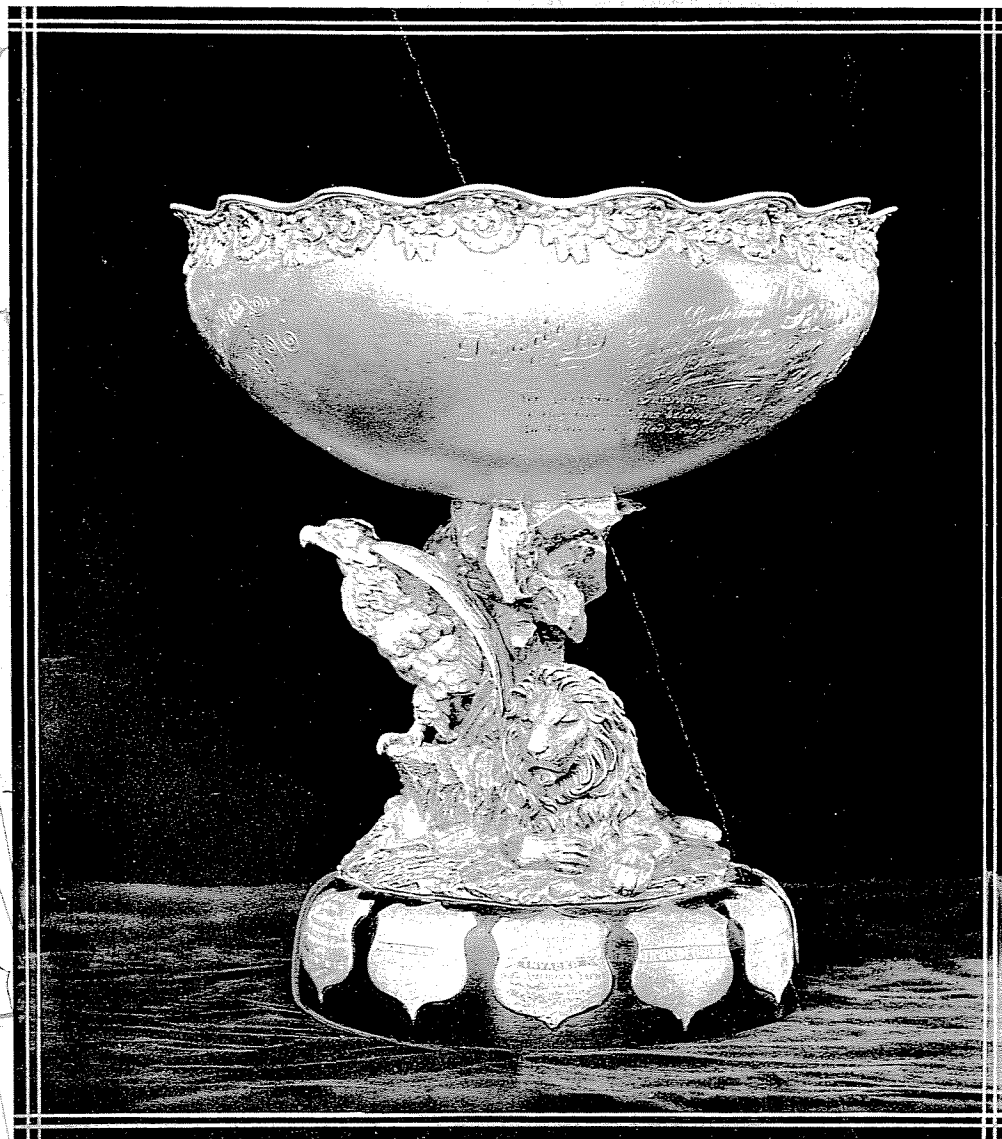


CANADA CHALLENGES ROCHESTER



THE CANADA'S CUP

Classic emblem of International yacht racing on the Great Lakes. Won from Canadian defenders and challengers by Rochester boats in 1899, 1903, 1905 and 1907. Rochester is challenged to defend it again in 1930

WILL HISTORY REPEAT ITSELF?

