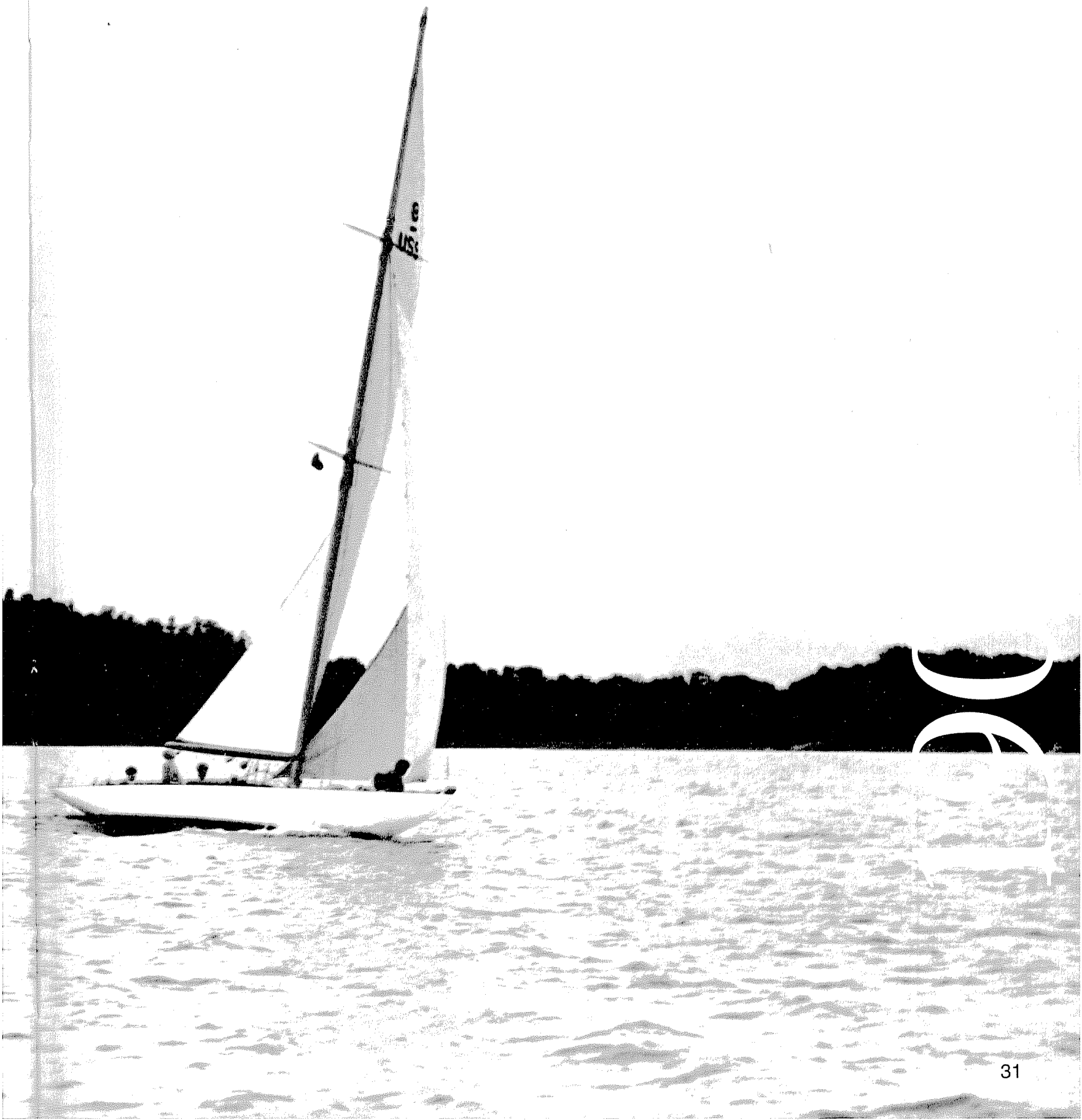


The Canada



Cup Years



THE TURN OF THE CENTURY

The years between the founding of Rochester Yacht Club in 1877 and about 1910 are described as Golden Years. Membership had grown from the original 46 charter members to 318. A personal insight on the scene in the harbor just after the turn of the century was obtained from Past Commodore John Van Voorhis. Van Voorhis' father would take him to dinner at the West Side Clubhouse and they would look out on the river from the porch and his father told him:

Twenty to 30 sailboats were moored, mostly on the east side of the river between the Naval Reserve Building and the railroad bridge, and although they had no auxiliary engines, they had paid hands. When the wind blew up out of the northeast, the paid hands would swarm on the river in their dinghies from the old yacht club on the west side, set their jibs, slip the moorings and blow their horns for the railroad bridge to open. They would anchor or tie up to the east bank of the river above the bend out of harm's way from the seas kicked up by the storm.

CANADA CUP COMPETITION INTENSIFIES

Sailboat racing was a major activity from the very beginning of the Club, proving to be a cohesive force. The Canada's Cup competition continued to be the focus of intense interest.

1901

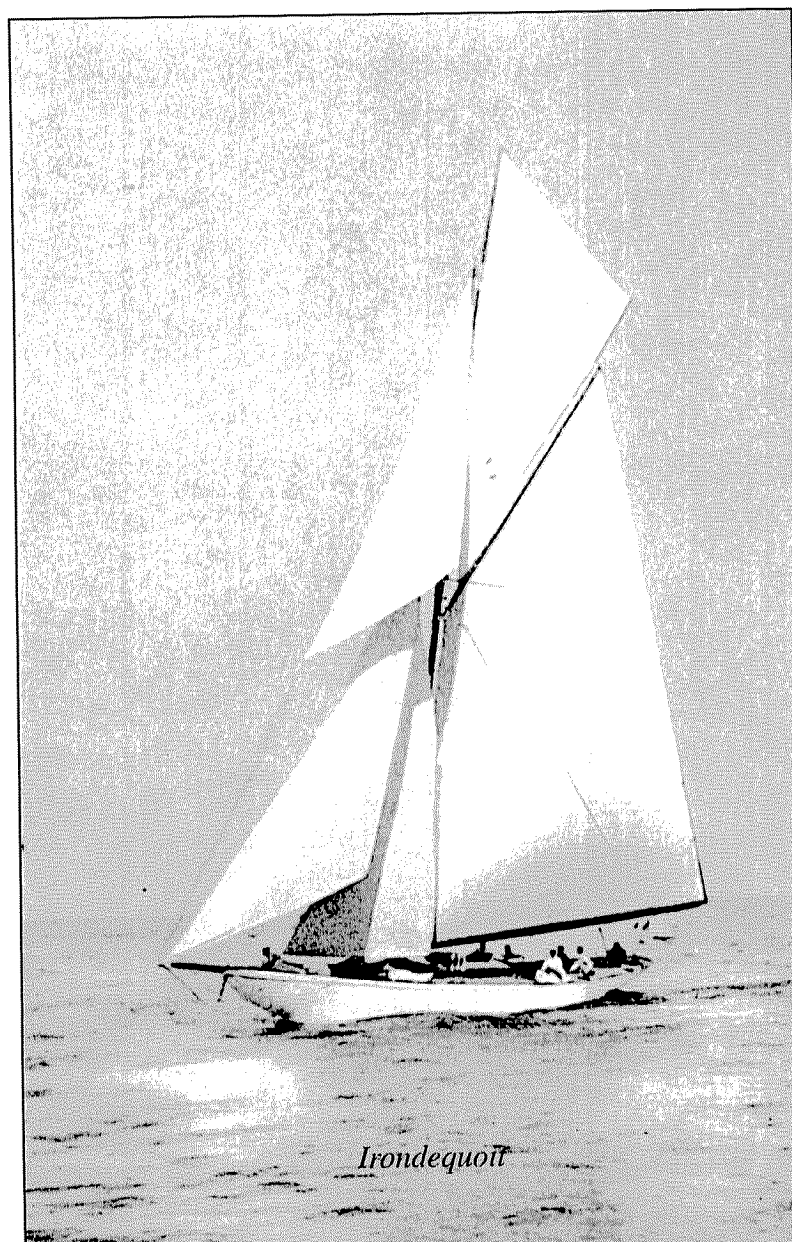
In 1901, RCYC fielded a new yacht *Invader* which won trials against *Beaver* and *Canadian*. Chicago defended with *Cadillac* of the Detroit Yacht Club, victor among six contenders in trials. Aemilius Jarvis of RCYC was again skipper of *Invader*, owned by Commodore George H. Gooderham. He easily defeated, by 3 to 1, *Cadillac* owned by Commodore Shaw of Detroit Yacht Club and skippered by William Hale Thompson. RYC was not 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 the Rochester Yacht Club had made their bids. It was thought fair to give an American Lake Ontario yacht club the preference and RYC won.

1902

Each club built one boat under a new rule adopted in 1902 in the 40-foot class chosen by RCYC. A long bowsprit brought the Canadian boat, to be named *Strathcona*, to 61 feet long. 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 in City Island, N.Y. The *Irondequoit* measured 65 feet overall, 40 feet on the waterline, and had a beam of 12.5 feet with a draft of 9 feet. Like *Strathcona*, she carried 2,600 square feet of canvas, cutter rigged.



Irondequoit

The *Detroit Free Press*, Clute Noxon reporting on 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.

Shortly before 11 a.m. on August 8, the contenders began jockeying for position outside Toronto Bay. A large flotilla of spectator boats stood by. Jarvis took the start but by the second mark *Irondequoit*, which included in her crew Commodore Van Voorhis, Thomas B. Prichard, Lorenzo B. Mabbett, Fred L. Smith, Wilson H. Cross, F.B. Hoyt and four professionals, had drawn ahead. 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. *Strathcona* crossed the line 22 seconds ahead of *Irondequoit*.

In the next day's race Barr apparently miscalculated the start and crossed the line two minutes behind Jarvis. By the finish, *Strathcona* had widened her lead to more than 10 minutes and the American challengers were in a disorderly rout.

Commodore Everest's steam yacht *Navajo* 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.

As they 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. A yell rang over the waters that could be heard half way to Fort Niagara.

In that race *Irondequoit* took the start and continued to gain until she was more than five minutes ahead at the finish.

The fourth race found the Americans elated and the Canadians careful. *Strathcona* took an apparently safe berth on *Irondequoit*'s weather quarter and 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 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, was able to bear off and catch a favorable 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 tied the series and local enthusiasm heightened to a frenzy.

In the fifth race, *Irondequoit* made a dash around the judges' boat and came up on the line firmly in the weather position.

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 spectator fleet.

At the windward mark the Rochester craft led by one minute and 30 seconds and then she settled off on a broad reach with balloon jib and large jib topsail set. *Strathcona* was too far back to interfere with *Irondequoit*'s wind on the last leg home. The American challenger galloped across 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.

1905

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 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 *KeeLox II* and the *Rochester* was designed by William Gardner, who had designed *Irondequoit*. They were 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.

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 1,500 square feet of sail, *Iroquois* cutter rigged and five-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 harbor 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."

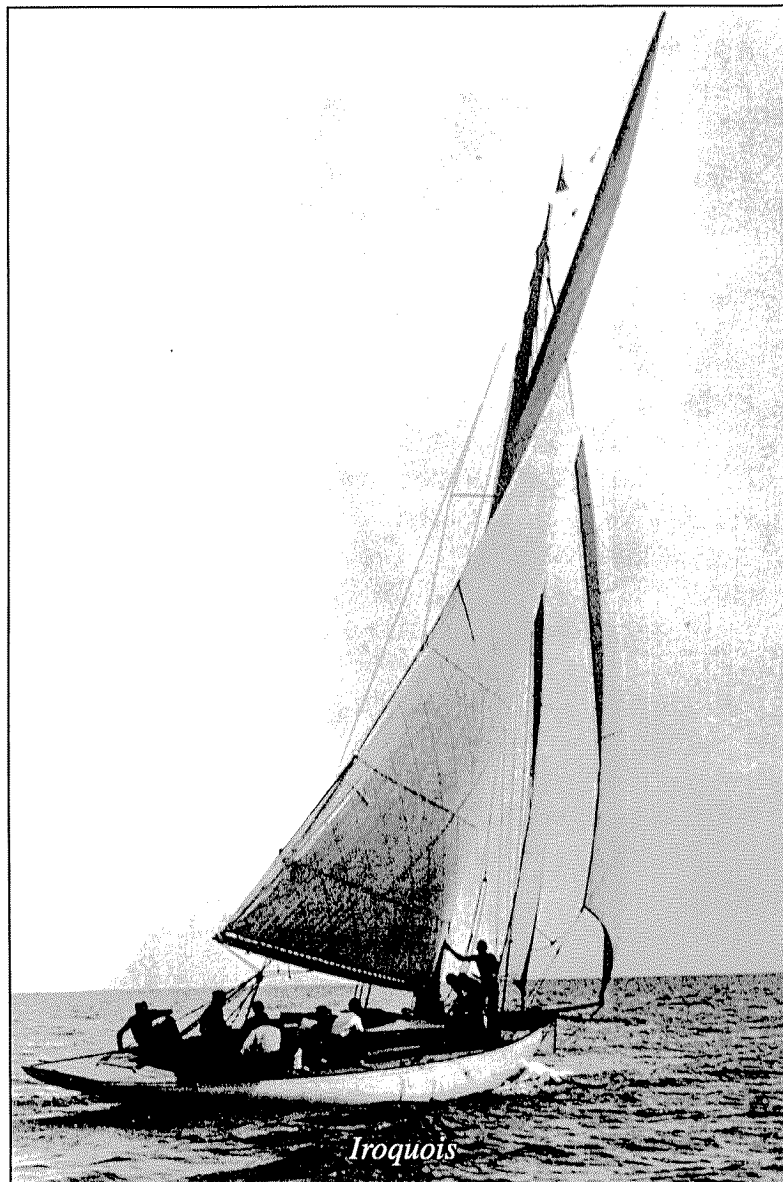
But Mabbett's crew, consisting of James Backus, William Little, Taylor Howard, Fred A. Mabbett, John A. Taylor and professional Harry Van had their work cut out for them in the second race, a windward leeward, four miles, twice around. In a good fresh northeast breeze and a rising sea, *Temeraire* took 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 two to one 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 that 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.



