpointed and outfooted *Iroquois*, with the Rochester boat losing by more than five minutes. The third race, a triangular course, was sailed in half a gale. *Temeraire*, with a slightly better start, repeated her fine performance of the day before, and led the series 2 to 1 as she crossed the finish line in a blinding rainstorm.

The next day found the wind lightening but the seas remaining so heavy that a postponement was ordered.

The fourth race, in light and variable winds, was just what *Iroquois* needed to recoup her fortunes. Mabbett led from the start and crossed the line three minutes ahead, to even the series.

The fifth and deciding race, on a triangular course was, according to Jarvis, "a neck-and-neck race" until *Temeraire* broke her spinnaker boom, letting *Iroquois* establish a comfortable lead which she never lost.

Thus RYC retained the Canada's Cup but subsequent events showed that, whatever the intentions of the donors, something more than "the encouragement of yachting on the Great Lakes" had crept into the contest.

Royal Canadian's challenge was accepted and with no interest shown by any other Canadian club, the stubborn Toronto sailors built three contenders of the new P-Class for the 1907 contest.

Rochester, in the absence of offers from any other club to build boats for the trials, could not, as Noxon said, "keep up the pace." Finances limited them to one boat but they resolved "to have that one as good as could be built." Thus it was that *Adele*, the last work of the great British designer A. E. Payne, (completed after his death) came to Rochester to meet the Nathaniel Herreschoff designed and Bristol-built *Seneca*.

At the helm of the Canadian boat was to be the veteran Aemilius Jarvis. Noxon said:

The latter had not sailed in the previous Cup races and it was thought he had given way to younger men, but the challengers were taking no chances this time and their greatest skipper was brought forward to redeem their lost laurels. Hearing this, the Rochester Yacht Club immediately turned to Addison G. Hanan of New York for support. The latter came to Rochester, looked the *Seneca* over and consented to sail her. He spent a week tuning up the defender and a few days before the races said he was ready.

"The contest commenced in a cloud of controversy," said the RCYC annalist.

The Canadians questioned *Seneca's* measurements, and in the absence of Herreschoff's plans (the great designer had never been known to release copies of his lines), the RYC boat was hauled and weighed. Calculations showed she did, in fact, measure in at 27.12, over the limit of 27.



THISBE in 1930

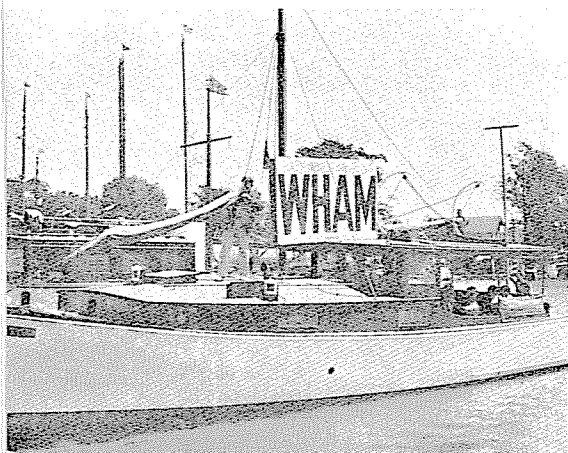
With the start of the first race delayed to allow work to be finished, *Seneca* was squeezed into the measurement by rigging changes. On the starting line August 10, 1907, *Seneca's* crew consisted of Eric C. Moore, Charles W. Faxon, William Little, and Captain Wells, professional. Jarvis outmaneuvered Hanan, sailing the line on the starboard tack as starting time approached, and holding *Seneca* above the line. But from a short time later the race was

no contest. As the wind died the only question was weather the leading *Seneca* could finish before the time limit expired. She did so by a bare one minute and thirty-eight seconds, while *Adele* abandoned the course.