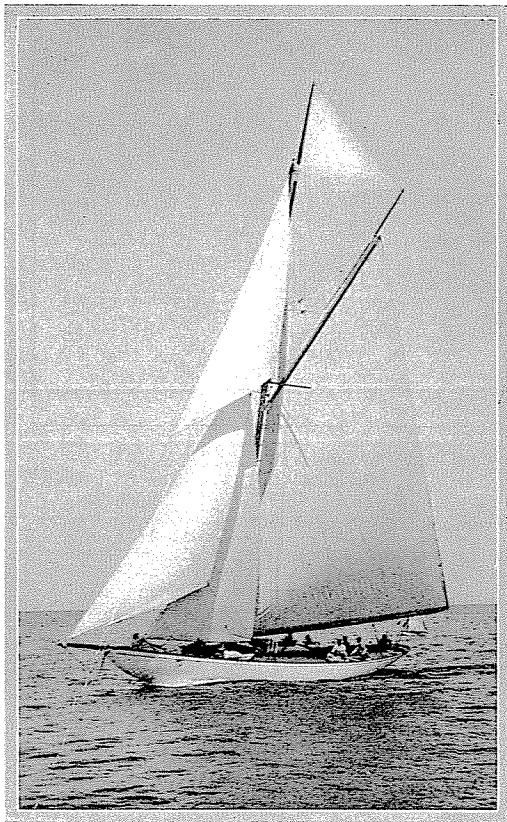
THIRTY YEARS OF CANADA'S CUP RACING

(Acknowledgments for the following historical data are due to Clute Noxon, historian of Rochester Yacht Club; and to Ex-Commodore Aemilius Jarvis of Toronto, from the latter's "History of the Canada's Cup Races," published in Year Book of the Royal Canadian Yacht Club.)

THE Canada's Cup—so called because it was originally awarded to the owners of the yacht "Canada," representing the Royal Canadian Yacht Club.

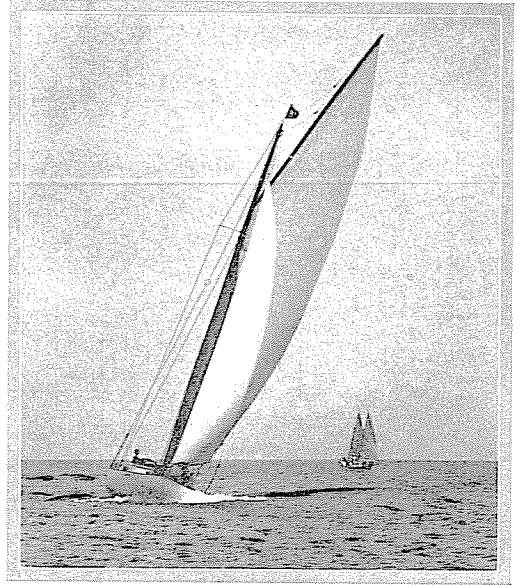
In the beginning, the trophy that has since become the world's classic of sailing on fresh water, was donated by the city of Toledo, Ohio, as the prize for a series of races between boats to be selected by yacht clubs of the United States and Canada.

This prehistoric series was sailed in 1896, off Toledo, on Lake Erie, between "Canada," representing Royal Canadian Yacht Club, Toronto,



IRONDEQUOIT, Rochester Y. C., 1903

Which went to Toronto and beat "Strathcona," thus bringing the cup to Rochester, after "Cadillac" had lost it to "Invader" at Chicago in 1901.



GENESEEE, Rochester Y. C., 1899

Which won the eliminations against all clubs from this side of the Lakes, at Chicago Y. C., for the honor of carrying America's challenge to Toronto. There she beat "Beaver" and brought the Canada's Cup for the first time to our shores.

and "Vencedor," representing Lincoln Park Yacht Club, Chicago.

"Canada" won, best two in three, scoring two straight wins.

The "Canada's" Toronto owners then presented the cup, under a deed of gift, naming it the "Canada's Cup," as a perpetual International trophy, to be sailed for by clubs of the Yacht Racing Union of the Great Lakes.

Under this deed of gift, there have been five series of Canada's Cup races, with the following results to date:

1899—AT TORONTO, best 3 in 5

Defender—"Beaver," representing Royal Canadian Yacht Club, designed by Arthur Payne, England. Skipper, Aemilius Jarvis.

Challenger—"Genesee," representing Chicago Yacht Club; built by C. C. Hanley, Quincy, Massachusetts, for the Rochester Yacht Club. (Selected as the challenger in an elimination series held at Chicago, which brought together

the greatest fleet ever assembled before or since in competition under the Canada's Cup deed of gift.) Skipper, Chas. G. Davis.

BEAVER	GENESEE
First Race —No finish	No finish
Second Race—	Won by 1m., 22s.
Third Race—	Won by 39s.
Fourth Race—	Won by 10m., 47s.

Thus, although won by a Rochester boat, the trophy went to the Chicago Club, where it remained until

1901—AT CHICAGO,
best 3 in 5

Defender—"Cadillac," representing Chicago Yacht Club, built by Hanley, of Quincy, for Detroit Yacht Club. (Selected as the defender in elimination trials at Chicago.) Skipper, William Hale Thompson.