1907

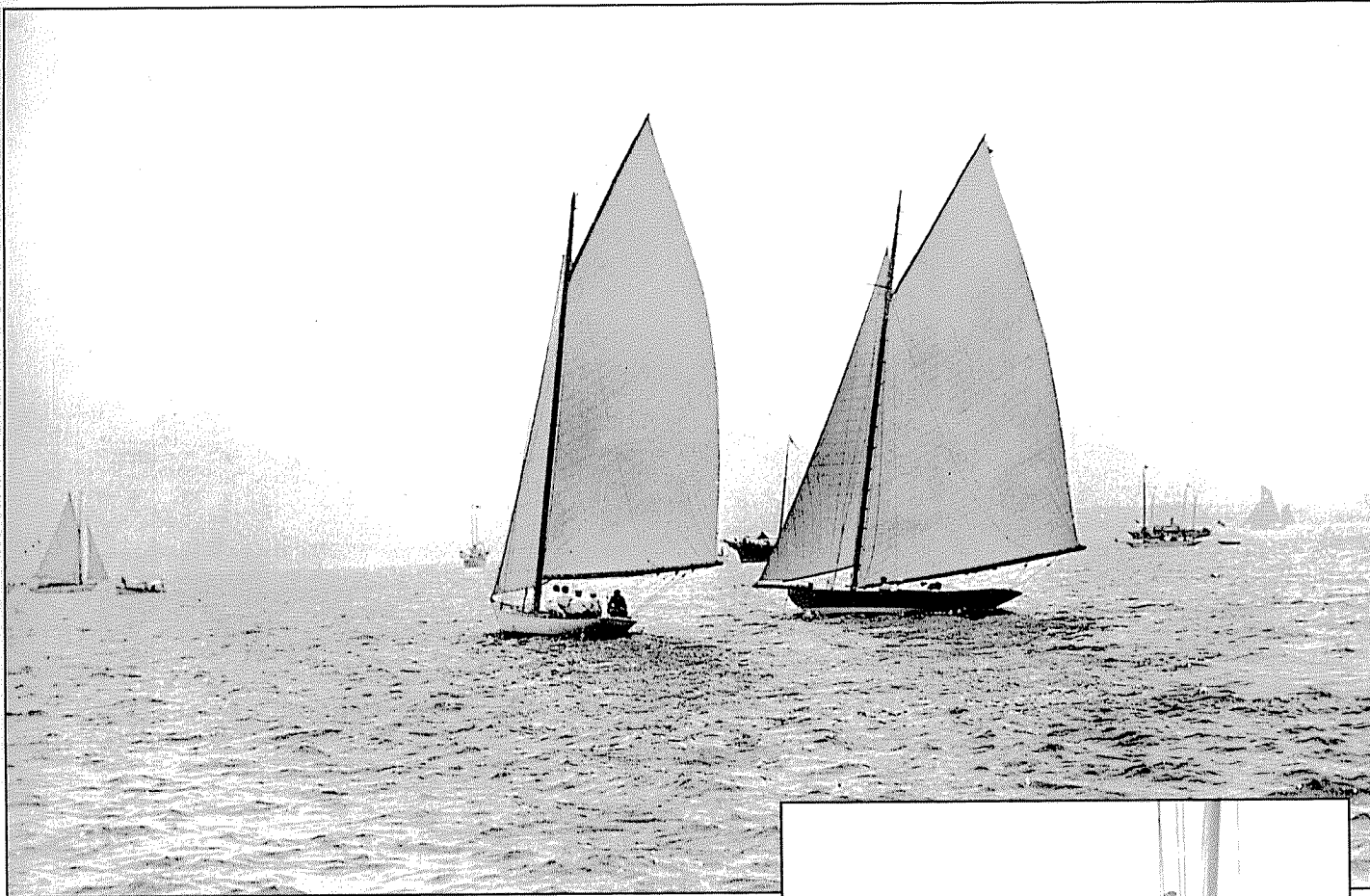
Royal Canadian's challenge was accepted and with no interest shown by any other Canadian club, the stubborn Toronto sailors built three contenders of the new P-class for the 1907 contest.

RYC, 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 Nathanael Herreshoff 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

Adele and Seneca at start of 1907 Canada's Cup.

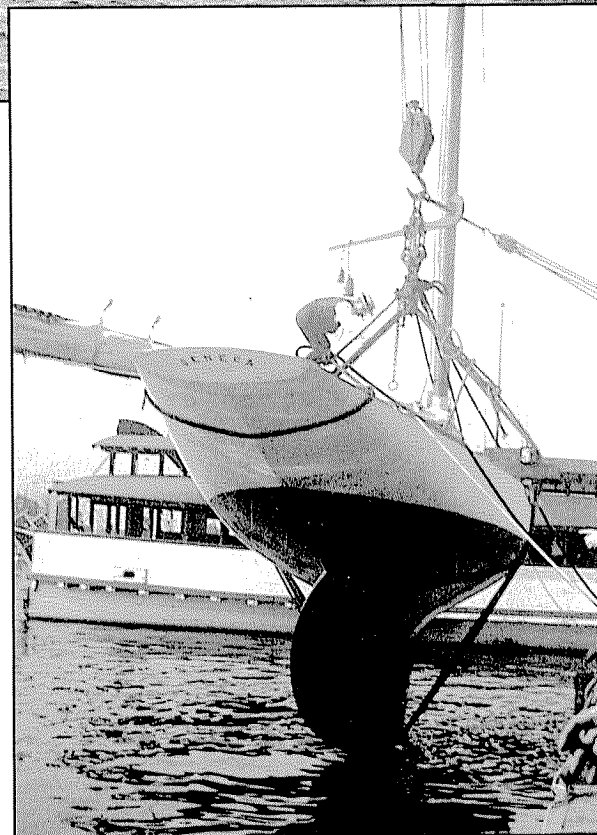


no chances this time and their greatest skipper was brought forward to redeem their lost laurels. Hearing this, the Rochester Yacht Club immediately turned to Addison G. Hanan of New York for support. The latter came to Rochester, looked the Seneca over and consented to sail her. He spent a week tuning up the defender and a few days before the races said he was ready.

“The contest commenced in a cloud of controversy,” say the RCYC annals.

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 the lines), the RYC boat was hauled and weighed. Calculations showed she did, in fact, measure over the limit.

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 out-manuevered Hanan, sailing the line on the starboard tack as starting time approached, and holding *Seneca* above the line. But a short time later the race was no contest. As the wind died the only question was whether the leading *Seneca* could finish before the time limit expired? She did so by a bare one minute and 38

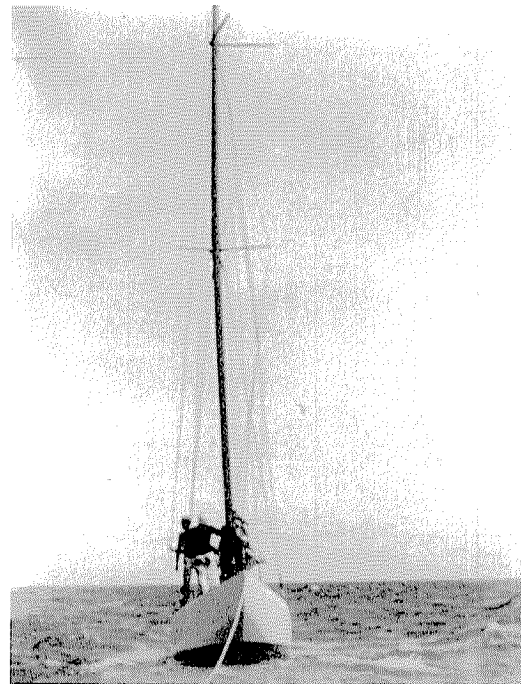


seconds, while *Adele* abandoned the course.

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.

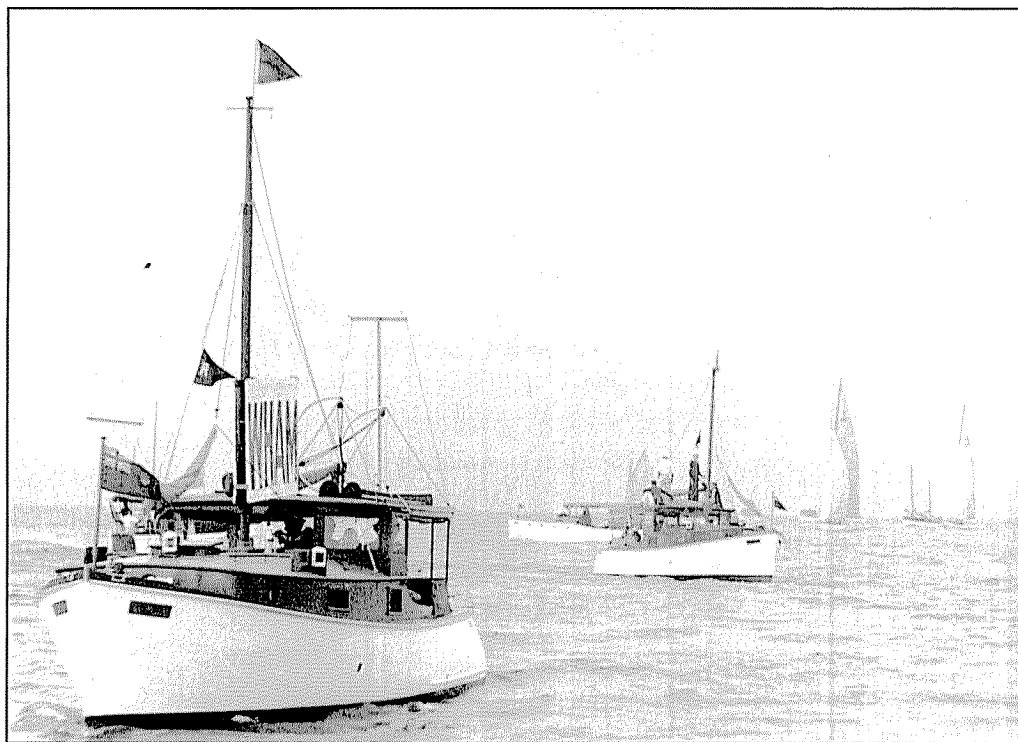


CANADA'S CUP - 1930



"Note the broken spar!"

Rochester's station WHAM's first broadcast from the *Phyllis II* covering yacht races for the Canada's Cup off the Port of Charlotte, Lake Ontario.



1901 - 1903 - Charles VanVoorhis, Commodore

1904 - Charles M. Everest, Commodore

1905, 1907, 1909 - Thomas B. Pritchard, Commodore



1908

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.

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 1920s 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, a strong supporter of the new rule, wished to see it quickly popularized. He proposed in 1928 that the series be resumed in 10-Meter yachts, "in keeping with the prestige and dignity of the Cup."

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

1928

Quest, RCYC's choice of three boats built by the Canadians, was skippered by Norman Gooderham, and set off to retrieve the treasure. Not only the Rochester Yacht Club, but the whole city of Rochester was waiting in a state of 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 also 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, 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, to every possible place along the shore.

1930

After five days of racing, the result was in doubt up to a few hundred yards before the contestants turned the last mark and headed for home on the final leg of this 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. Beating Gooderham and *Quest* at the start and on every leg of the course, she finished with a lead of a bare 54 seconds.

On Tuesday, *Thisbe* crossed the starting line in a favorable position. Then just across the line *Thisbe* broke a spreader and was forced to retire. *Quest* was compelled by the rules of yachting to take a lonely sail-over, thus receiving this gift from the weather gods.

After refusing the sportsman like offer of the Canadians for a one day postponement, the *Thisbe* crew and helpers worked by floodlight into the wee hours transferring *Thisbe's* rigging to a new spar.

The next day, Barrows out-manuevered Gooderham at the start, taking the weather berth. He outfooted and outpointed *Quest* on the first leg, and thereafter showed unmistakable superiority on every leg and every point of sail. He finished one minute and 53 seconds ahead of the Canadians.

