

C.C.C. BULLETIN



of the CANADA'S CUP COMMITTEE, Rochester Yacht Club

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

MAY 1930

"Cayuga" Goes Overboard--- New Style

The sun broke through the fleecy cotton-wool clouds of a perfect May day and smiled cheerily on the sleek enamelled sides of "Cayuga," the Canada's Cup Syndicate "white hope."

A giant railroad crane cleared its throat with a puff of steam in warning to William P. Barrows, who was working like a human dynamo to clear away the travelling gear that bound the snow-white craft to an unromantic flat car.

The crane engine coughed again, slightly, stretched its steel muscles, and lifted the 10-ton Paine creation as tenderly as a sleeping babe from the cradle on the car that had transported her from her birthplace in the famous Lawley yards at Neponset, Mass., to a N. Y. Central sidetrack bordering the dark-brown Genesee at Charlotte.

Hanging for a moment poised gracefully in air from the crane while a squad of newspaper photographers and news-reel men yelled "Hold it!" the boat was lowered slowly toward the bosom of the river, with "Bill" Barrows and "Prof" Barney Eik hanging on for dear life to the sloping deck.

"Cayuga's" leaden keel just kissed the water at her greatest draft, astern, feeling for the first time the stuff that is always referred to in launching descriptions as "her native element."

A crowd on the west bank of the River and thronging the rail of Stutson-street bridge held its breath.

Midstream, a gaily dressed-up group of the Club's dressiest cruisers maneuvered about like a flock of swans, with John Castle's handsome "To N Fro" nosing the bank to function as a platform for the launching party.

On the tip of "To N Fro's" prow stood Mrs. William P. Barrows, balancing herself to meet the slight roll of the boat, and looking as much a picture as "Cayuga" herself.

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Oh, What A Season This Will Be!

Looking over the 1930 Sailing Schedule just mailed to members by George Culp's Sailing Committee, it is observed that all and sundry interested in the grand old Corinthian sport are to have more opportunity for indulging same than in many years past.

Not during 1930 shall it be said that our enticing lake front looks like a summer resort in winter.

Speaking particularly of the Sailing Committee, composed

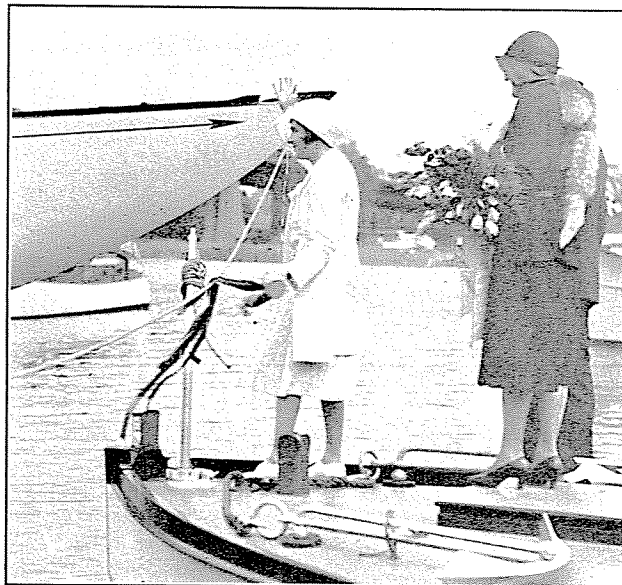
of Chairman George Culp, Charles Faxon, Lorrie Mabbett and Thomas Pritchard, it may be recalled that their work started last fall when preparations for the big Cup races were under way, and there will be severe demands on their time all the way to laying-up days next fall.

Races are assigned on the schedule to some 37 Saturdays, Sundays and holidays during June, July, August and September—the 8-meters, R's and Dinghy Division participating in nearly all except the Canada's Cup trials and races followed by the L. Y. R. A. Regatta at Hamilton.

