

YACHT RACING CLASSES

From the earliest days of RYC when *Madge* and the stately *Nox*, and *Cinderella* sailed the "circuit" of summer LYRA port-to-port races, or competed off the mouth of the river in club races, the health of the Club as a whole could almost be measured by the strength and diversity of the racing calendar.

To yachtsmen, this observation comes as no surprise. The charms of cruising, whether under power or sail, are essentially solitary. The on-shore conveniences could perhaps be found at a commercial marina, and sailors of all kinds are notable for their ability to foregather under even the most unfavorable circumstances to socialize and share their mutual passion for boats. But it is for racing and its management that an organization is needed, a Club.

RYC is fortunate indeed to have a strong, well developed racing program, supported with enthusiasm by all members whether or not they themselves participate. Its value is recognized as a means of attracting new members, of bringing hundreds of members to the club several times a week during the season, and as a powerful magnet to draw our sons and daughters to the sport

of yachting.

In its Centennial Year, Rochester Yacht Club will sponsor an impressively wide range of racing fleets, evidence of what is hoped will be continuing health and prosperity. From the smallest to the largest — Lasers, 420's, Solings, Dragons, Racer-Cruisers — all fleets are strong and growing stronger. The Junior Sailing Program is among the nation's finest, and the new and increasingly popular Women's Racing Program is expected to involve more one-design racers as time goes on.

Our Frostbiters, a special breed of Interclub Dinghy sailors with antifreeze in their veins, provide a focus for Sunday gatherings at the Club, all through what otherwise might be dull winter months.

The following chapters will describe not only these fleets, but as many of the others as possible, from P and R-Boats, to Knarrs, Jolly Boats, Dinghies, 6-Meters, and others that were once the heart and center of club activity, but have since faded. They may be gone but they have left their imprint in enthusiasm and good fellowship on today's Club.

P CLASS

The first P Class boat, rating 31 feet under the Universal Rule, was the Herreshoff sloop *Seneca* which successfully defended the Canada's Cup for RYC in 1907. *Seneca* was bought from its RYC owner by Commodore Jarvis of RCYC in 1911 and became the first of a strong group of P's in the Toronto area. In 1919 RCYC appropriated the sum of \$10,000 to purchase additional P Boats for resale to members and four were brought to Lake Ontario from the Atlantic seaboard, raising the total fleet to eight.

Research for this book identified only two P's at RYC other than the original *Seneca*. They were *Olympian* owned by Dr. Paul LaLonde and Lorenzo Mabbett's *Alloede*. Both of these had successful racing records through the 1920's, with *Alloede* winning the prestigious Fisher Cup in 1927.

The gaff rigged P Class Boats were approximately 55 feet LOA, 35 feet LWL, displaced about 12 ton and carried 1300 feet of sail. Powerful, stately racing machines, they were sailed by some of the finest skippers of their day. Interest in P's dwindled with the adoption of the 8 Meter Class for Canada's Cup competition in 1930.

OLYMPIAN, P. Boat owned by Dr. Paul La-Londe in about 1925.