All the thrills of yacht racing were crowded into the fourth and last leg of this amazing race. With the constantly fading wind *Quest* ended a spinnaker run on the third leg, rounding the mark more than four minutes ahead of *Thisbe*. *Thisbe*, drifting over to leeward, picked up a bit of breeze. Before this breeze reached *Quest*, 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 the enormous double spinnaker, which was one of the many sensations of this series. The entire fourth leg was a continual seesaw battle. First *Thisbe* passed *Quest*, and then *Quest* overtook *Thisbe*. The spectators on the observation ship, the *Ontario*, were beside themselves with excitement, the drama of the race being so spectacular. At the end, *Quest* picked up a puff of wind that carried her across the finish line a mere 28 seconds ahead. The fifth race seemed to be Gooderham's right up to the fifth of six legs. This leg was a spinnaker run, with the wind not quite dead astern. 37

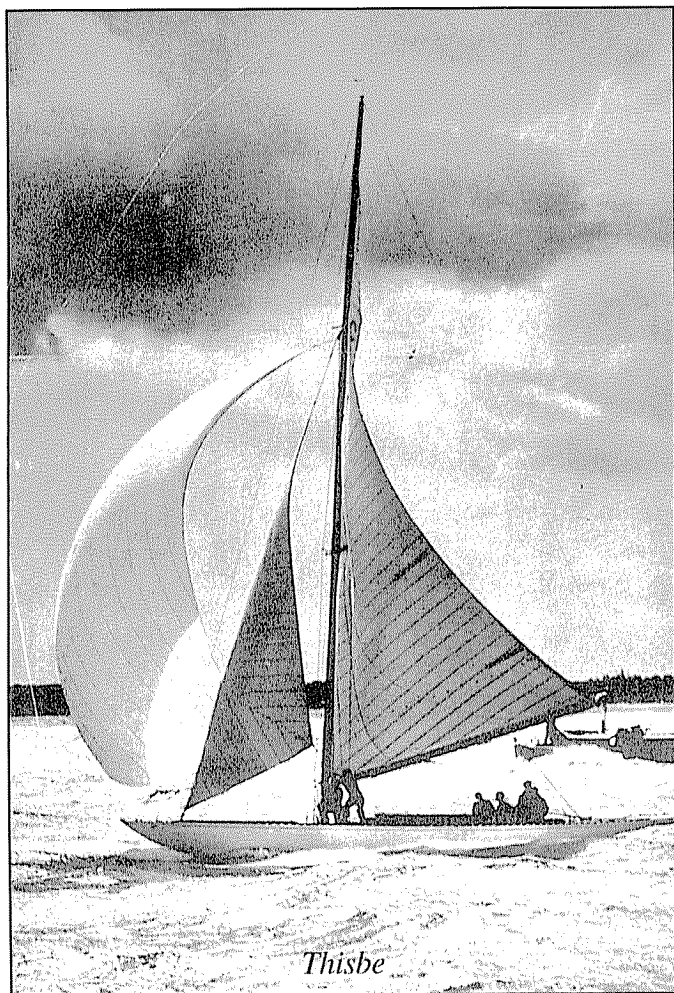
1906 -

Frank T. Christy,
Commodore

1908 -

George P.
Culp,
Commodore





Hopelessly behind, Barrows and crew were over half way to the turning mark when it seemed as if *Thisbe* had gained a bit on the leader.

Being astern, Barrows was able to put a slight blanket on *Quest* enabling *Thisbe* to work a little to weather, further slowing down the challenger. *Thisbe* rounded this mark slightly ahead and broke out her large jib for the final reach to the finish. Skipper Barrows protected his position to the end, staying between *Quest* and the finish mark.

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 by *Thisbe's* tribute as she came grandly down the line to receive it.

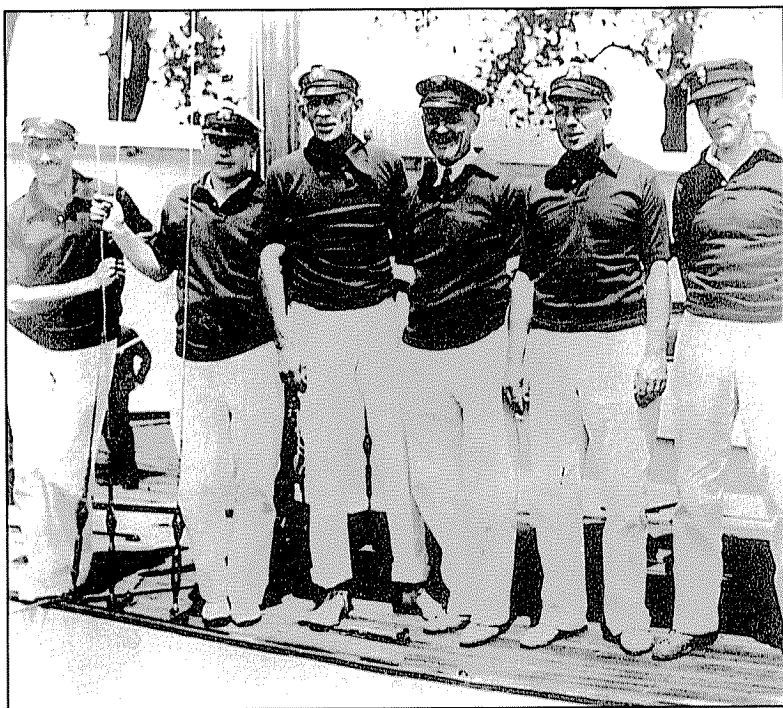
Thus ended an exciting and memorable defense of the Cup, with the assurance that there would certainly be a rematch in 8-Meter boats.

1932

Wilmot W. "Rooney" Castle won the right to defend this Canada's Cup by a resounding defeat of the winner of the previous series. Sailing *Conewago*, Rooney became the first skipper to successfully defend the Cup twice.

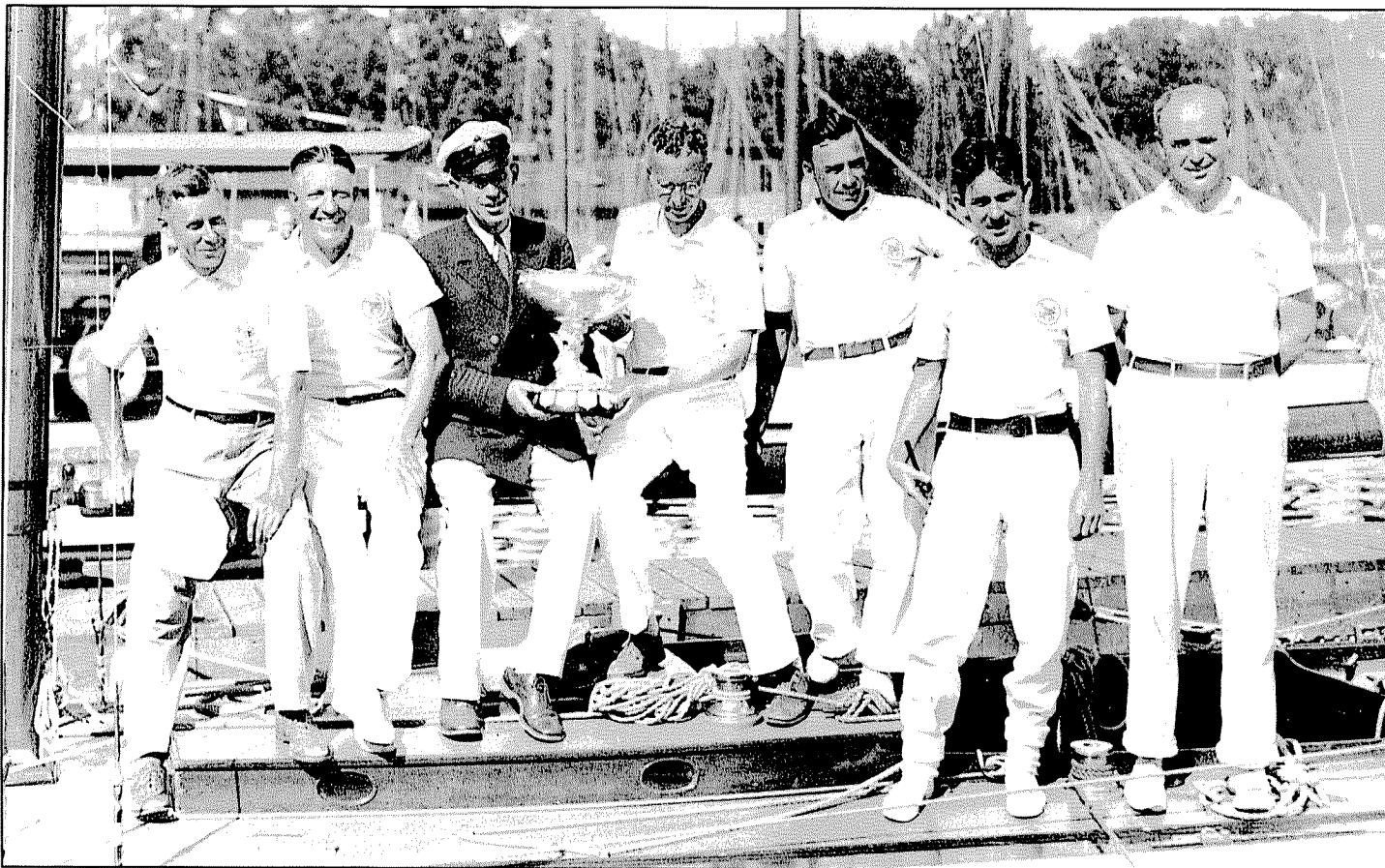
In the first race, sailed in near ideal conditions, Walter Windeyer, skipper of RCYC challenger *Invader II*, won the start and the first weather leg rather convincingly. For the next leg Castle broke out his secret weapon – a huge parachute spinnaker dubbed "the elephant tent." With this sail he almost closed the gap by the second mark. Then came a break for the defender. *Invader II* jammed a halyard when setting her genoa. Recognizing his opportunity, Castle began a tacking duel eventually gaining the favorable starboard position to the mark. Rounding 18 seconds ahead going onto a run, with the "elephant tent" drawing nicely, Castle finished a respectable 35 seconds ahead.

For the second race conditions were similar to the day before – with one exception. *Invader II* defeated *Conewago* due to great windward work. Castle, being behind, made 22 tacks in 40 minutes but *Invader* maintained a consistent cover and won the race by one minute 15 seconds. In the third race RYC's Castle successfully broke through *Invader II's* lee after a luffing match and was able to win by a two minute 41 second margin.



Skipper Barrows (tallest, middle) and *Thisbe* crew.





With a two to one advantage in the series, the defenders started the fourth race highly confident. Probably a bit overconfident, they overstood the first mark and rounded it 39 seconds behind. *Conewago* was able to cut into this lead by a successful luffing match using its spinnaker. This tactic gave them the weather position enabling them to round the mark just two seconds ahead. On the final leg *Invader II* continually challenged but Castle and crew never lost their lead, finishing 23 seconds ahead, and once again kept the Canada's cup at RYC.

1934

The year 1934 was not a good one from many points of view, but 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 new boats. 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 this ninth contest held for the Canada's Cup, the wind blew so hard that spray flew over the spreaders of the challenger and *Conewago*. The boats took on 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 winds over 30 knots and seas as rough as had been seen in Canada's Cup competition, Castle built *Conewago's* lead to more than two minutes on the first windward leg. *Invader II* made 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 II* narrow the gap. But despite the gallant 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, crew and skipper RYC 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 10 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 challenger. But the mid-1930s, as 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.

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THE EVOLVING HISTORY OF RYC

In addition to Canada's Cup competition there was an active program of club racing during the 1890s and early 1900s, both in dinghies and larger handicap classes. By 1909, the summer sailing program included:

- . Memorial Day Race from Sodus to Charlotte.
- . Three-race Spring Series around six-mile triangles.
- . Three-race Summer Series around six-mile triangles.
- . Three LYRA Circuit Races.
- . Labor Day Race from Oak Orchard to Charlotte

Classes competing in these handicap races were the 30-foot class, 25-foot class and 20-foot class (these are all racing measurements). Prizes were most often cash, ranging from \$3 to \$10 for the Series Class winners at a time when annual Club dues were \$12. Trophies in contention in 1909 included the Madge Cup, Kelpie Cup, Wright Cup, Colonel Pond Cup and Nichols Cup.

The Club was home for several large yachts in the 50 to 140-foot range. For example, Hiram W. Sibley owned a steam launch named *Thetis*, which had a 30-foot beam and a 10-foot draft.

In addition to the active sailing schedule, the Club set aside July 10 as Ladies' Day, when skippers were encouraged to "Give the fair ones a sail on the lake, everybody." One of the most memorable sailboat races of the period was the Rudder Cup Race, sailed in 1908, from Hamilton, Ontario, to Chaumont, N.Y., a distance of 190 miles.

Eric C. (Pete) Moore of Rochester Yacht Club won the race, skippering the RYC entry *Genesee*. Fifteen boats from various clubs on the Canadian and American shores of the lake were entered in the long distance contest but *Genesee's* most dogged rival was *Iroquois*, also of Rochester.

Iroquois, whose crew included Charlie Van Voorhis, Frank Christy and Johnny Taylor, who (in 1941) were still active on Lake Ontario, had a draft of six or seven feet and couldn't get close to shore. *Genesee*, with a shorter draft, hugged the shoreline and, just before the finish, pulled a full blanket on *Iroquois*. *Genesee* won the race by 52 seconds after sailing 37 hours and five minutes, during which no one on board her slept.

The beloved "Uncle Pete" Moore was active in club affairs for most of his life. Many current members still speak of him as the person who started them in sailing.