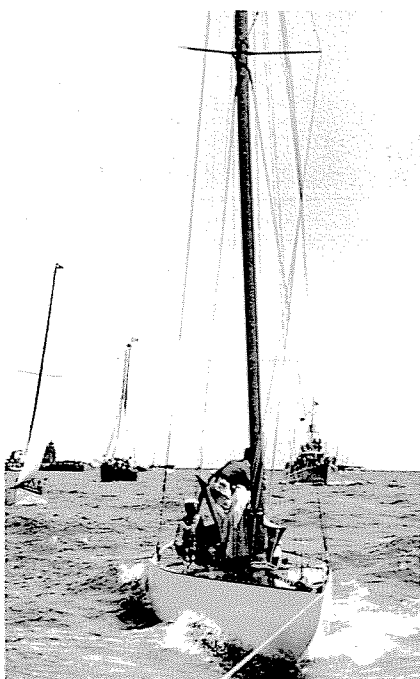
In the second and third races, in heavier winds, *Seneca's* superiority became ever more evident despite the expectations that *Adele* would be at her best in heavy weather. The Canadians again went home without the Cup.

Royal Canadian Yacht Club seemed at the time eager to continue the contest and announced its willingness to build three boats for 1908 or 1909. Rochester Yacht Club, however, had exhausted its financial resources. No boat could be built, but RYC offered to defend in *Seneca*, which Addison Hanan had bought and taken to Long Island Sound. Hanan was to be skipper.

RCYC found this unacceptable.



WHAM broadcast each day's race from Jimmie Williams' *PHYLLIS II* in 1930.



THISBE being towed after breaking spreader.

The History of Canada's Cup in the RCYC Annals stated:

The Royal Canadian Yacht Club, looking at the terms of the deed of gift, which were to provide for the development of yachting on the lakes, pointed out that they could not accept the principle of salt water yachts and salt water skippers being brought to the lakes merely for the defense or winning of the trophy. The Rochester Yacht Club would not recede from the position they took, that they were free to draw on the world for the defense of the Cup.

The dispute is one that would be hard to adjudicate even at this distance in time. How can it be said that a yacht and a skipper accepted in one series are not acceptable in the next? But both sides remained adamant. RCYC withdrew its challenge and, since no other club on either side of the lake stepped into the breach, Canada's Cup competition went into a 23 year hiatus.

In the late 1920's the development and adoption by the North American Yacht Racing Union of the International Rule, under which Meter yachts were built, finally provided impetus to resume the contest. RCYC Commodore George H. Gooderham, who was a strong supporter of the new rule and wished to see it quickly popularized, proposed as early as 1928 that the series be resumed in 10 meter yachts, "in keeping with the prestige and dignity of the Cup."

RYC, under Commodore Philip Hoffman, persuaded the challengers that the smaller 8 meter yachts were not only as suitable, but more within the capacity of the Club, and 1930 was agreed upon for the seventh meeting in pursuit of the Cup.

Quest, RCYC's choice of three boats built by the Canadians for a total cost of \$45,000, must have seemed aptly named to our northern neighbors, for whom the Cup had proven as elusive as the legendary Grail. Skipped by Norman Gooderham, she set off to retrieve the

treasure. Not only the Rochester Yacht Club, but the whole city of Rochester was waiting in a state of high excitement to defend the Cup. The vast sum of \$25,000 had been raised by public subscription to build *Cayuga. Conewago*, designed by the young and talented Olin Stephens, and *Thisbe*, bought by W.P. Barrows after a season on Long Island Sound, joined her in trials starting May 30 and sailed almost to exhaustion.

Under the supervision of Chairman George Culp, elaborate performance charts were compiled, showing times by the leg, weather conditions, and speed on various points of sail, not only for each boat but for skippers and crews in a round robin that continued almost to the July 28 deadline.

Despite *Cayuga's* status as the Club boat and popular favorite, Barrows was chosen in a close decision to defend in his own *Thisbe*. Her crew included, surprisingly, Taylor Howard and his cousin John Taylor who had served as crew aboard *Iroquois* 25 years earlier, as well as Ted Pickering, Tao Molin, and Jim Snell.

The final bulletin of the RYC Canada's Cup Committee described the excitement of the meeting, witnessed by as many as 10,000 spectators at one time from vantage points on the chartered car ferry *Ontario I*, an immense fleet of spectator boats, or every possible place along the shore.

After five days of racing - nearly twenty hours of actual sailing—the result was in doubt up to a few hundred yards before the contesting boats turned the last mark and rounded for home in the final struggle of the epochal series.

