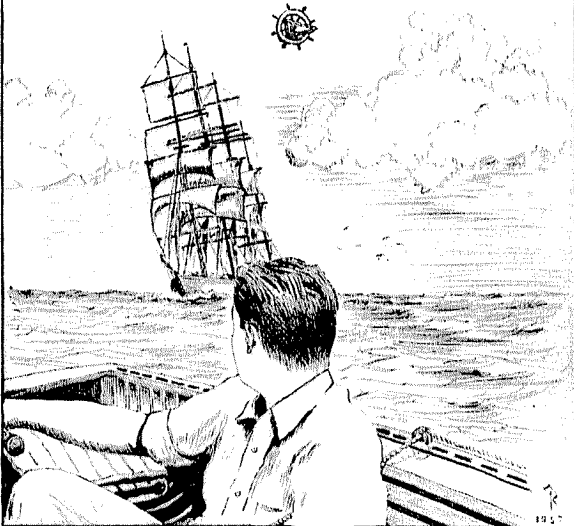


● THE BOOK OF THE ●
CANADA'S CUP RACES

AUGUST · 1930



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 ROCHESTER YACHT CLUB



PRESENTED BY

BOOK OF THE
Canada's Cup Races

AUGUST, 1930

*Sixth Series to be Sailed
 the Week of August 11, 1930
 on Lake Ontario off the Port
 of Rochester, New York*



ROCHESTER YACHT CLUB
 Rochester, New York, U. S. A.



American Defender "THISBE"

8-Meter. Designed by Clinton Crane, New York. N. A. Y. R. U. Official No. U S 8/9.; *Skipper*, Wm. P. BARROWS, Rochester Y. C. *Crew*, JOHN TAYLOR, TAYLOR HOWARD, K. TEO MOLIN, TED PICKERING.



Canadian Challenger "QUEST"

8-Meter. Designed by Wm. Fife, Scotland. N. A. Y. R. U. Official No. C N 8/1.; *Skipper*, NORMAN R. GOODERHAM, Royal Canadian Y. C.



THE REGATTA OF

1930

Regatta Committee

GEORGE CULP, *Chairman*

CHAS. FAXON L. G. MABBETT

Canada's Cup Committee

W. V. CASTLE, *Chairman* WM. P. BARROWS

WALTER L. TODD JOHN TAYLOR

WALTER L. FARLEY TODD PARSONS

W. PECK FARLEY L. G. MABBETT

Judges

CLIFFORD C. MALLORY, *New York, President of North
American Yacht Racing Union, Chairman*

CHAS. VAN VOORHIS H. A. MOORE
Rochester Y. C. *Royal Canadian Y. C.*

CANADA'S CUP RACES

*Beginning Monday, August 11, continuing daily until
one boat has won 3 races*

STARTING TIME—12 Noon each day. Warning gun with
White cylinder 15 minutes before start. Preparatory
gun with *Blue* cylinder 5 minutes before start.

COURSES—Starting and finishing line between Judges'
Boat and Orange Flag spar buoy fixed about 500 yards
off end of easterly Summerville Pier.

SIGNALS—All signals indicating courses, directions, etc.,
will be displayed from Judges' Boat as explained in
detail in folder entitled "Official Instructions for
Races."