The *Genesee* was one of the large, heavily canvassed centerboard racing-cruising types of yachts, popular at that time. They could capsize in a storm and one of them did as recounted by Captain Jack Quinby, grandfather of present members Wilmot V. (Jerry) Castle, Molly Poole, and Vail Whitbeck. It was 20

miles offshore, while racing between Rochester and Cobourg. Captain Jack told how Arthur Van Voorhis intrepidly dove down through the bilge water and dug out inside lead ballast that he handed pig-by-pig to the others sitting on the weather rail. They threw it overboard to prevent her from sinking as she lay on her side.

In the early years of the 19th century, several pioneers of the Rochester area, such as George Eastman, Henry and William Bausch, Carl Lomb, Wilmot Castle, H.D. Strong were members of RYC.

In 1911, a merger took place between the Rochester Yacht Club and the Columbia Rifle Club, with Rochester Yacht Club being the surviving organization.

This goal was apparently met for a short time but, as best can be determined, the city quarters were no longer in use two years later and the furnishings were sold.

In February 1912, the first issue of a monthly Rochester Yacht Club magazine entitled *The Compass*, was printed with much fanfare and an annual budget of \$800. At that time the Club had nearly 400 members.

It is not known what the directors had in mind when they decided to more than double the membership within a two-year period. We do know, however, that this goal was never reached. In fact, in the period between 1912 and 1916 there were numerous resignations and expulsions for non-payment of dues and the membership roll dropped sharply (by at least 150). Simultaneously, the general interest in racing seemed to diminish.

At the Board of Directors meeting on December 26, 1916, held at the Rochester Whist Club, Mr. Prichard made the following motion that was unanimously carried:

Whereas the Club has not at the present, the advantages of a clubhouse to offer its members and it is desirous of increasing its membership and promoting further interest in the sport of yachting that the initiation fee be remitted until further action is taken. Also, that the dues of members be remitted down to \$3.00 per quarter from the \$5.00 now in force. Such remission of dues and initiation fees remain in force until rescinded by action of the Board.

While available financial records are far from complete, it appears that this was one of two times in the history of the Club that the dues were reduced.

In 1917, the fortunes of the Rochester Yacht Club took a turn for the better. Membership increased again at a regular rate and there was renewed interest in racing. About then a Star Fleet was established in the Club and a challenge sent to Cleveland Yachting Club for a race between Star Class boats. This regatta was held in Cleveland and from Club records it appears that the Rochester Yacht Club team was victorious.

During 1917, 77 new members were admitted to the Club against seven resignations. Among the new members was W. P. Barrows who later became Commodore and one of the Club's most famous racing skippers. This was also the year in which the Club leased the property south of the marine railway to Rochester Boat Works, which was building wooden mine sweepers for the U.S. Navy.

Ensuing years saw continued growth in both membership and yachting activity. A second challenge race with Cleveland Yachting Club took place in Star Class boats (winner unknown) in 1918. In 1919, Rochester Yacht Club hosted the Lake Yacht Racing Association Regatta and at the March 3 executive committee meeting it was decided to resume publishing *The Compass*.

In the case of *The Compass* there exists a Vol. I, No. 1, dated February 1912, and a Vol. I, No. 1 dated April 1924. No issues between these dates have been uncovered in the research of this historical account.

THE ROARING TWENTIES

By 1920, activities at the Club reached a level that permitted planning for new quarters and, at the January 30 executive meeting, a committee was appointed to look into the matter of the new Clubhouse.

1922 was an eventful year for the Rochester Yacht Club; the membership was nearly doubled and sufficient funds were raised to erect a fine clubhouse where the Rocking Chair Fleet as well as the boat owners could be assured of a good time. The Club became active once more and took a prominent place among the yachting centers of the country. By the end of the year the membership reached a total of 421: 377 resident, 36 non-resident; five juniors, and three honorary. Also, to expand Club property, RYC purchased nine and half acres of land in 1928 from the New York Central Railroad.

Sailboat skippers and crew usually look forward with great expectations to the beginning of the racing season. Finally, they will have some fun after a spring of sanding, painting and rigging. And then at the end of a full and tiring summer, the same group waits with much anticipation for the final program recognizing and rewarding their efforts - Cups 'N Flags.

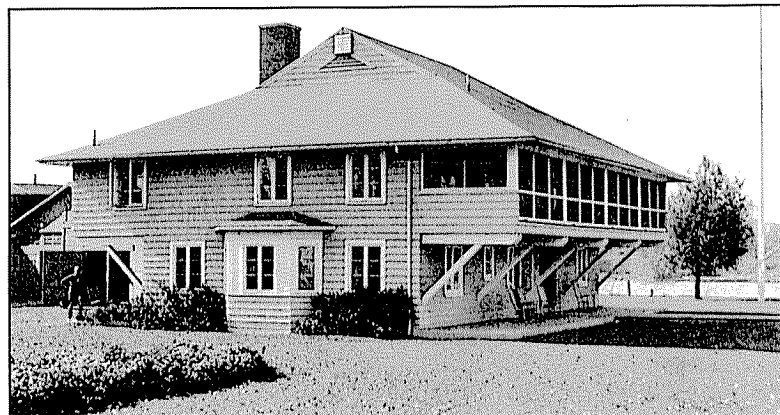
As the size and make-up of the racing classes have changed over the years so has the format of the awards presentation. In the early years flags and cups were presented to the winners at the annual meeting.

The years between 1924 and 1930 brought about a great resurgence of interest in sailboat racing. A 1924 Club publication stated that:

The yachting program for this season is the most ambitious that has ever been attempted by the Club.

The September 1924 issue of the Rochester Yacht Club *The Compass* tells of the regatta that followed the Freeman Cup Race, in these words:

This first international meet that Rochester Yacht Club has sponsored since the last Canada's Cup races in 1907 was successful, and the Club was back in competitive sailing with a vengeance. The red and blue burgee is fastened once more on the halyard alongside those of its sister clubs on Lake Ontario.



RYC Clubhouse built in 1922 on present site.

In 1927, the Genesee Dinghy Club, located on Summerville beach next to the former Popp's Inn, merged with the Rochester Yacht Club and brought into it a fleet of cat rigged dinghies. This became the Dinghy Division of Rochester Yacht Club, and more about this fleet is presented later in this chapter.

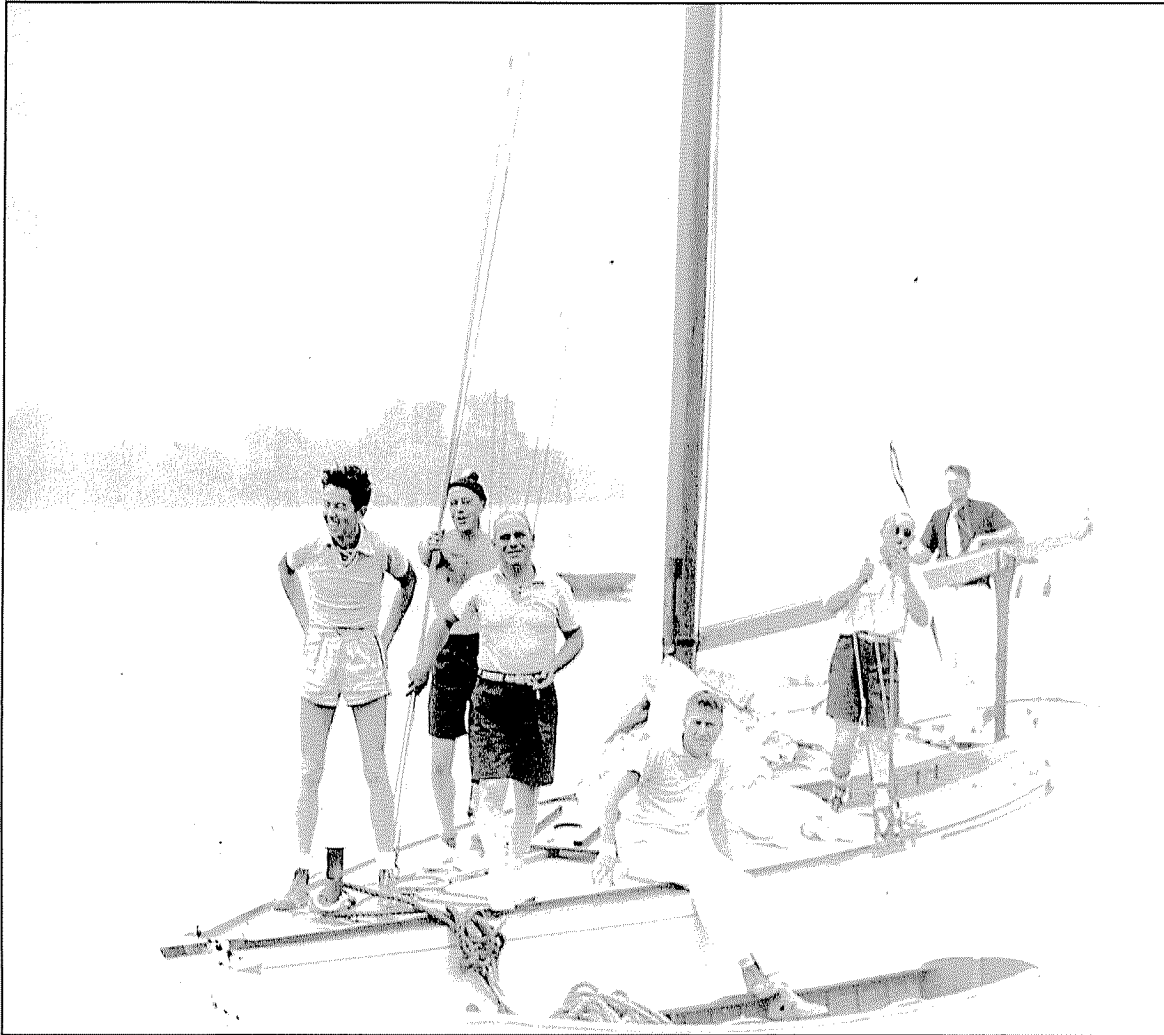
THE DECADE OF THE THIRTIES

In 1931, at a regatta held in Toronto, RYC, representing the United States, sailed these cat-rigged dinghies in competition with Great Britain and the RCYC of Canada. The English won the regatta in sloop-rigged boats very similar to present day dinghies. The Canadians also did well in sloop-rigged dinghies.

The Americans, racing their cat-rigged dinghies, finished last. It was from that experience that the local fleet felt the need for a new design. Through the efforts of a few members of RYC, the *Rip*, an Uffa Fox design, was purchased and shipped to RYC from England. Using this English import as a model, Mr. Lacey of the Rochester Boat Works purchased about 15 of these boats and thereby introduced into this country the present International 14. These were double planked boats and one of the first fast-planing classes to make their appearance in America.

The International 14 Association was formed at RYC in 1939 and soon spread to other parts of the United States. The RYC fleet held Charter #1 from the Association.

8-Meter *Cayuga*, 1930's, after winning the Freeman Cup.



THE 8-METER ARRIVES

In 1929, the 8-Meter burst upon RYC just as the financial world was experiencing its bust and for the next five depression years the 8s provided the Rochester area with a unique and unparalleled show. The spark for that Golden Age was, of course, the three successful defenses of the Canada's Cup. This series of races generated intense interest at the Club and the city itself. These races were won by *Thisbe*, skippered by W. P. Barrows in 1930 and by *Conewago*, skippered by W. V. (Rooney) Castle, in 1932 and 1934. These boats are pictured on pages 37 through 40 where the races are described.

It is probably safe to say that no boat will ever be so much a part of RYC as the 8-Meter. Not only did it provide the best in Club and International competition, but also an escape from the troubled times of the Great Depression and the pressures of the work-a-day world, which is really what sailing is all about. The development of these beautiful boats and the lure of sailing them saw the respect for RYC's racing programs grow to the highest levels worldwide.

At the end of 1930, Rochester Yacht Club dues were increased from \$36 per year to \$50 and initiation fee set at \$100, \$50, and \$30 for boat owners, non-boat owners, and

dinghy owners, respectively.

By 1932, the Club felt the effect of the depression and membership began to drop at an alarming rate. At the September executive committee meeting, the commodore and treasurer were empowered to place all accounts over 90 days in the hands of an attorney for collection by whatever means said attorney deemed necessary and advisable.