On Monday, *Thisbe* had gone out under reefed mainsail with a jumping sea and turned in exactly the performance expected of her under those conditions of wind and weather, by beating Gooderham and *Quest* at the start and on every leg of the 18-mile windward-and-lee-

ward course, with a lead at the finish line of a bare fifty-four seconds.

On Tuesday, *Thisbe* crossed the starting line in a favorable position; then came the accident which gave Canada a free gift of the second race. Just across the line *Thisbe* broke a spreader and was forced to retire. *Quest* was compelled by all the rules of yachting to take a lonely sail-over, thus receiving this gift from the weather gods.

Wednesday, for the first time in the series, appeared to furnish weather conditions entirely favorable to the Canadian boat. Starting in nearly a flat calm with lightest canvas, the weather had changed almost the minute the starting gun boomed. A ripple sprang up on the water, the breeze freshened; it picked up more and more as the race went on, until the final legs were sailed through a sea tumbling with white caps and a breeze that was close to twelve miles an hour at times.

Barrows out-maneuvered Gooderham at the starting line, took the weather berth, out-footed and outpointed *Quest* on the first leg, a close reach; rounded the first mark forty-six seconds ahead, and thereafter showed unmistakable superiority on every leg and every point of sailing up to the finish line, which he crossed one minute and fifty-three seconds ahead of the Canadians.

The glorious uncertainty of yacht racing came to the fore with the dawn on Thursday, the day of the fourth race. *Thisbe* having proved invincible on Monday and Wednesday, with every prospect of showing the same performance

on Tuesday but for the accident which gave *Quest* that day's sail-over—this same *Thisbe* on Thursday looked like the last nag in a free-for-all race at a country fair. All the "super-man" and "super-boat" tradition surrounding Gooderham and *Quest* was verified on Thursday.

Again at noon with a sea of glass, a threat of rain, and an almost imperceptible breath of air from the east, if anywhere, Gooderham became the "super-man" right at the starting line with a strategy that put him across two seconds ahead and to the weather of *Thisbe*, and held this position in the lead most of the time without serious opposition, up to the last leg of the leeward-and-windward course.

All the thrills of a lifetime of yacht racing were crowded into the fourth and last leg of this amazing race. With the wind constantly fading away, *Quest* ended a spinnaker run on the third leg, rounding the outer mark more than four minutes ahead of *Thisbe*. Just around the mark, Gooderham set a Genoa jib for the beat to the finish line, took a tack inshore, and immediately ran into a flat calm, while *Thisbe*, drifting over to leeward, picked up a bit of breeze. Before this breeze reached *Quest's* flapping sails, her four-minute lead had disappeared and *Thisbe* was again on even terms.

When what started as a beat turned into a run, Gooderham set his enormous double spinnaker, the area of which was one of the many sensations of this series. First *Quest*, astern of *Thisbe*, had a vagrant puff and forged a trifle ahead. Then *Thisbe* was favored with another that pushed her counter