Challenger—"Invader," representing Royal Canadian Yacht Club, designed

by Sibbick, of England. Skipper, that same Aemilius Jarvis.

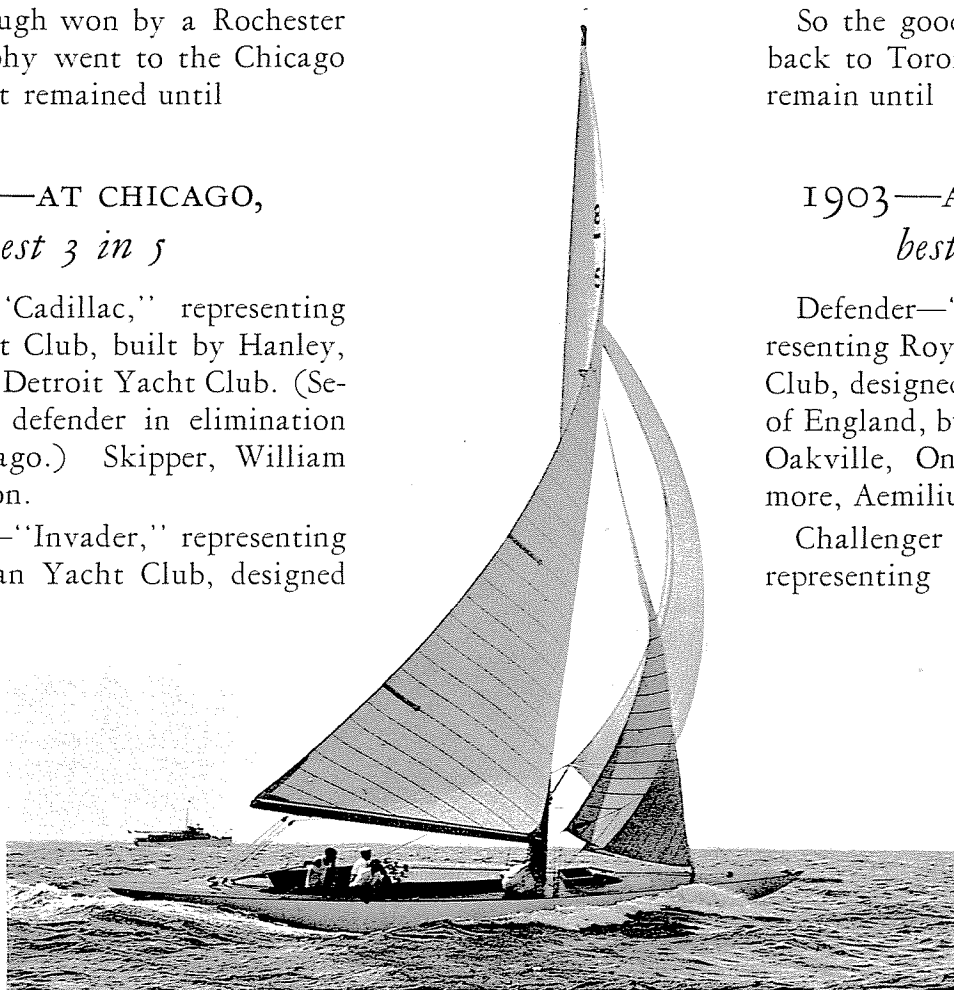
CADILLAC	INVADER
First Race —Won by 8m., 25s.	
Second Race—	Won by 6m, 22s.
Third Race —Disqualified	Won on foul
Fourth Race—	Won by 2m., 19s.

So the good old trophy went back to Toronto once more, to remain until

1903—AT TORONTO,
best 3 in 5

Defender—"Strathcona," representing Royal Canadian Yacht Club, designed by Arthur Payne of England, built by Andrews of Oakville, Ont. Skipper, once more, Aemilius Jarvis.

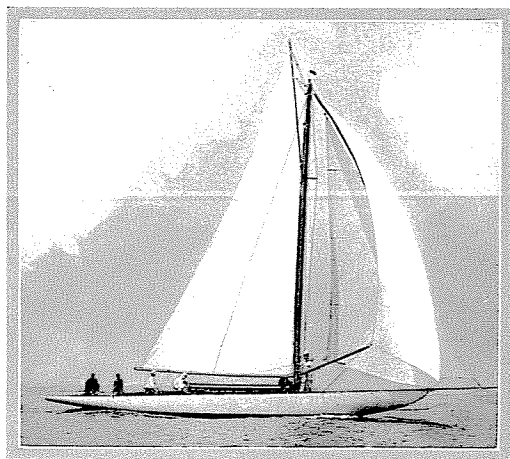
Challenger—"Irondequoit," representing Rochester Yacht



A HINT OF 1930 DEFENDER'S LINES

This Downeast "8-meter" boat illustrates the class in which this year's contenders will be built. Designed by Payne, built like a piece of rare cabinet work by Lawley, all our hopes and all our dollars go into this masterpiece of American craftsmanship. (Note the lofty "Marconi" rig and the wing-like sail surfaces—this is the modern expression of greyhound speed contrasted with the slow-footed yachts of earlier days.)