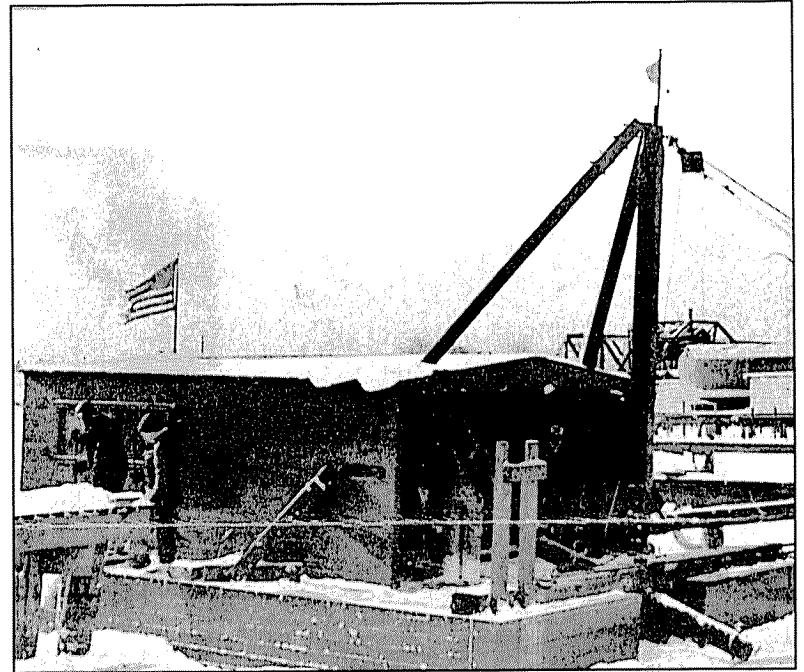
In 1933, dues were dropped from \$50 to \$25 per year and initiation fee was waived. Low water through the period required continual dredging and in 1935, it was reported that during the year 15,000 yards were dredged at a cost of 50 cents per yard. In spite of what appeared to be serious financial problems, yachting at Rochester Yacht Club continued to thrive with an active racing program.

Suction dredge built by the Club.

By 1936, the hard days of the depression seemed to be behind. Membership had climbed to 243 (up 46 from the prior year) and yachting activities again thrived. In September 18th edition of the *Times Union*, Charley Cole describes the year in these words:

This season has been the most ambitious and crowded in Rochester Yacht Club's history. Under the aegis of Commodore E. J. Doyle this season achieved a new high in the number of new members and number of boats registered with the club.

During this period many skippers used professionals to maintain and help crew their boats. In 1939, there were 24 employed on boats at the Club with one large vessel having five.

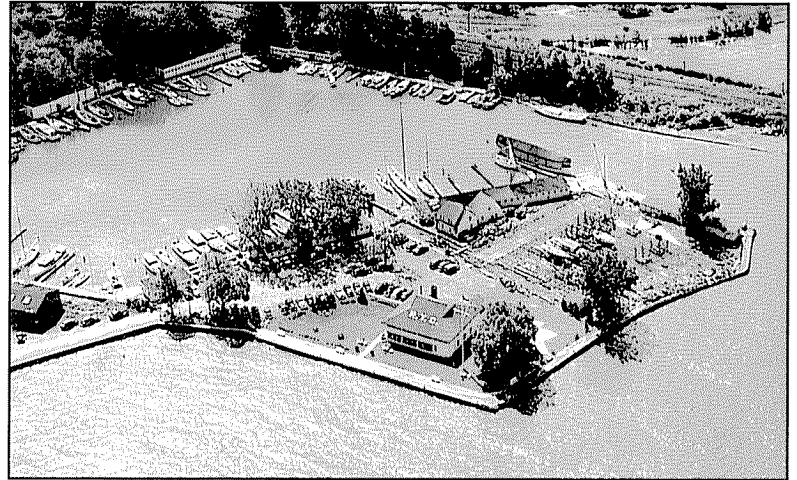


Race Committee - STAR WORLD CHAMPIONSHIP - 1938

| | | | |
|--------------------|----------------------|----------------------------|------------|
| Bill Atwater | Ed Goyle | Phil Hoffman | Chas Lucke |
| Star Assn. | Commodore R.Y.C. | Chairman N.Y.C. | Star Assn. |
| Commodore Rsp Cary | President Geo. Elder | Int. Secretary Tim Parkman | |
| Founder-Star Class | Star Assn. | Star Assn. | |



RYC property Circa 1942.



In closing out the 1930s, two items from minutes of executive committee meetings have an indication of how problems remain the same as the years roll by. At the March 3, 1939 meeting, it was stated that:

Discussion was then entered into relative to the opening up of the Irondequoit Bay and Harry Stevenson was authorized to appear at a meeting to represent Rochester Yacht Club.

BEGINNING THE 1940s

When the Rochester Yacht Club entered the 1940s, membership stood at 260. That year RYC hosted the Star Class District championships and the Richardson Cup competition in R Boats.

The RYC fleet numbered 115 sail and powerboats. One of the new boats during that time was the majestic 12-Meter yacht, *Mitena*, which Commodore John Van Voorhis purchased from George Ratsey. The 12-Meter class competition for the America's Cup began in 1958.



Mitena, 1940, note the formal attire!

CUPS 'N FLAGS

In 1940 under the leadership of Past Commodore (1908) and long-time Race Committee Chairman and Poet Laureate, George Culp, a special night was set aside each fall devoted exclusively to the awarding of trophies and flags, and thus began Cups 'N Flags. Initially the fleet size and number of participants allowed for a dress-up, sit-down dinner for the membership. It was truly a very popular social occasion, as well as one honoring the racing sailors. As the number and size of boats grew, necessitating more and more crew, the event outgrew the capability of the Club to accommodate everyone for dinner.

The Madge Cup, undoubtedly the most prestigious and certainly the oldest of RYC's trophies in continuous circulation was and still is presented to the skipper of the yacht making the best record for the year in all races entered. Since this represents the Club championship regardless of class, it is easy to understand why the Madge is so meaningful to the racing fleet.

Once the winner of this award is announced the mystery of who will receive the George Culp Memorial Trophy is now resolved. Deeded to the Club in 1962, it was to suitably recognize the crew for the skipper winning the Madge. It is a framed copy of *The Unpaid Hand*, Culp's memorable poem about the unheralded crew who contributes so much to the victory.

Since about 1942, the reading of George's poem has closed the Cups 'N Flags ceremony, it seems appropriate to present this historical poem here.

The grandeur of the RYC sailing fleet is indicated by the

following *Log* description of Frank Gannett's newly acquired schooner, *Widgeon II*:

She is 73-feet long with a 19-foot beam, and beautifully outfitted, has sleeping accommodations for 10, and a roomy galley with a huge refrigerator with a 600-pound ice capacity.

However, in this last normal year before the war, the Club continued to be plagued by problems that always seem to bother membership organizations. The minutes of the July 1941 executive committee meeting contain an example:

Mr. Nevin reported on the filthy conditions of the men's room on the other side of the basin. It is not in any condition to be used. Mr. Nevin blamed both the members who were not clean in the use of this building, and also the employees who do not clean the place.

(WELL, WE FINALLY CORRECTED THIS PROBLEM — or have we?)

For the next few years, because of the U. S. entry into World War II, yachting activity at Rochester Yacht Club leveled off. At least 48 members of RYC served in the armed forces during World War II. Four were listed as killed or missing in action: Charles V. Case, Jr., Leon Gaussuin, Jr., Herbert Hastings and James R Schleyer.

At the end of 1944, membership stood at 272.

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 tolling 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 - sweatin' like sin -
Hikin' to weather to trim the boat -
Bailin' like hell to keep 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 1941

1910-11, 1913 - Winifield
P. Pembroke, Commodore

1912 - Charles Pullen,
Commodore

1914 - 1919 - Fred A.
Mabbett, Commodore

1920-21 -
William J.
Erdle,
Commodore



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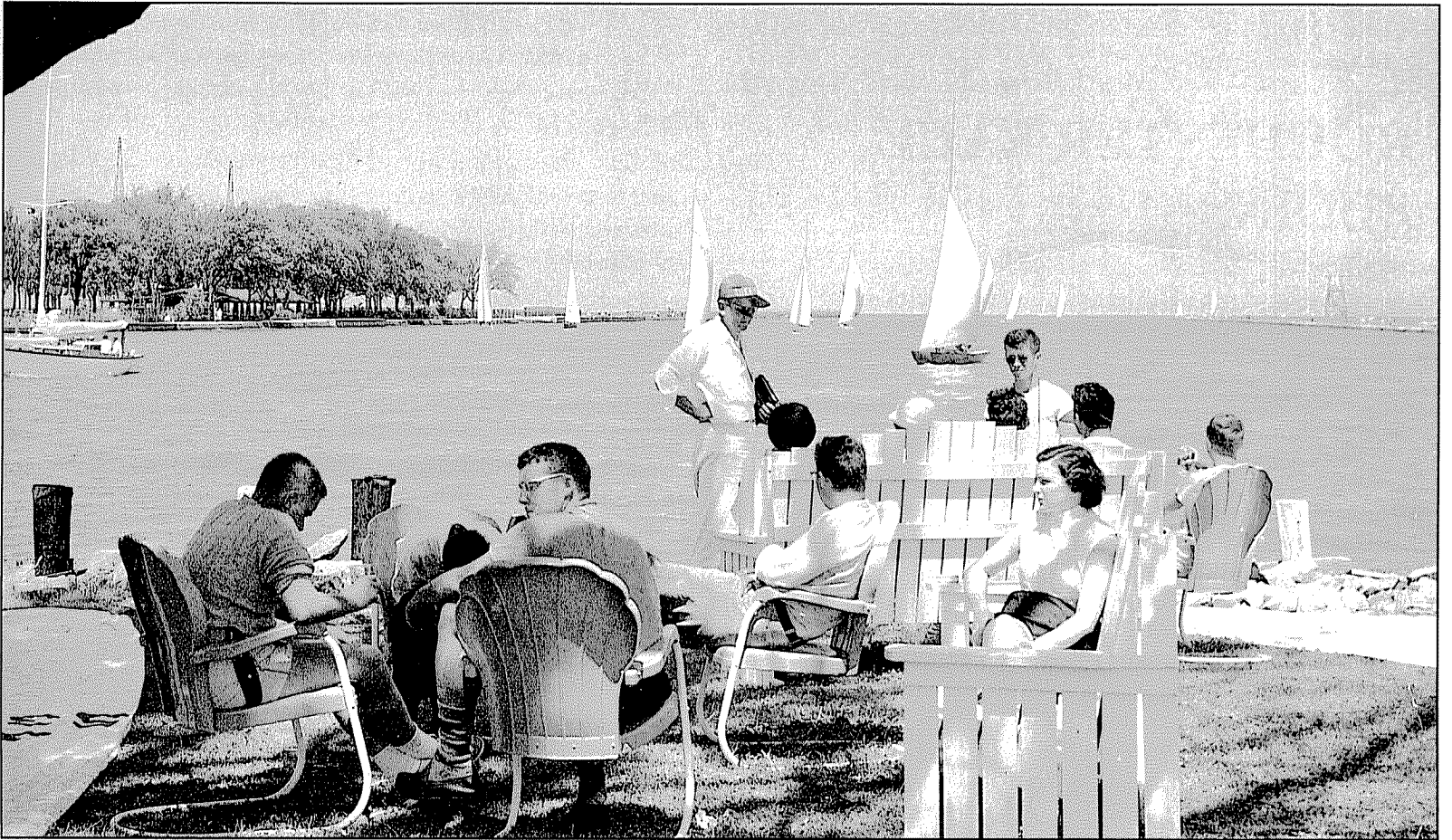
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RYC patio corner on a Sunday afternoon, circa late 40s, early 50s.



THE POST WAR YEARS

The year 1945 brought the end of World War II, a great resurgence of yachting activity on Lake Ontario, and substantial increase in the dues structure at RYC. Regular dues increased to \$50 per year and initiation fee was set at \$30. In justifying this increase, the minutes of the Annual Meeting stated: This is the first change since January 1, 1930, when dues went from \$50 to \$30, and initiation fee was abolished. The fleet of registered yachts included 106 boats.

During the years of high inflation — through the 1950s, 1960s, and 1970s — the Club had continual difficulties with rising expenses. Through this time both the dues and initiation fees were periodically increased in an effort to balance expense against revenue. By and large this process has proceeded well.

One source of revenue for RYC in the late 1940s, however, is no longer available today. At that time the Club had a game room that included what was then described as amusements, otherwise known as slot machines. Records are unclear as to

when the slot machines came or when they went out but a record does exist of a 1947 transaction when two 5 cent and 10 cent machines were traded for three 5 cent, 10 cent, and 25 cent machines. Revenues from this source were \$6,000 that year.

In addition to the problem of balanced budgets, the Club has been continually faced with the problem of balancing the water levels. Through the years the spring season invariably brings high water while later in the summer low water and the build-up of silt becomes the problem in the basin. Keeping the basin clear is accomplished by almost yearly dredging which has required continuous vigilance and the expenditure of tens of thousands of dollars. There is no reason to believe that this situation will change.

The normal high water problem is faced by maintenance and repair of breakwalls around the club property, but cyclical recurrences of extreme and persistent high water, such as in the early 1950s, have necessitated major construction. More details of this are presented on page 55.

1922-24,
1926 -
Harry C.
Stevenson,
Commodore



1925 - Thomas Parsons,
Commodore

1927-28 -
W. Peck
Farley,
Commodore



1929-32 -
Philip G.
Hoffman,
Commodore



One such renovation took place in 1952 under Commodore F. Ritter Shumway's direction. More details of this are presented later on in this chapter.

ROCHESTER RACE BEGINS

In 1947 two enthusiastic and visionary members of Rochester Yacht Club originated the concept of a long distance race on Lake Ontario. Earl Snyder and prominent newsman Cliff Carpenter felt that such a race would be a popular one and would fulfill their desire to institute a true "test of men and gear." The proposed course would surely be a challenge, and be known simply as the Rochester Race.