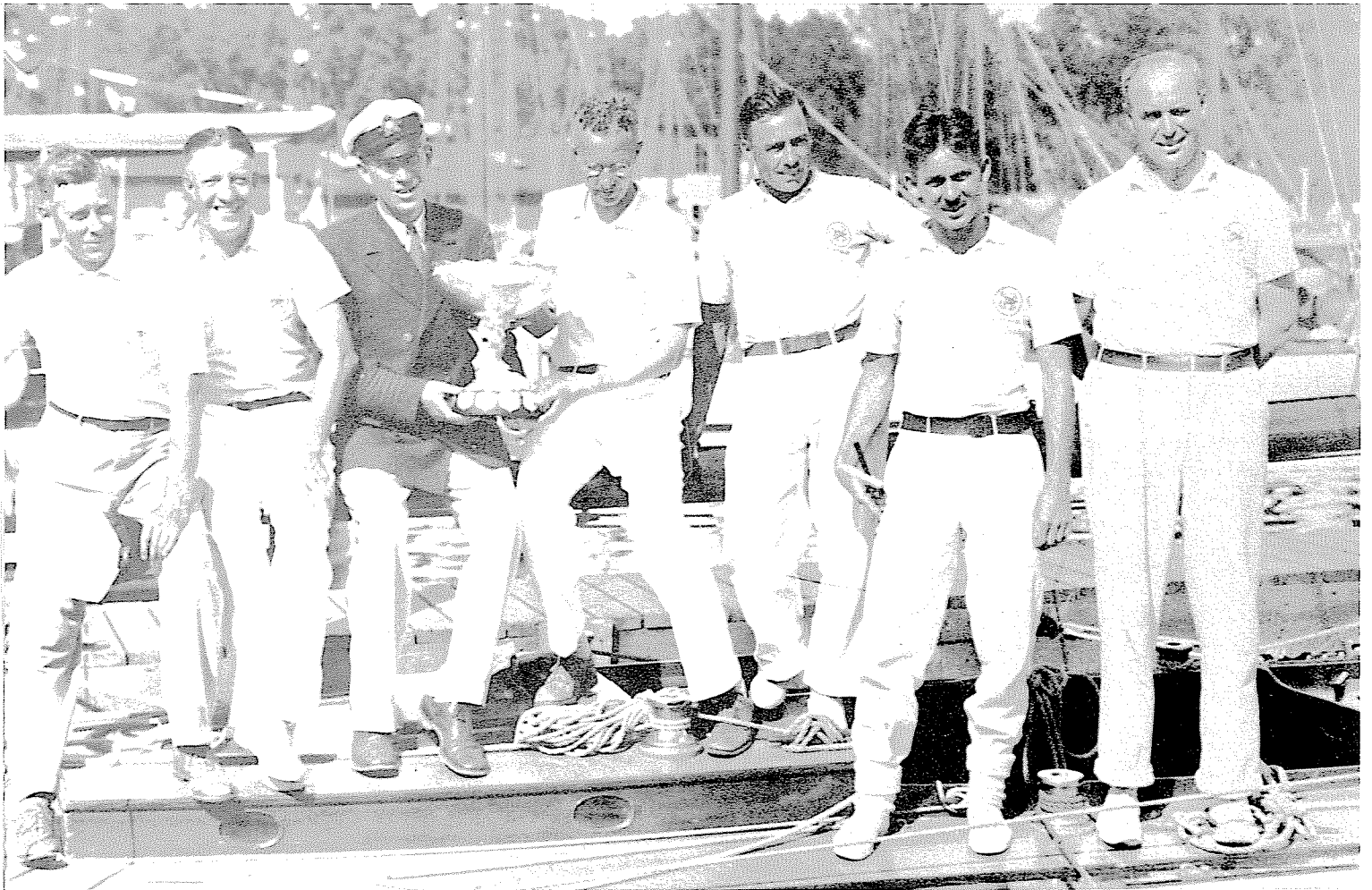
just ahead of *Quest's* bow, sufficiently to show daylight between. Then Gooderham succeeded in stealing some of *Thisbe's* wind and drew up again on even terms. They crawled along for a time, side by side, like a well matched team.

The paying customers on the official observation boat *Ontario* were falling off their deck chairs with excitement at this juncture, and many of the fair sightseers were almost overcome under the nervous strain of waiting; *Thisbe* alternately ahead and then dropping back.

Thus they came within hailing distance of the finish and it was still nose-and-nose, neck-and-neck; first *Quest* then *Thisbe*; then *Thisbe* ahead of *Quest* - until only a few hundred yards from the line, *Quest* managed to capture and monopolize a vagrant puff that pushed her ahead and across the line just twenty-eight fleeting seconds ahead of our struggling defender.

The fifth race, after a late start on a glassy lake, seemed to be Gooderham's right up to the fifth of six legs, despite almost inexplicable lapses by skippers and crews of both boats. This leg was a spinnaker run, with the wind not quite dead astern.

Hopelessly astern, with only two legs to go, out-sailed part of the time during the previous four legs, Barrows and his crew hung on. They were more than half way to the mark before any of the sorrowing Americans on board the judge's boat perceived a ray of hope. Then gradually it seemed that *Thisbe* had gained perhaps a trifle on the flying leader. The wind was possibly at the rate of five or six miles per hour at this time, and for a while it was hope against hope that *Thisbe* actually was closing that enormous gap to even a fractional extent.



Crew of CONEWAGO, 1932 Winner, Walt Farley, Walt Brown, Commodore Phil Hoffman presenting Canada's Cup to Skipper Rooney Castle, Iggy MacFarlan, Goog Brennan, Mort Anstice.