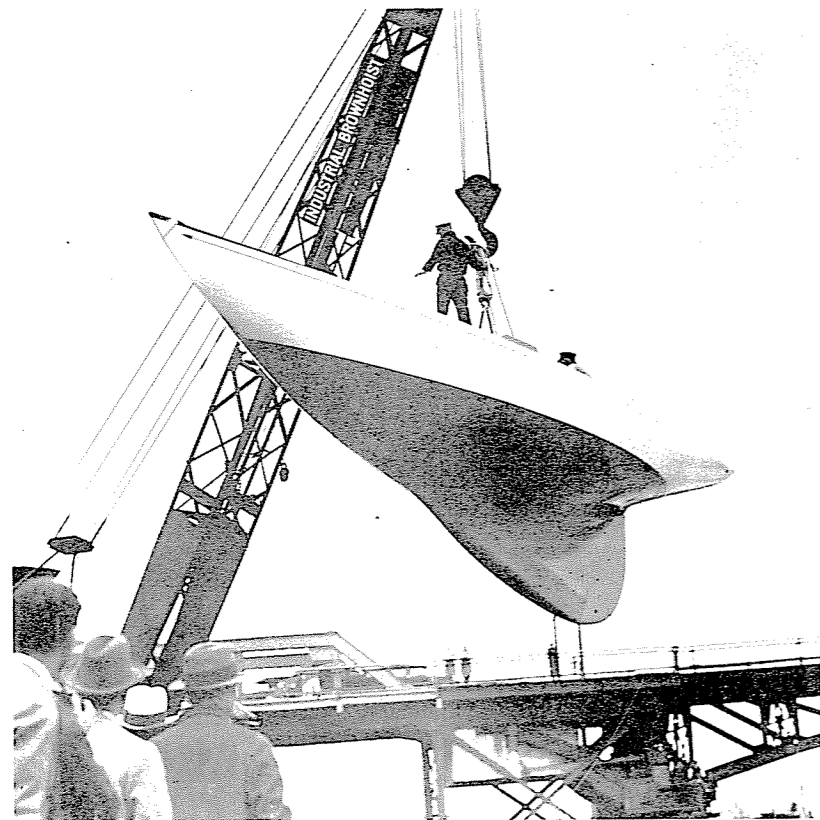
The epochal eliminations between the three C. C. nominees

will naturally hold the center of interest during the last two weeks in July and the first in August, during which time the Selections Committee will hold the fate of the Cup in its hands. This special committee comprises Charles Van Voorhis, Frank Christy and George Roat, in addition to the members of the season's Sailing Committee named above.

Conditions this season seem to favor a lot of keen competition in the Dinghy Division of the Club, which is a good sign. The reduction in numbers of the R class means a transfer of many older men to the 8-meters and leaves the fast little "upsetters" as the logical source of new talent which must be developed to furnish man-material for future Canada's Cup races and the sport in general.



"I Christen Thee 'Cayuga'"



CAYUGA Launched May 20, 1930, at Charlotte. "Bill" Barrows engineered the delicate job of steam-cranning the trim-lined craft from the flat car into the Genesee with rare skill and dispatch. W. V. Castle officiated in charge of the launching ceremony which was carried off without a hitch.



THISBE—About to receive her christening in fresh water, at Charlotte, May 13, 1930. The Barrows boat was built and sailed on Long Island Sound in 1929. Bought by Barrows this spring for the Canada's Cup races, she was shipped to Rochester from salt water on this 52-ft. flat car, coupled to another extra-length car to take care of the overhang of her towering mast. The picture gives some idea of "Thisbe's" sweet lines, as well as of the efficient way these beautifully fabricated boats, representing thousands of dollars invested, are cradled for safe shipment by rail.



CONEWAGO, Launched in the good old style at City Island, N.Y., April 26, 1930. Left to right—Olin J. Stephens, designer; Drake Sparkman, his partner; Walter L. Farley, skipper and head of "Conewago" syndicate. Miss Margaret Larson, sponsor; Albert B. Eastwood, of "Conewago" Syndicate; Robt. Jacob, builder. (Miss Larson is secretary to Mr. Jacob.)

LAUNCHINGS — OLD-STYLE AND NEW

"Cayuga" Goes Overboard—New Style

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In fact, we might say that in her white gown she contended with "Cayuga's" glistening sides for attention of the sun's brightest rays and the eyes of the crowd. At this point, precedent calls for some gallant reference to "thoroughbreds both,"—and very apropos, as all who witnessed the scene will verify.

There was a deafening roar and splash just at this crucial moment, as that impetuous one, St. Clair Rogers, came tearing up river, wide open, in his sky-rocketing "Jolly Roger." Right toward the center of the picture he roared, throwing a swell that threatened to bust up the whole show, pronto! Then, just as the situation was most critical, he shut off, reversed; the roar of his motors died to a hush, and "Jolly Roger" sneaked into the group as meek as a lamb.

"To N' Fro" nosed in toward the bank again, almost rubbing "Cayuga," which dangled idly from the bridle hung to the crane arm, her heel just kissing the water.