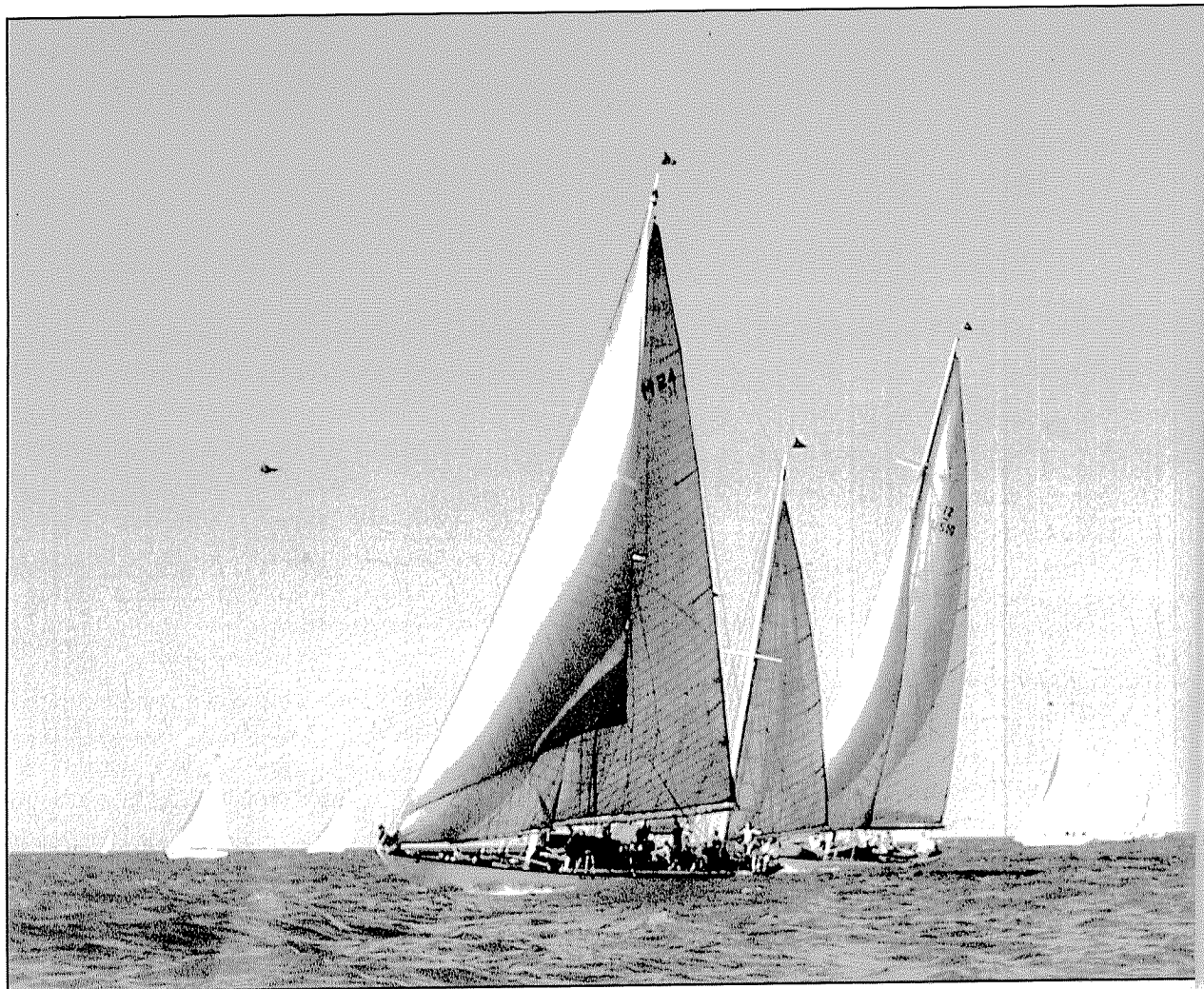
The boats would start from Rochester, head for Stony Island

at the eastern end of the lake. Stony could be left either to port or starboard then the course would be to Toronto. The boats were required to pass through Toronto Harbor entering by either the eastern or western gap. The last leg would be a return to Rochester.

The first race in 1949 fulfilled the originators' hope for a real test. Seven of the 18 starters were forced to drop out because of a severe northeaster that hit the first night. The next year the course was changed to eliminate passing through Toronto Harbor. A buoy outside the harbor was substituted making for a much safer passage. This light air race was memorable for the finish of the last boat. It took *Heron* five days to complete the course. They ended with just one slice of bread in their stores. This slice was mounted in a frame and displayed in our clubhouse for many years.

The 1950 race produced winds of 35 knots and over, off Toronto. John Van Voorhis' 12-Meter *Mitena* was unable to reef

Nonchalant followed by *Mitena*, Rochester Race finish, 1950.



1933 -
Thomas
A. Sharp,
Commodore



1934 -
William P.
Barrows,
Commodore



1935 -
Wilmot V.
Castle,
Commodore



193
Edw
Doy
Com

down so dropped out and sailed back to RYC under jib alone. Once again Lake Ontario provided a real test. The prestige of the Rochester Race was a great attraction for high caliber racers. In 1951 the winner was *Escapade* from Detroit. She also won the Lake Erie, Chicago-Mackinac, and Port Huron-Mackinac races. It was truly a clean sweep of all the major races on the Great Lakes.

To maintain interest in this race some consideration was given in 1952 to a biennial schedule. This was deferred because of RYC's 75th anniversary celebration, but the course was lengthened. To merit the title of "the longest fresh water race in the world," the boats left from Rochester, rounded Stony Island, then proceeded to a buoy off Hamilton at the western end of the lake. The final leg was a return to Rochester making the sailing distance 377 miles. Once more the lake dished up winds of better than 50 knots in the gusts to maintain its reputation as a testy body of water.

The 1953 race was the last sailed under the annual format. It

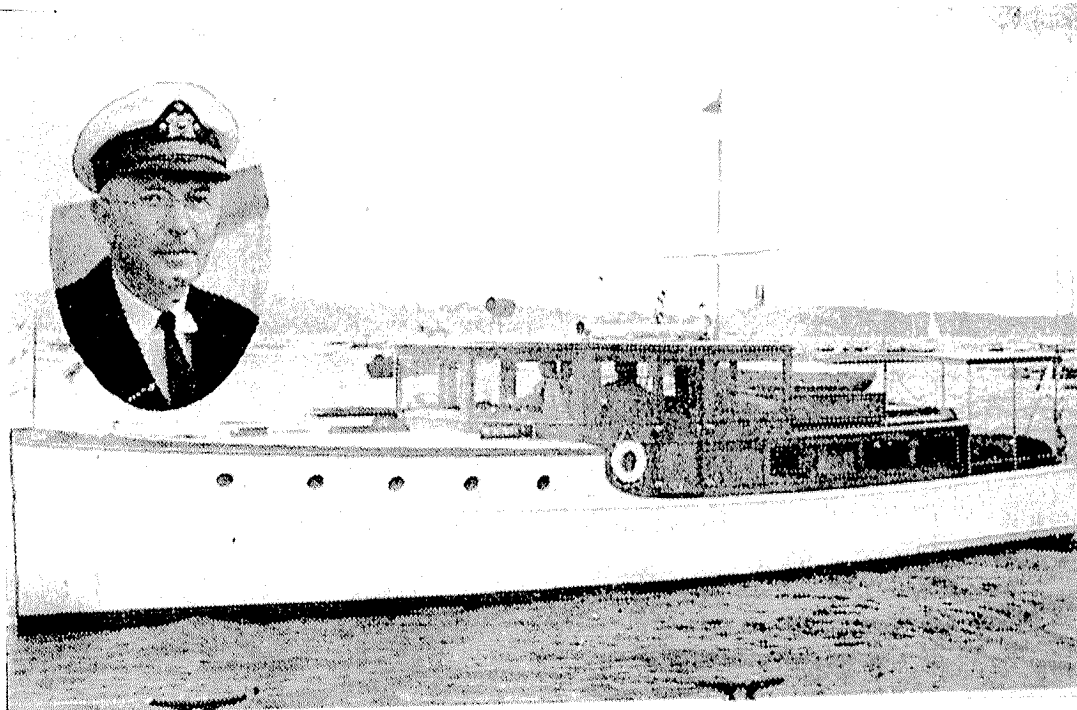
was a memorable event, won by RYC's 70-year old-plus skipper Eric C. "Pete" Moore with his crew in *White Squall*. This win was doubly attractive since it returned the huge Rochester Bowl to the host Rochester Yacht Club.

POWER FLEET GROWS

Power boating has also been an important part of Rochester Yacht Club tradition and in 1909, the enrolled fleet of 55 yachts included 21 described as gas, naphtha, or steam. The racing program included a 300-mile long distance Power Boat Race from Charlotte to Oak Orchard, through the Bay of Quinte to Clayton and return to Charlotte. Paralleling the enthusiastic sailboat racing program at the Club was the growth of a power

In 1939, RYC power boaters were in the news. *The Hamilton Spectator* carried this article in its July 29 issue.

THE HAMILTON SPECTATOR SATURDAY JULY 29 1939



REMARKABLE DISPLAY OF NAVIGATION—This is Musketeer II, the Rochester Yacht club cruiser, skippered by her owner, Commodore Harold L. Field (inset), which yesterday won the experimental power cruiser race to Port Credit and return in connection with the Lake Yacht Racing association annual regatta. Commodore Harold L. Field, in winning, contributed an outstanding performance to the L.Y.R.A. record book, for he finished the distance within five seconds of his estimated time, a most remarkable feat.

1936-37 -
Edward J.
Doyle,
Commodore



1938-39 -
Harold L.
Field,
Commodore



1940-41 -
John Van
Voorhis,
Commodore



boat fleet. In 1926, Rochester Boat Works built four boats for Rochester Yacht Club members.

Although not receiving much publicity, power boating nevertheless continued to be an important Club activity.

The May 17, 1940, *Rochester Times Union* describes one power boat as follows:

Another new boat attracting considerable attention is Roland Roberts' 36-foot Richardson, which boasts a real fireplace, the first craft here - about, so far as this writer knows, to have such equipment. What's more, it works.

Since the Trent Severn Waterway opened in 1920, pleasure boats have enjoyed easy, sheltered access to the beautiful waters of Georgian Bay and the North Channel. Cruising down the Saint Lawrence River to Montreal, continuing up the Ottawa River to Ottawa, and thence through the Rideau Canal to Kingston is a memorable trip for a ten-day power boat cruise.

In the early days of power boats there was a substantial interest in racing and the competition was intense. An example: in 1909, the power yachts raced over a 300-mile course from Rochester through the Bay of Quinte, past Kingston and Clayton to finish in Rochester. This race, sponsored by *The Rudder* magazine, was one of the longest fresh water races at that time.

THE JUNIOR YACHT CLUB IS BORN

April 17, 1926 saw the start of the Junior Yacht Club as a subsidiary of the Rochester Yacht Club. The April 1926 issue of *The Compass*, published monthly by the Club stated that the Junior Yacht Club started its career on Saturday, April 17. Its membership consisted of 25 sons, or close relatives (males) of members, ranging from 16 to 18 years of age. Their dues were 25 cents per month. They received lessons in nautical knots and splices, sail instructions in dinghies, and were invited to crew for homeport races. These young men were also invited on weekend cruises to Sodus, Presqu'ile, Fair Haven and other ports on both sail and power boats. They camped on shore each night in pup tents.

MORE CLUB RACING DEVELOPMENT

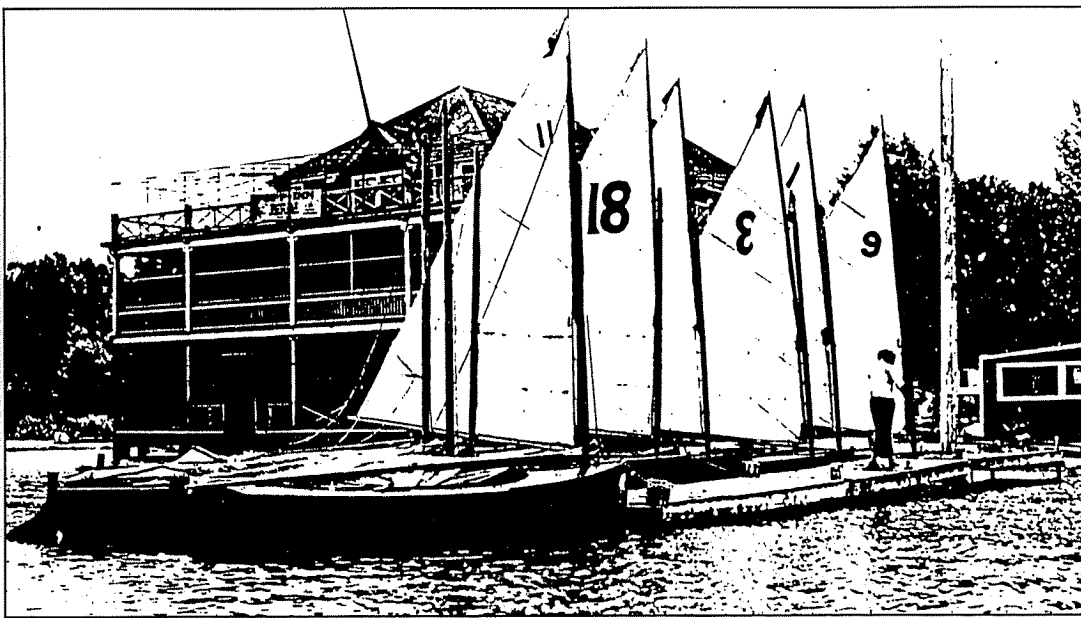
During the 1890s and early 1900s, a very active racing program was developed. Dinghies and handicap classes in 20-foot, 25-foot, and 30-foot measurement sizes were used. Interest in racing diminished between 1912 and 1918 for reasons that should be obvious — World War I. A four-boat fleet of R boats came in 1925 and for a number of years was the backbone of Club racing. Within a year there were seven active Rs.