Launching CONEWAGO, City Island, N.Y., April 26, 1930, Robert Jacob (Builder), Margaret Larsen (Sponsor), Olin Stephens (Designer).

Coming from astern, it seemed as though even at a distance of many boat lengths behind, Barrows was managing to steal some of the wind from the jubilant Canadians up ahead of him. Almost before they knew it, he was working *Thisbe* out to weather of *Quest* and thereby getting in a position to blanket her during the last few hundred yards of this leg.

It was still too much to believe when she was nose-and-nose with *Quest* and as she seemed to draw ahead, there were moments of doubt that seemed to stretch into eternity to the breathless American onlookers who fairly doubted their own eyes, thinking it was a trick of the vision, or the angle of view which make it appear that *Thisbe* was actually forging past the faltering *Quest*.

Barrows and his crew had calculated *Thisbe's* headway to a nicety, and with *Quest* tucked safely under her arm, *Thisbe* was around the mark, breaking out her large jib, and turning into the wind for the grand and glorious reach to the finish at 3:35:18, exactly 14 seconds ahead of Gooderham. Barrows took no chances of being out-reached this time, however. He kept working out to weather, keeping a strategic position between the mark and his opponent and thus they pranced down the last and triumphant leg of this last race to the finish line, one minute and twenty seconds ahead of the valorous but defeated Canadians.

Everything on Lake Ontario capable of making a noise, from hoarse whistles on steam boats and asthmatic klaxons on

the tiniest power launches, to the swelling roar of human voices, joined in *Thisbe's* tribute as she came grandly down the line to receive it.

There was no question but that there would be a return match in 8 meters.

August 1, 1932 marked Wilmot V. (Rooney) Castle's first Canada Cup race, the only skipper to twice defend the Cup successfully. Castle won the right to defend by defeating, 10 times out of 15 trials, the winner of the previous series, William Barrows in *Thisbe*. Castle and Albert E. Eastwood had bought *Conewago* from Walter Farley, who continued to sail in her crew with Elmer McFarlin, Walter Brown, Mort Anstice, and Eugene Brennan.

"The first race," said RCYC archivist C.H.J. Snider, "was four and a half miles to windward and return, twice around, in a 12 knot breeze, rolling a lively little sea."

Invader II, RCYC challenger, designed and built by William Fife and sailed by Walter Windeyer, took the start and the first weather leg convincingly. Then Castle broke out his secret weapon, a parachute spinnaker, named by Castle the "elephant tent," which enabled *Conewago* to almost close the gap by the second mark. But *Invader*, attempting to set her Genoa, jammed the halyard, and Rooney seized the opportunity to initiate a tacking duel. *Conewago* tacked seven times in 20 minutes before Castle, on a starboard tack, was close enough to force Windeyer to give way and fall off. With *Conewago* between *Invader* and the mark, the race was over. Eighteen seconds ahead going into the run, the "elephant tent" allowed her to increase the lead to 35 seconds at the finish.

Observing the race aboard *Patricia*, as guest of RCYC Fleet Captain T.K. Wade, was Ernest Ratsey, son of the New York half of the famous firm of sailmakers. At the behest of Wade and Major W.F.N. Windeyer, Ratsey called the loft, and by morning *Invader II* had her own "tent", a

CANADA'S CUP WINNERS

DATE	WINNER	CLUB
1896	Canada	RCYC
1899	Genesee	Chicago YC (RYC)
1901	Invader	RCYC
1903	Irondequoit	RYC
1905	Iroquois	RYC
1907	Seneca	RYC
1930	Thisbe	RYC
1932	Conewago	RYC
1934	Conewago	RYC
1954	Venture	RCYC
1969	Manitou	RCYC
1972	Dynamite	Bayview YC
1975	Golden Dazy	Bayview YC

sail measuring 1,700 feet compared with the 1,100 feet of the sail borrowed from *Quest*, which had been considered so large just two seasons before.

The next day, in conditions similar to the first race, *Invader II* defeated *Conewago* by a minute and 15 seconds, all accumulated in windward work on a twice-around triangular course of 21 miles. Castle, astern of Windeyer, had tacked 22 times in 40 minutes, hoping to break through *Invader's* cover but, said Snider, "Windeyer sat on Castle's neck like the old man of the sea." "A parade," said the Democrat & Chronicle reporter, "with *Conewago* behind."