OFFICIAL OBSERVATION BOAT

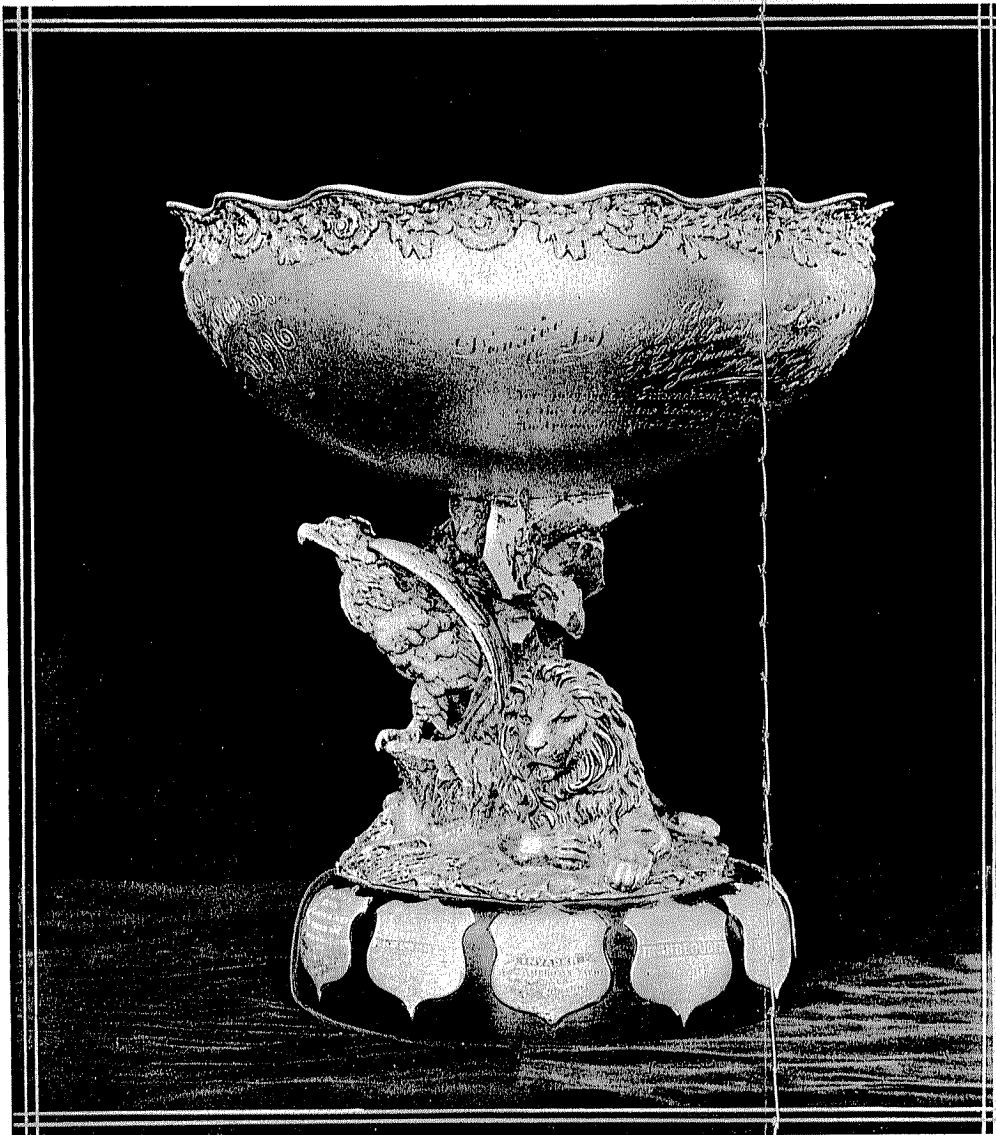
STEAMSHIP "Ontario" will leave Municipal Dock at
Summerville (only a few steps from Rochester Yacht
Club) at 11:30 A. M. each race day and will follow the
races at a distance calculated to afford the best possible
view for passengers. "Ontario" is a large and powerful
ship, steady and comfortable regardless of weather. It
offers commodious observation decks as well as com-
fortable cabins. Subscribers to Canada's Cup Syndicate
will receive tickets entitling the individual subscriber to
passage on the observation boat for any or all of the five
race days as guest of the Rochester Yacht Club. To
members of subscribers' families and their guests as well
as the general public, the B. R. & P. Railroad Company,
operating the "Ontario," will charge a moderate fare;
tickets procurable at the Municipal Dock. Lunch and
dinner will be served on board at a moderate charge to
those desiring same.

