

# The Richardson Cup

The Yacht Racing Union Cup, more popularly known as the Richardson Cup was originally intended for competition in P Boats; however, only the 1912 race was held 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 Yachting 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* 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 World War II, Richardson Cup competition resumed in 1951, using borrowed boats. The following year Kendall and Newton Castle on *Shadow* returned the Cup to RYC. A decade later, in 1962, Wilmot V. (Jerry) Castle with the crew from his 6-Meter boat *Stork* won the Cup again. Pete Tierney, Mike Doyle, and Stan Chambers sailed with him. This 1962 series was held on a "match race" basis with crews shifting among boats.

Beginning in 1967, Richardson Cup competition was sailed in borrowed cruising class boats and in subsequent years races were held in Cal 40's, Redline 41's, C&C 35's, Black Watch 37's, etc..

In 1970 the Cup series was held in Rochester and was won by John Odenbach, Sr., who went on to represent the Great Lakes in the Congressional Cup in California. Two years later, in 1972, John Odenbach, Jr. was the LYRA representative and he placed second at Rocky River, Ohio.

Through the years RYC skippers have ably carried the LYRA colors in the prestigious Richardson Cup competition, sailing to frequent victories.

*John Odenbach (standing) and his successful Richardson's Cup crew at the 1970 Congressional Cup. Tim Booth, Alan Goldstein, Gardner Odenbach, Chuck Koler, Fred Odenbach. Bottom John Odenbach, Jr.*



# World Regattas

The Worlds - for the host club it is a challenge, a responsibility, and a privilege.

It means weighing and measuring, setting up fair races with the utmost care and attention to detail. It means work for a year or more in advance: forming committees, enlisting volunteers, contacting the media, printing and sending out information. It means hospitality: meeting planes, providing transportation and lodgings, planning parties. It means making new friends from all over the world, meeting great sailors, competing with them or watching them in action, and the fun of reviving the day's race afterwards in the relaxed atmosphere of the club.

The Rochester Yacht Club has hosted five world championship regattas. Each had a flavor of its own.

## 1936 - Star World Championship

It was heralded as "... the biggest marine spectacle in Lake Ontario's history ..." and stories and pictures of the regatta made the first page of every section of the Times Union on September 1st and for many days after.

By 1936 the 25-year-old Star class had become the most popular of the one-design racing classes. The regatta attracted 35 boats with entries from France, the Philippines, the Bahamas, Hawaii, Cuba, Canada, and parts of the United States including several crews from the nearby Finger Lakes Region. The local entry was *Red Head* sailed by Bill Calkins and Harold Christy. Commodore Edward Doyle's *Silver Slipper* and Cliff Baker's *Peggy Wee* were on charter to the Hawaiian and Cuban fleets, respectively.

The favorites were H.F. ("Hooks") Beardslee of Newport Harbor, California and Adrian Iselin II of the Western Long Sound Fleet. The two had battled for the crown the year before and Iselin was bitter because "questionable team tactics" had been used against him in California. This year he had turned down the Olympic Trials in order to concentrate on winning the International in Rochester.

Four lovely women, who captured more than their share of publicity, were among the crew members, as was Melville Bell Grosvenor, then assistant editor of the *National Geographic*. And, Commodore George Corry of Long Island, designer of the Star and founder of the class, was on hand for the festivities.

Private sail and power boats came from as far away as Chesapeake Bay, New England and Chicago to swell the Lake Ontario spectator fleet. The newspapers reported that "The Yacht Club Basin was a forlorn sight during the racing of the boats. With the exception of one large yacht in dry dock and a few smaller crafts, the basin was deserted." Two Niagara River ferries had been chartered with a combined capacity for about 600 passengers. So that when the Stars sailed out the Genesee: "Following as close behind ... as conditions would permit was a motley collection of spectator vessels, ranging from ocean-going yachts to row boats."

A race was held on Wednesday, September 2nd, but the