In the third race, RYC regained the advantage due to what was universally acknowledged as "smart sailhandling." With a southerly wind, going from flat to 8 knots, *Conewago* broke through *Invader's* lee after a luffing match, and finished 2 minutes and 41 seconds ahead after twice around the triangle.

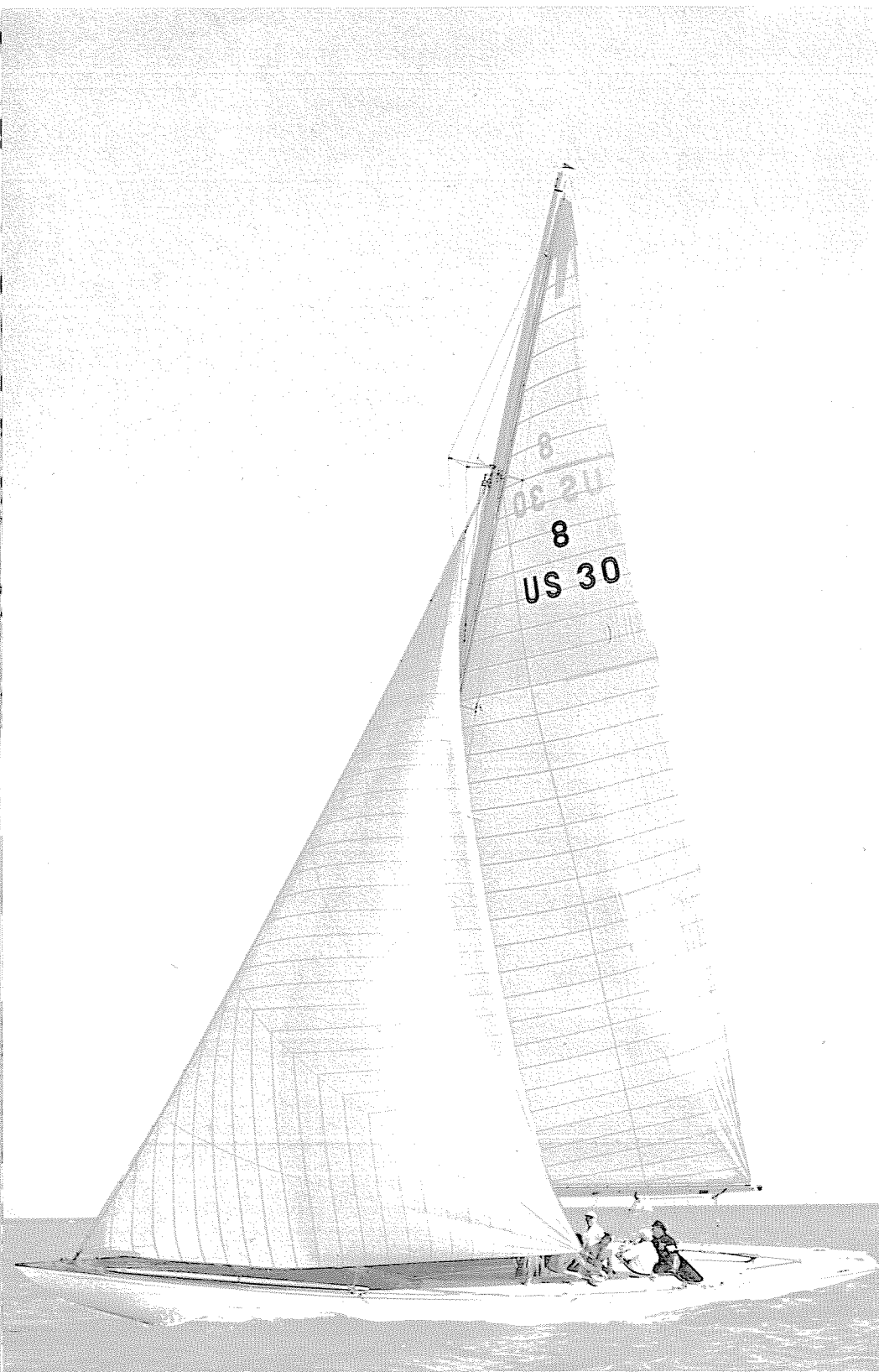
On top of the world, Rooney Castle and his crew went out for the fourth race, another triangle, to the dismay of the Canadians, who felt their boat had the advantage in windward-leeward course. Castle was to windward at the start, as the Canadians elected to start at the opposite end of the line. Hope surged aboard