PRESENTATION DINNER

*At Rochester Y. C., Evening of
Final Canada's Cup Race*

START OF FREEMAN CUP RACE

*On Saturday, August 16, Rochester to Hamilton, for
Opening of the Annual L. Y. R. A.
Regatta, Week of August 18*



The Historic Canada's Cup

ORIGINALLY presented under a deed of gift by owners of the yacht "Canada," Royal Canadian Y. C., in the year 1896, as a perpetual trophy to be sailed for by clubs representing the opposite shores of the Great Lakes.

The first series under this deed of gift was sailed in 1899, at Chicago, with a Rochester boat representing the United States, winning, and thus bringing the Cup at the start to the American shore. In all, five series have been sailed, with Royal Canadian Y. C. representing Canada in all five, and Rochester Y. C. representing United States in all but one.

Engraved on raised shields around the base of this priceless old silver bowl are the names of the various winners from 1899 to 1907, as follows:

1899—"Genesee," Rochester Y. C., Challenger, defeated Canadian defender, "Beaver."

1901—"Invader," Canadian challenger defeated American defender, "Cadillac" of Detroit Y. C.

1903—"Irondequoit," Rochester Y. C. challenger, defeated Canadian defender, "Strathcona."

1905—"Iroquois," Rochester Y. C. defender, defeated Canadian challenger, "Temeraire."

1907—"Seneca," Rochester defender, defeated Canadian challenger, "Adele."



THE CONTESTANTS OF

1930

IN the Regatta of 1930, for the first time in Canada's Cup history, the two contending yachts are designed and built under the International rule, in the 8-meter class. This provides extremely fast boats of the following principal dimensions—approximately:

Water line, about 30 ft. Length over all, slightly under 50 ft. Extreme beam, about 8 ft. Draft, about 6½ ft. Sail area, 845 to 875 sq. ft. Displacement, about 18,000 lbs.

These 8-meter boats are marked by unusually high freeboard, sharp ends, and underwater bodies skilfully designed to spin about almost in their own length and to slip through the water with the least possible resistance. In other words, to "pick-up" quickly, maneuver smartly at a mark, and maintain maximum speed with the minimum of wind.

A feature that will be novel to those who have followed Canada's Cup and America's Cup races in years past, is the modern Marconi type of rig that powers the present-day racers.

The Marconi rig is triangular, and in sail area appears diminutive beside the old billowing type of gaff sail. The mainsail is shaped like the jib, both coming to a sharp peak at the mast. Instead of the old familiar projecting

bowsprit, the flapping gaff, and the long, overhanging boom, the 8-meter yachts have the mast stepped well aft—almost amidships. The jib stops 'way short of the bow, is hoisted only part way to the masthead, and the boom ends abruptly at the transom.

What the Marconi-rigged yacht seems to lack in sail area, it more than makes up in science. Wing edges are depended upon for driving power in going to windward, rather than mere area of canvas. The result in speed is a revelation to old-timers. In fact, with a fair beam wind it takes a smart power launch to keep up with the 8-meters.

Other departures from former Canada's Cup yachts are the tall, hollow masts, with halyards leading down inside the spars and served by winches located below decks. Efficient gear is provided for handling sheets, and in general the highly modern fittings and mechanism serve to supplement the manual skill of the well-drilled crews in handling sail with speed and absence of lost motion.