1942-43
William S. Nevin,
Commodore

1944-45-46
Jonathan H.
Heinrich,
Commodore

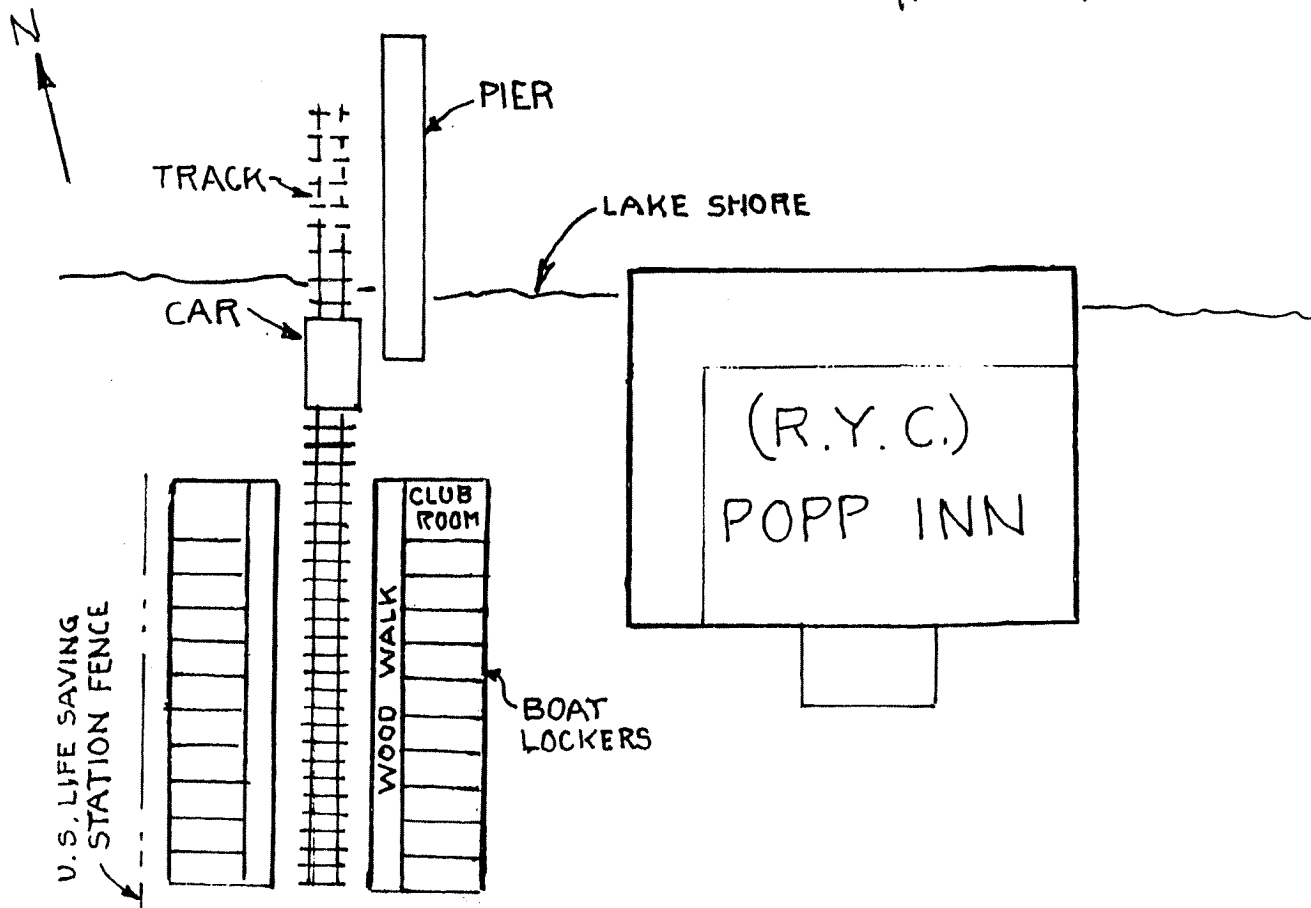




The Genesee Dinghy Club was organized in the fall of 1912 at Summerville on the east side of the river. The boats were Gunter or cat-rigged and 12 feet, four inches long. This enabled them to be derigged with all spars and sail stowed in the cockpit. They were a simple rig and easily launched from the beach.

1912 —

The Genesee Dinghy Club at Summerville, was located adjacent to the U.S. Life Saving Service (now the Coast Guard) and on the lake front between it and Popp Inn, (old R.Y.C.)



In 1927, this club merged with RYC and became the Dinghy Division of RYC (pictured), reaching a high point in the late 1930s. George Ford brought an International 14 Dinghy designed by the noted Uffa Fox into the Club. Interest in this boat was high, which prompted Club leadership to form the International Dinghy Association. The RYC fleet remained very active until about 1955.

1947-48
William S. Calkins,
Commodore

1949-50
James C. Dale,
Commodore

1951-52-53
F. Ritter
Shumway,
Commodore



RYC HOSTS WORLD CHAMPIONSHIPS

1936 STAR WORLDS

In 1936, RYC greatly enhanced its reputation for holding sailing regattas.

The Star class fleet, originally chartered in 1917, was re-activated in 1936 with two of these fixed-keel sloops. By the end of the season there were seven boats, due primarily to RYC's hosting that year's Star World Championship. This event greatly enhanced its reputation for holding sailing regattas. RYC conducted what was heralded in local papers as "the biggest marine spectacle in Lake Ontario's history."

By 1936, the 25-year old Star class had become the more popular of the one design racing classes. This regatta attracted 35 boats with entries from France, the Philippines, the Bahamas, Hawaii, Cuba, Canada, and parts of the United States, including the Finger Lakes. It was a truly international event. Private sail and powerboats from as far away as Chesapeake Bay, New England, and Chicago came to watch the races. Two Niagara River ferries with a combined capacity for about 600 passengers was chartered, thus greatly increasing the size of the spectator fleet.

In the 1960s, there were about 15 skippers racing this class. Interest in the Stars dropped drastically after they were removed from the list of Olympic classes.

1948 INTERNATIONAL 14 DINGHY WORLD REGATTA

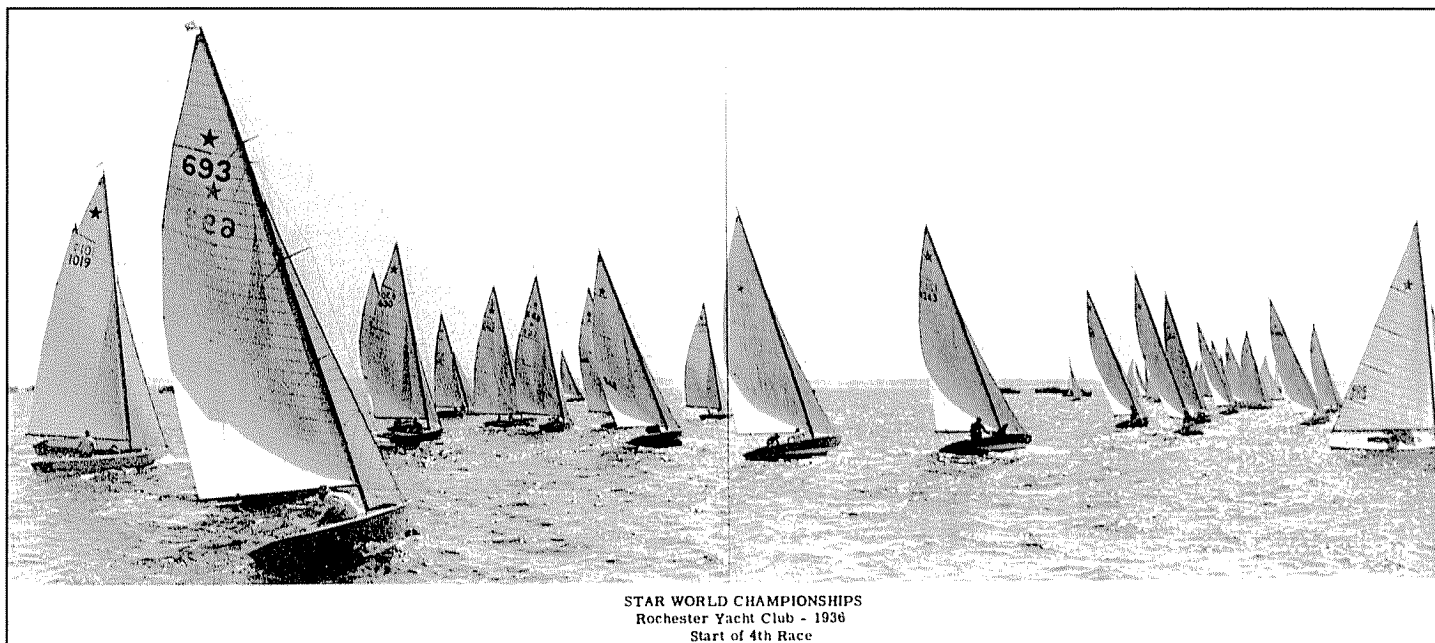
Another regatta of note was the International 14 Dinghy World Regatta held at RYC in August 1948. Forty-five boats competed in this prestigious event, including 12 from RYC. Most of the out-of-town skippers were assigned quarters in the Naval Reserve Armory adjacent to the yacht club. Among the fleet were five dinghies from California, a number from Canada, and two from Bermuda. One of the Bermudans was Forest (Shorty) Trimmingham, who later achieved fame as a cruising boat skipper, representing Royal Bermuda Yacht Club.

The winner was Bill Lapworth from Balboa Yacht Club (California) who went on to achieve fame as a naval architect.

THE GROWTH OF THE 6-METER CLASS

In the early 1940s interest in the R boats dwindled, but the 6-Meter class, begun in 1939, grew to take its place. Through the late 1930s and early 40s, at least 13 6s were part of the fleet. Judge John Van Voorhis settled the first grievance strike held. It should be noted here that the Judge brought the 12-Meter *Mitena* into the Club in 1940.

During the years of World War II yachting activity was understandably at a more modest pace. However, the 6s, Stars and a fleet of Lightnings continued to race regularly. At War's end in 1945 the registered sailing classes included: 2 Comets, four 6-Meters, three Snipes and six Dinghies, 4 R Class boats, five Lightnings, eleven Stars, eleven miscellaneous sail and 36 auxiliary sail boats.



STAR WORLD CHAMPIONSHIPS
Rochester Yacht Club - 1936
Start of 4th Race

THE RICHARDSON CUP COMPETITION BEGINS

The formal name of this cup was the Yacht Racing Union Cup and was originally intended for competition in P class boats. Only the 1912 series was raced in this class. After a lapse due to WWI, competition was renewed in 1922 in R boats. Even though RYC boats competed regularly, the first Club victory was by Phil Farnham's *Kathea II* in 1934 in Toronto. By then the Cup had become emblematic of the R Boat Championship of the Great Lakes. Farnham repeated in 1936.

In 1940, RYC was the host Club for the Richardson Cup series with Phil Farnham, one of RYC's all-time finest racing skippers, competing with *Ardelle* from Chicago Yacht Club and *Cotton Blossom* representing Cleveland Yacht Club. Sherm Farnham, who crewed with his brother in *Kathea II*, tells how the series was decided at the finish line of the final race with *Kathea II* losing its air to the Ontario II car ferry that crossed the finish line along with the contenders. This cost Farnham the Cup.

Following another hiatus during and after WWII, Richardson Cup competition resumed in 1951, using borrowed boats. The following year Kendall and Newton Castle on *Shadow* returned the Cup to RYC.

TROPHIES

Pond Cup

In 1905, Colonel Nathan P. Pond presented to the Club a trophy to be awarded to the successful yacht in the trial races to determine the defender of the Canada's Cup. In the 1940s and 1950's the Colonel Pond Cup was awarded to the 6-Meter season champions. It is now the Offshore Fleet Champion trophy.

Rudder Cup

Wilson H. Cross in *Tantrum* won the Rudder Cup in 1908 in a race from Hamilton to Chaumont. It is presently awarded for outstanding personal performance.

Lipton Cup

Probably the most impressive trophy on Lake Ontario is the now retired Lipton Cup. Expressing the hope that the cup would further the "glorious and health-giving sport of yachting," Sir Thomas commissioned a London silversmith to design and craft a cup to foster racing in "R Boats on Lake Ontario." From 1925 until the 1980s the graceful R boats competed for the



Competition for the George Cup in 6-Meters began again in 1946. The Cup was raced for almost annually by RYC until 1963 when it was lost to Crescent Yacht Club. This was the last active year of 6-Meter racing on the Lake. The first Rochester Race was held in 1949 and the Canada's Cup was raced for in 8-Meters in 1954, answering a challenge from RCYC. These events are more fully covered Chapter III.

Locker life...