Invader II as *Conewago*, in one of few errors of tactics reported in the series, overstood the first mark and allowed Windeyer to round 39 seconds ahead. *Conewago*, however, was able to cut down this lead in a short luffing match which carried both yachts a mile above the course, and finally sailed through *Invader* to weather. The "pachyderm parasols" were broken out, and in the ensuing jibing match first *Invader* and the *Conewago* stood in the lead but, as they rounded the mark, Castle was a bare three seconds ahead.

Invader II continued to challenge, now drawing up, and now falling back, but Rooney and the RYC crew never again lost the lead. At the finish line they had 23 seconds and the Canada's Cup in hand.

The year 1934 was not a good one from many points of view, but it is safe to say that for the Canadians, who challenged for the Canada's Cup, it had an extra gloominess to add to the Great Depression. Neither RYC nor RCYC considered building a new boat. Although beaten in trials on several occasions by both *Quest* and *Norseman*, *Invader II* skippered by Thomas K. Wade was chosen for her supposed heavy weather qualities. Seldom has confidence been so misplaced.

In the first race of the ninth contest held for the Canada's Cup, the



ISKAREEN lost Cup in 1954. Shown during trials.

wind blew so hard that spray flew over the spreaders of the challenger and *Conewago*. The boats took so much water that, according to newspaper accounts, "there was not a shred of dry cloth with which to wipe skipper Castle's glasses and he sailed some of the race blinded by spray." In a twice-around windward-leeward, in winds over 30 knots and seas as rough as had been seen in Canada's Cup competition, Castle ate out *Conewago's* lead to more than two minutes on the first windward leg then allowed *Invader* to make up most of her lost time on the leeward leg by setting her spinnaker while *Conewago* stayed with the safer but slower jib. Not content to have done this once, Castle repeated again, with a lead of four minutes as the boats started the second downwind leg, and with icy calm watched *Invader* narrow the gap. But despite the gallant Canadian effort, *Invader II* was still more than two minutes behind at the finish.

The Canadians never came close to making a fight against what was called "the most perfect match of boat and crew and skipper Rochester had ever had." In the next two races, *Conewago* won going away in light and fluky air, by eight minutes on August 22, and by more than ten minutes the next day.

With such an experience behind them, it was not surprising that RCYC sailors were talking in terms of at least three years and a different kind of boat, for a possible next challenge. But the mid-1930's, it developed, were not propitious for funding new hulls, and by 1939 our neighbors to the North were donning World War II uniforms, to be followed by their American friends two years later.

But even the longest reign must end. Rochester received a challenge from RCYC in 1952 for a contest to be sailed in yachts that had almost disappeared from the lake, the 8 meters of the 1930's Canada's Cup races. By the time July 1954 rolled around, there were two at RYC. One was the venerable *Thisbe*, returned

to the Club from Detroit by Scoop Palmer and bought by Howard Klitgord. Second was *Iskareen* snatched out, by a timely cable from Herb Wahl, from under the nose of George Cuthbertson who had flown to Scotland to buy the Swedish-built Sparkman and Stephens boat for RCYC.

Trials determined that Howard Klitgord, aboard *Thisbe*, should defend the Cup in the first challenge in 20 years, but the sportsmanlike Wahl offered his newer and more highly regarded boat for the occasion. *Iskareen*, with Wahl, John Odenbach, Alan Hickok, Art Chappell, Bus Warden, Ernie Coleman, and Chuck Lee was to meet Norman Walsh's *Venture*, skippered by Dave Howard.

For weeks before the meeting, newspapers were full of accounts of the most minute details of boats, crews, and preparation for the races. Regret was expressed that the demise of the car ferries *Ontario I* and *Ontario II* made it impossible for the public to see the match from grandstand seats as in the Thirties.