Mrs. Barrows braced herself again, waving a genial looking bottle bedecked with ribbons and bound to a short staff. Beside her, Mrs. W. V. Castle held the gorgeous shower of roses presented to "Cayuga's" sponsor by the Club. Commodore Hoffman edged up a step behind Mrs. Barrows, equally ready to take a bow or a dive in case the fair sponsor lost her precarious balance.

Smash! The bottle struck "Cayuga" fair on her nose. Something foamy flew impartially over white-coated "Cayuga" and the white gown.

"I christen thee 'Cayuga,'" cried Mrs. Barrows in a brave voice that was instantly lost in the salvo of toots and tweet-tweets from the klaxons and air-whistles of the assembled fleet and the shouts of the crowd.

Your reporter strained his eyes to make out the different craft assembled at the launching, and their guests. Following is as far as he got—omissions regretted and apologies to any thus omitted:

On board "Momiji III," Commodore Hoffman had a large and distinguished party, including: Howard Kidd, Jr.; Charles J. Casey, Mr. and Mrs. Milton Miles, ex-Commo-

dore Stevenson and Mrs. Stevenson, Mr. and Mrs. Stephen Story, Mr. and Mrs. Walter Farley, Mrs. Harold Field, Mr. and Mrs. T. A. Sharp, and Mr. and Mrs. Harold Kingston.

John Castle's beautiful new "To N Fro" hovered near shore, with Mrs. Barrows and the christening party. Others aboard with Mr. Castle were Geo. W. Todd, Walter and George L. Todd, Mr. and Mrs. W. V. Castle and Mrs. Charles W. Weis.

Dr. Sahler Hornbeck's majestic "Sahlou," another brand newcomer to the fleet, added dignity to the scene. In their party Dr. and Mrs. Hornbeck had several guests including Harvard Castle and David Bellamy.

"Bill" Daly's "Mutchum" also brought a party of interested spectators, and A. C. Freer's "Maromar" was among those present, in charge of the genial "Andy" Anderson.

Following the successful launching of "Cayuga," the Commodore entertained the launching party at a dinner in the Club house, at which all three of the Canada's Cup nominees were toasted and "May the best boat win the cup."

Additional "Cayuga" Subscribers

Since publishing the original list of subscribers to the Canada's Cup Syndicate, four additions and omissions have been checked, to whom acknowledgements are due, as follows:

Gustave Erbe, Sr., The Sagamore.
Edward A. Halbleib, Northeast Appliances Corp.
Darrell D. Sully, 393 Westminster Rd.
Also Fred C. Ledyard, of Rochester and Pultneyville.

Mr. Ledyard has been too long neglected in these columns. He was the god-father of "Cayuga," having supplied the winning name in the prize contest, and then turning back to the Syndicate the \$25 check awarded him for suggesting "Cayuga"—a name which we hope may prove immortal.

Asleep in the Deep (?)

"Where in thunder-and-lightning-and-blue blazes," asks Walter L. Todd, efficient Chairman-Treasurer of Canada's Cup Syndicate, "are those tail-end well-wishers of the 'Cayuga' fund who promised to send checks for their subscriptions last month and haven't been heard from yet?"

Yo Ho, and a Bottle of Rum!

Or Eight-Bells, or Shiver-My-Timbers, or write your own heading

Pleased to report, as promised last issue, his name is Barney Eik, spelled E-I-K and pronounced IKE, as in Mike. He hails from another of those places up in the Scandinavian peninsula, and is sure one all-around, two-fisted "prof" sailor.

Chas. J. Casey, traffic mgr. for E-K Co., was an interested spectator at "Cayuga's" launching, and entitled to many thanks of Club for the way he engineered the prompt and efficient delivery of both "Thisbe" and "Cayuga."

Many who watched "Bill" Barrows and his assistant attaching the steel bridle that lifted "Cayuga" from her cradle on a flat car, will wish to know how a delicately fabricated craft, weighing in the neighborhood of ten tons, can be slung into air from a steam crane and dropped into the water as lightly as a feather on a baby's breast, without straining a fibre of her highstrung being. The answer is that, in building these boats, two heavy eyebolts are anchored in the keel, one fore, the other aft. The steel bridle fastened to these bolts comes up through hatches in the deck, furnishing a sling that distributes the weight to a hair and beyond all likelihood of harm when handled with such skill as displayed in "Cayuga's" launching.

Our "marine contractor" comes alongside to say thanks for the ad in last issue of this Bulletin, but where in the blighted universe do we get the idea he is one of those skjol Norskys. Not for any money, says Phil, would he have been born anywhere but Denmark, which he emphatically claims he was. O. K. Phil. Wherever the best square-head sailors are born, that's sure where you came from.