"An 8' x 30' locker rented for \$25 a year and the initiation fee was \$250. There were lots of lockers and many to spare. Joe Ingerson had three!

These lockers could hold a lot - cotton sails, a fridge for beer, dinghies, workbench, radio, sail rack and boat cushions. One night instead of leaving on a cruise, my wife and I had to sleep in the locker because of a serious thunderstorm. A rat ran across my face! Didn't dare scream, for then my wife would realize that there were rats in the locker!"

Bill Statt (member since 1951)

Lipton Cup. Many RYC names are engraved on it.

Field Trophy

Harold Field donated the Field Trophy in 1940 for the annual International 14 Dinghy Class championship. It was later sailed for in Rhodes Bantams and is presently the Division II Spring Sunday trophy.

Nevin Cup

The Nevin Cup was presented to RYC in 1945 for competition by the RYC Star Class in the World's Championship Elimination Series. It is now the Division VI season champion trophy.

There are a number of other fine trophies from the 1890s to the 1950s that are still competed for at RYC.



CLUBHOUSES - THIRD AND FOURTH

In about 1900, the use of the westside clubhouse was restricted to storage of spars and masts and other boating activity. In about 1915, it was disposed of and shortly after was demolished to make way for the development of port facilities for the city.

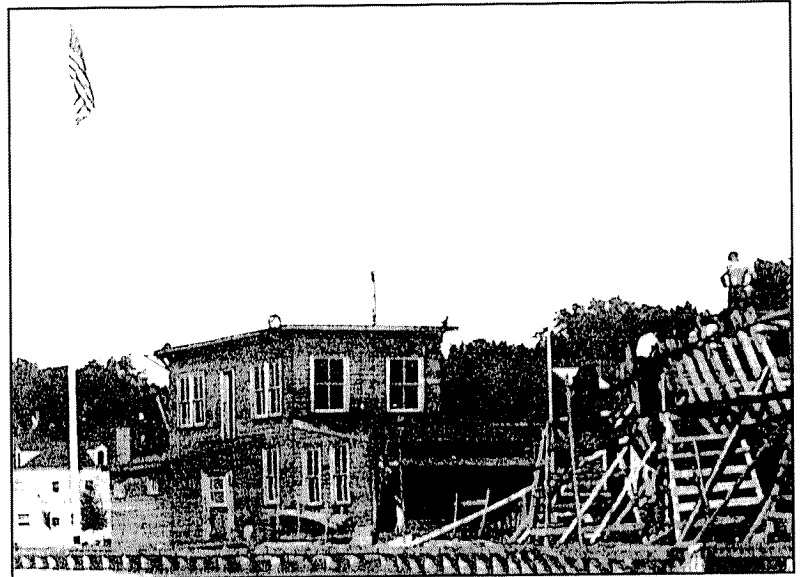
About 1902, RYC built a clubhouse on the east side of the river in Summerville, apparently to supplement the clubhouse in Charlotte, which had been built 13 years earlier. Thomas W. Finucane was the builder. This new house was a three-story structure with a magnificent veranda located on the shore of Lake Ontario. The building was designed by architect A.J. Warner for the Club. It was an open-air deck with awnings and a great view of the races on the lake. The east side clubhouse was apparently used primarily as a social spot with beautiful clubrooms, a bar and a restaurant on the third floor. The clubhouse on the west side continued to be used for storage of boats and spars and general boating activity.

South of the new clubhouse, early maps show a small pond indenting the swampy east shore of the river. Dredging was begun there for a club basin that still survives as the present basin. The dredging, it seems, has continued ever since with monotonous regularity.

This was sold in 1914 to Carl Popp and became Popp's Inn, a popular local tavern, until the late 1920s. It was then closed, failing to make a successful switch from the private to the public sector, and the building was torn down in 1938.

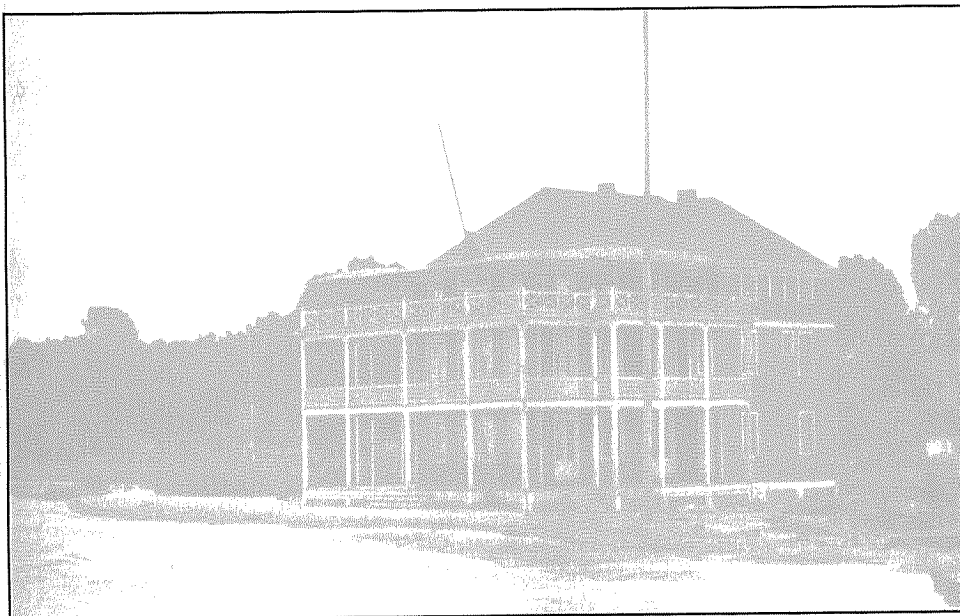
Our fourth, and, hopefully last, clubhouse was built on the

present site in 1922. The picture below shows the property before being cleared prior to RYC construction.

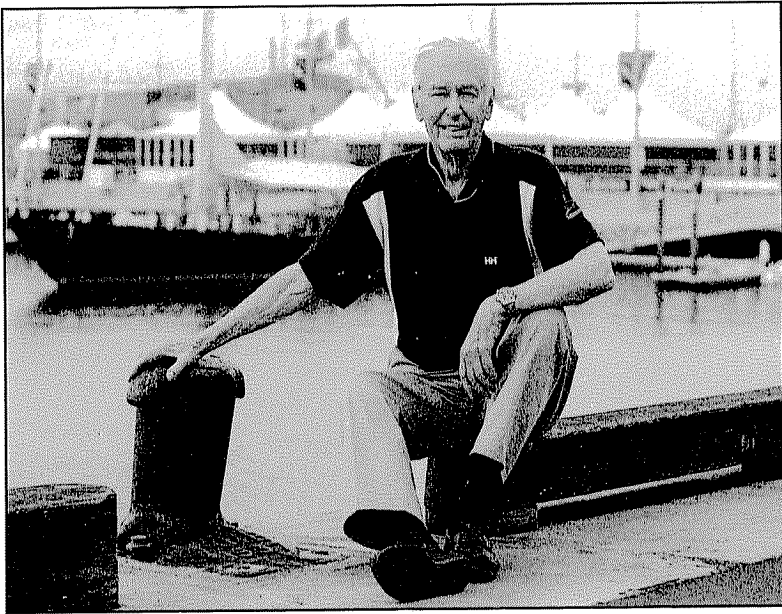


The first version of our current facility was a two-story structure with a screened porch as well as a combination club and dining room on the second floor.

The normal high water problem required maintenance and repair of breakwalls around the club property, but because of extreme and persistent high waters in the early 1950s major construction was needed. One such renovation took place in 1952 when, under Commodore F. Ritter Shumway's direction, the wooden foundations of the clubhouse were replaced by stone and concrete, raising the floor three feet in the process. This necessitated abandoning the fireplace. It was boarded over around the present circular staircase. In no way could it be raised three feet along with the rest of the clubhouse.



Third clubhouse on east side of river near U.S. Coast Guard Station.



Olin Stephens, in New Zealand, October '99, awaiting America's Cup Trials.

Olin Stephens does the Club honor to contribute recollections of some of his contacts with RYC. While this writer was not fortunate enough to have a Stephens-designed boat, George Cuthbertson, Doug Peterson, Rob Ball and Rodney Johnstone and all other modern yacht designers follow techniques and use the IOR, IMS and other handicap rules, which Olin brought to the craft in his 50 years of designing. When you're looking for runners up in yacht design, the words of Queen Victoria's equerry at the conclusion of the first America's Cup Race come to mind: "Your Majesty, there is no second place."

Olin's career started upon graduation from high school in 1926 with the design offices of Henry Gielow and Philip Rhodes. His first design, still racing today, is the Manhasset Bay One Design. It was drawn in the Sparkman and Stephens office which Olin joined formally at 21.

He came into fame with a breakthrough design, *Dorade*, which was first to finish the 1931 Trans-Atlantic Race and gave its name to the waterproof ventilators that still adorn nearly every cruising yacht. *Dorade* was followed by other off-shore boats such as *Stormy Weather* and *Finisterre* which barely qualified because of its small size for the Bermuda Race, but went on to win three times in succession under the helm of Carleton Mitchell.

He participated with Starling Burgess in the design of *Ranger* for the America's Cup Race of 1937 and then boarded the boat as winning tactician in this last series sailed in the beautiful J-Boats.

After World War II, the J-Boats were replaced with 12-Meters and Olin drew the winners in the series of 1958, 1964, 1967, 1974, 1977 and 1980. The last yacht was *Freedom*, which he drew two years after his retirement. As he mentions in his article, he designed many 8 and 6-Meters to the International Rule. The 12-Meter *Intrepid* was the model for 8-Meter *Iroquois* which Olin designed for John and Eugene VanVoorhis.

For the record, if you see a Blue Jay, a Mercury, a Lightning or a Shields, he drew them. So also with most Swans and Tartans and several Chris Craft sailboats and Hinckleys.

Olin Stephens' name has become synonymous in a larger sense with the casual dignity, studied excellence and modesty which so happily characterized yachting in his 50 years of work. What a treat it is to have Olin Stephens as one of our contributors.

COMMENTS FROM OLIN STEPHENS

It was good to return to the Rochester Yacht Club during the summer of 1998 to watch the Ted Turner 8-Meter series, not only to enjoy the good racing in a good cause and meet the crews, but also because the visit brought memories dating back to the year 1930 and a number of the ensuing years.

I was 21 years old and had been active in yacht design only a little over a year when S&S received the commission from a Rochester Yacht Club group to design an eight for the Canada's Cup defense. I had done a 6-Meter that year and must have been the beneficiary of some unwarranted buzz about her ability. Though she was not very fast, I had received orders for four new 6s, at least two of which came from the recommendation of Clinton Crane, then an amateur who was the most successful American designer of International Rule yachts. It was his *Thisbe* that in 1930, sailed by Bill Barrows, defended the cup for Rochester. Luckily the boats of 1930 were fast. Two 6s raced successfully in Charlevoix, Michigan, and two stayed on Long Island Sound, one of them winning the 6-Meter championship that summer. The eight, *Conewago*, went to Rochester.

One of the 6s had been thought out for light airs and I believed that her character should do well in the weather that prevailed on Lake Ontario. She had sharp ends coupled with narrow beam, a deep mid section, and she carried a large rig with a high fore-triangle. Wetted surface was small. The eight, *Conewago*, was similar.

I remember how she was delivered through the Barge Canal in charge of Jim Merrill who was a friend and draftsman in our office then on City Island, New York City, driven I think by an outboard motor. I remember the disappointment when, in the trials, she was beaten out by *Thisbe* sailed by Bill Barrows, and how pleased I was when in the same season brother Rod and I were invited to sail her in the Freeman Cup race to Hamilton and in a series of races at Hamilton. There we were able to make second place in a competitive fleet, but the real good news came later when we met with Rooney Castle and he said that he would be buying *Connie*. He turned her into a winner of the Canada's Cup, 1932 and 1934 and many other races...

That same time Drake Sparkman, my partner, was a good friend of Bill Barrows. Bill did his share and more to build up a good fleet at RYC. From year to year he would build or buy a new boat, enjoy it for a summer, sell it to a Club member and come back to build again. Bill was a friend of mine and of our office from the early 30s through and following the war. Among the boats designed for him was a small centerboarder, named *Chance* in 1948.

Time passed and it was in 1966 that Judge John Van Voorhis and his son Eugene renewed my tie with the RYC, by calling me to discuss the design of a new 8-Meter. Just then we were doing tank tests for the America's Cup 12-Meter *Intrepid*, studying the possibility of using a shortened keel and separate rudder. This looked promising and John's *Iroquois* and the twelve *Intrepid* were very much alike in their design and were a successful departure from convention.

These earlier days were recalled when Joel Roemer invited me in the name of the Club to visit Rochester as Honorary Chairman of the Ted Turner 8-Meter Series. This was a wonderful opportunity for me to revisit RYC. Although I missed some old friends, I was happy to be greeted by Rooney's son and daughters. I hope they realize how much their father had meant to me, not only for who he was, but also by his ability to turn that early design, *Conewago*, from failure to success. Equally great for me was to meet the new owners of the many old boats and to see these three early designs, *Connie*, *Iskareen* (built in Sweden and raced in England) and *Iroquois* all built for Rochester owners, racing still and even winning. Many thanks to Joel, the 8-Meter class and the Rochester Yacht Club.

Olin Stephens