For a short time it seemed as if the triumphs of that time were to be repeated as *Iskareen* sailed off with the honors of the first race. "The boats," Democrat & Chronicle reporter Dave Warner said, "were so close at the start that you could pass a match from one to the other. But within 15 minutes *Iskareen* started to draw ahead, and widened the gap through a long tacking duel to 1 minute 59 seconds at the finish." "I guess the only way to beat them," Warner reported Canadian skipper Dave Howard as saying, "is to get out front at the start and stay there."

Unfortunately, Howard had not only diagnosed the situation, he was more than capable of carrying out his own prescription. In the second race, a light air twice around windward-leeward, Howard worked out into the lead after an even start, and preserved it even through sending a man up in the rigging to repair a sagging spreader in the midst of a tacking duel. *Iskareen* drew slightly ahead on the downwind leg, but sharp tacking put *Venture* again into the lead after

the mark when the boats strung together more than 20 quick tacks. *Venture* was not again headed, and crossed the line with 56 seconds to spare.

The third race, twice around a triangle, started in fluky air after three 15-minute postponements in the hope that the wind would settle. Both yachts were above the line at the gun and had to dip down; *Venture*, unfortunately, miscalculated and tacked to cover *Iskareen* too soon and found herself in the unenviable position of having to go back to restart as her opponent sailed off on course.

The wind, however, was so fluky that at one point the boats were sailing at a 30 degree angle to one another while only a few boat lengths apart and, in these conditions, anything could happen. *Iskareen* maintained her lead until a brief fouling of the jib sheet on the fourth leg allowed *Venture* to move ahead. *Iskareen* seemed to lose her ability to tack sharply and *Venture*, splitting tacks, caught a favorable shift and rounded the mark onto the reach 2 minutes 33 seconds ahead. By the finish, two legs later, the margin had widened to 8 minutes 50 seconds.

All the home Club's hopes were now pinned on evening the series in the fourth race, a leeward-windward that turned into a windward-leeward on the first leg. As the wind came forward it freshened, and *Venture*, in the lead at the start, maintained her position, staving off the best efforts of Skipper Klitgord through tacking and jibing duels until the last leg when *Iskareen* went off on what appeared to be a flyer in the last attempt to close the gap. Her efforts were unsuccessful and the victorious *Venture* finally regained the Canada's Cup for the country of its origin by a comfortable 3 minutes 16 seconds.

An exhaustive survey of Club opinion determined that a 1956 challenge would find insufficient support, so no immediate effort was made to set up a new series. At RCYC feeling was solidifying that the Cup should be raced for in cruising boats, under

the CCA rule. The astonishing growth of interest in both ocean and round-the-buoy racing under this rule, as well as the "development of yacht racing" of the deed of gift were cited in support of this decision.

A series was held in 1969 off Toronto in which *Manitou*, skippered by Perry Connolly and Gordon Fisher, defeated *Niagara* under John Lovett representing the challenger, Cleveland Yachting Club. For the first time Canada's Cup competition included long distance races as well as course racing. The long distance event counted twice as much in the scoring as the shorter races.

The Cup was recaptured for the U.S. in 1972 by Llwyd Ecclestone in his Ted Hood designed *Dynamite*, sailing under the burgee of Detroit's Bayview Yacht Club. *Mirage*, skippered by RCYC's Gordon Fisher lost a close and exciting series. That year the rule was shifted from CCA to the newly adopted IOR Rule.

Most recently, in 1975, Bayview Yacht Club's Ron Holland designed *Golden Dazy* under skipper Don Criner defeated RCYC's David Howard in his C&C designed *Marauder*. Howard was the skipper of cup winner *Venture II* in 1954.

So the prestigious Cup now resides in the Trophy Room of Bayview Yacht Club on the shore of Lake St. Clair in Detroit. It is evident that the mentors of RCYC, and perhaps other Canadian yacht clubs as well, are as determined as ever to bring the Cup north again and further competition is likely. At RYC there is occasional conversation among the more active racing skippers about reentering this fiercely competitive event, but as of this writing it would seem that an active campaign is unlikely in the near future.

So this story about the Canada's Cup ends. RYC has a proud history, winning seven of the eight Canada's Cup series in which it competed. This trophy is still emblematic of the highest racing skill on fresh water and it can be hoped that some day the RYC burgee will again grace the truck of a Canada's Cup winner.