Station WHAM speaking. The report of to-day's race, the first in the Canada's Cup series, which is attracting world-wide attention, is as follows ———."

Yes, gentle readers, if you are indeed reading these lines, as we sincerely trust you are, the first of the August Cup races will be broadcast over WHAM for the benefit of our breathlessly-awaiting Toronto cousins and the rest of the world. Arrangements with the Rochester station have been made by ex-Commodore Stevenson, through courtesy of the Chamber of Commerce, which will interpolate the yacht-race report in its daily hour, somewhere between 8 and 8:30 P. M. All hands are hoping the arrangement may be extended to include the entire series as well as the first race.

Syndicate fund contributors, take notice that our genial Commodore says there will certainly be a sight-seeing boat to follow the Canada's Cup races, and you will be assured of an invitation and comfortable accommodations. More later.

The old-time launching, with greased ways and the cheery ring of sledge hammers knocking away the last chocks under the cradle—that was a long-drawn-out and impressive affair. Nevertheless, we must hand something to the modern ocean-to-lakes transportation idea, with a railroad flat car and a monster steam crane furnishing all the "scenery."

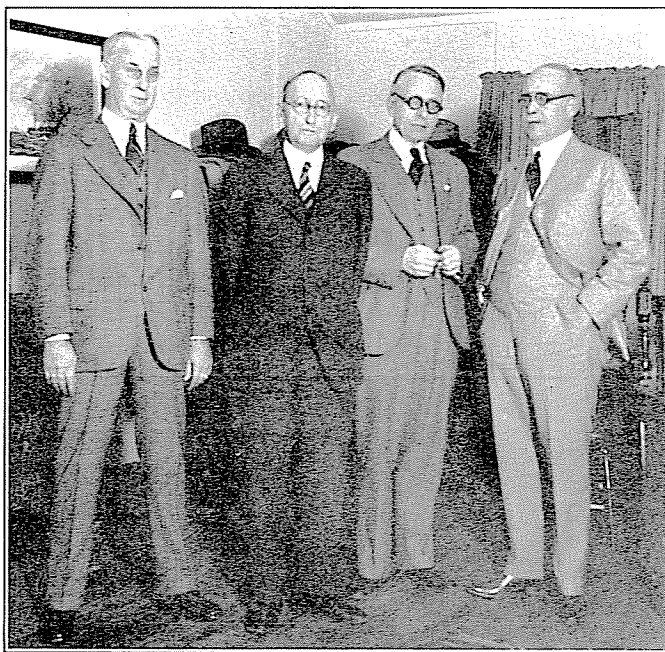
It required exactly 3 minutes from the time the "Cayuga" started to rise from her cradle until her bow was bathed in what-do-they-call-that-christening-stuff?, and the rest of her was all wet in the Genesee.

100-per-cent-efficient and a sportsman, that's our idea of Skipper "Bill" Barrows, whether we see him across a mahogany desk directing the destinies of his handsome merchandising establishment; or buying a costly 8-meter racer, single-handed, as a personal contribution to the Canada's Cup defense; or superintending the building of a Syndicate boat to compete against his own craft, working like a paid hand to get her safely into the water, and then pitching in full steam at all the odd jobs of putting her into shape for rigging. Any club that had as many as three "Bill" Barrows could beat the world.

First time we saw "Cayuga" under sail was Sunday morning, May 25, when Skipper W. V. Castle took her outside the piers for a trial spin in a blow of wind that came puffy and full of knock-downs from N. W. The Syndicate boat stood up to it bravely, but "Rooney" resisted the temptation to put her over far enough to risk any severe stretching of the new Ratsey cloth she is wearing.

Pleased to report that uncertainty as to availability of Clifford C. Mallory as third member of the Judges' Committee for the C. C. Races has been removed with his definite acceptance. This news means much to everyone interested in the series and to the world of yachting at large.

W. V. Castle, as chairman of Canada's Cup Committee, has been playing hide-and-seek with W. V. Castle, temporary skipper of "Cayuga." "Rooney" says he refuses to appoint himself to anything more definite than overseeing the tuning-up and preliminary try-out of the Syndicate boat. In any event, says the Chairman-Skipper-pro-tem, selection of permanent skippers is in the hands of the Judges and Sailing Committee.



1930 SAILING COMMITTEE

From left—Lorenzo G. ("Lorrie") Mabbett, Charles Faxon, Geo. P. Culp, chairman; Thomas B. Pritchard. These four will be augmented by Charles Van Voorhis, Frank Christy and George Roat to constitute the Selections Committee for the Cup eliminations.