ROCHESTER YACHT CLUB

Officers and Committees, 1930

PHILIP G. HOFFMAN,
Commodore

JOHN H. CASTLE,
Vice Commodore

T. A. SHARP,
Rear Commodore

FRANK CHRISTY, *Official Measurer*

Executive Committee

PHILIP G. HOFFMAN
JOHN H. CASTLE
T. A. SHARP
R. J. MENZIE

HARRY C. STEVENSON

House Committee

T. A. SHARP, *Chairman*
HAROLD CHRISTY
MARVIN A. LUSCHER

Finance Committee

HARRY C. STEVENSON,
Chairman

W. PECK FARLEY
HAROLD L. FIELD
GIFFORD MORGAN

Membership Committee

JAMES J. WILLIAMS, *Chairman*
E. C. WOLCOTT
DR. MERRITT C. VAUGHAN

Regatta Committee

GEORGE CULP, *Chairman*
CHARLES FAXON
L. G. MABBETT

R. J. MENZIE,
Secretary & Treasurer

MILTON B. MILES,
Fleet Captain

DR. C. SAHLER HORNBECK,
Fleet Surgeon

FRANK CHRISTY, *Official Measurer*

W. PECK FARLEY
FRED G. MABBETT
JAMES J. WILLIAMS
VOLNEY E. LACEY

Property Committee

JOHN H. CASTLE, *Chairman*
VOLNEY E. LACY
DR. C. SAHLER HORNBECK

Entertainment Committee

J. HOWARD KIDD, JR.,
Chairman

ARTHUR MOHR
B. C. LITTLE
M. R. MILLER
OSCAR MARTH
JOHN BARROWS

Power Boats Division

DR. RAY ELLIOTT, *Chairman*
R. W. MARRAN
V. S. BENNETT
F. J. TARRANT

Dinghy Division

EDWARD MARTH, *Chairman*

SPECIAL COMMITTEES

Canada's Cup Committee

W. V. CASTLE, *Chairman* WM. P. BARROWS
WALTER L. TODD JOHN TAYLOR
WALTER L. FARLEY TODD PARSONS
W. PECK FARLEY L. G. MABBETT

Canada's Cup Judges and Selections Committee

(appointed by Canada's Cup Committee)

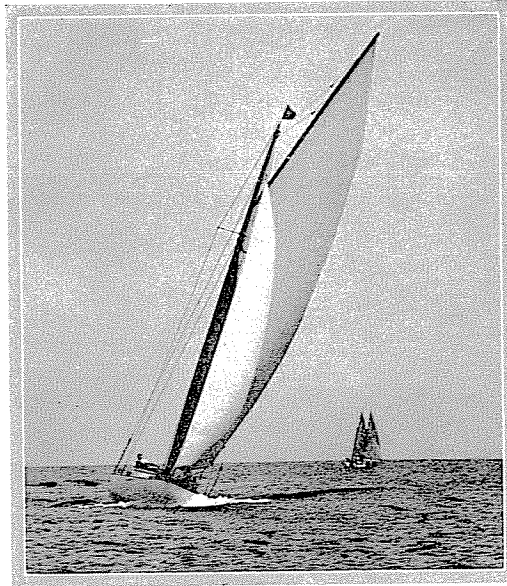
CHARLES VAN VOORHIS GEORGE CULP
CHARLES FAXON FRANK CHRISTY
GEORGE ROAT

Canada's Cup Syndicate

WALTER L. TODD, *Chairman*

MORTIMER R. ANSTICE J. HOWARD KIDD, JR.
WILLIAM P. BARROWS FRED A. MABBETT
LEON L. BENHAM LORENZO G. MABBETT
THEODORE C. BRIGGS MILTON B. MILES
WILMOT V. CASTLE MORTIMER J. MILLER
JOHN H. CASTLE ERIC C. MOORE
FRANK T. CHRISTY GIFFORD MORGAN
GEORGE P. CULP WILBUR W. O'BRIEN
AUGUSTINE J. CUNNINGHAM THOMAS C. PARSONS
WILLIAM C. DALEY WINFIELD P. PEMBROKE
WALTER L. FARLEY EDWARD ROSENBERG
W. PECK FARLEY T. A. SHARP
HAROLD L. FIELD HARRY C. STEVENSON
CHARLES P. GALLAGHER DOUGLAS C. TOWNSON
FRANK E. GANNETT HAROLD C. TOWNSON
FRED H. GORDON CHARLES VAN VOORHIS
DR. C. SAHLER HORNBECK JAMES J. WILLIAMS
JOHN W. JARDINE E. CLINTON WOLCOTT
LEWIS B. JONES DONALD WOODWARD

PHILIP G. HOFFMAN, *(Commodore, Ex-Officio)*



"GENESEE," Rochester Y. C., 1899

American challenger in the first series sailed for Canada's Cup, at Chicago, 1899. She defeated the defender, "Beaver," of Royal Canadian Y. C., thus bringing the Cup for the first time to the American shore of the Lakes.