IROQUOIS, Rochester Y. C., 1905

Which successfully defended the cup by beating "Temeraire" when Toronto made its first trip to Rochester to regain the much coveted trophy.

Club, designed by Wm. Gardner, New York, built by Wood at City Island. Skipper, two losing races, James Barr; three winning races, Addison G. Hanan, New York.

STRATHCONA	IRONDEQUOIT
First Race — Won by 22 seconds	
Second Race—Won by 10m., 5s.	
Third Race —	Won by 5m., 14s.
Fourth Race—	Won by 1m., 18s.
Fifth Race —	Won by 1m., 22s.

This triumphant finish after a beginning fraught with blackest gloom, brought the cup for the first time across Lake Ontario to Rochester, where it has safely reposed ever since, although a rousing series was sailed in

1905—OFF ROCHESTER, *best 3 in 5*

Defender—"Iroquois," representing Rochester Yacht Club, designed by Charles F. Herreshoff (son of the famous designer of America's Cup defenders), built by Lawley of Boston. Selected after eliminations against Kee Lox II. and Rochester. Skipper, our own Lorenzo ("Lorry") Mabbett.

Challenger—"Temeraire," representing Royal Canadian Yacht Club, designed by Fyfe, in

England, built by Andrews at Oakville. Skipper, E. K. M. Wedd.

IROQUOIS	TEMERAIRE
First Race — Won by 12m., 50s.	
Second Race—	Won by 5m., 4s.
Third Race —	Won by 2m., 28s.
Fourth Race—Won by 3m.	
Fifth Race — Won by 2m., 15s.	

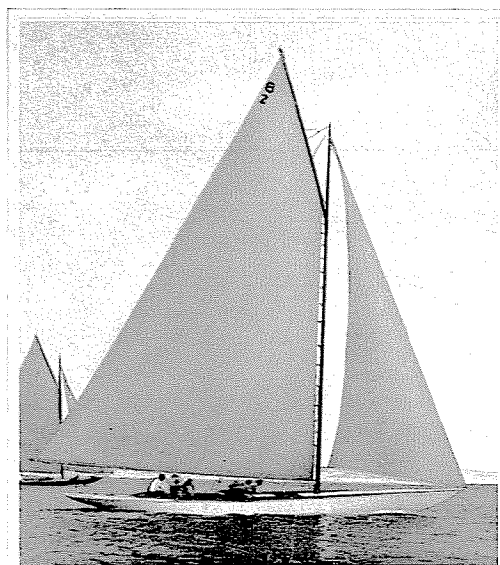
And again in

1907—OFF ROCHESTER, *best 3 in 5*

Defender—"Seneca," representing Rochester Yacht Club, designed, built, rigged, and tuned up, on Long Island Sound, by the Herreshoffs—(no contenders in her class in the Rochester fleet). Skipper, Addison G. Hanan, New York.

Challenger—"Adele," representing Royal Canadian Yacht Club, designed by Payne in England, built in Oakville. Skipper, that same Aemilius Jarvis, again.

SENECA	ADELE
First Race — Won within 1m., 38s. of time limit	No finish; becalmed
Second Race—Won by 5m., 38s.	
Third Race — Won	No finish; disabled



SENECA, Rochester Y. C., 1907

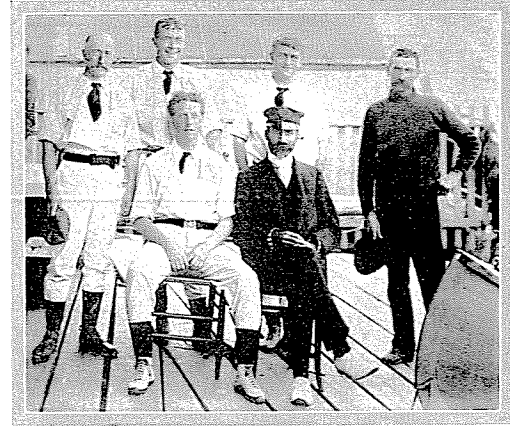
Which again kept the cup in the Rochester Y. C. trophy case when Toronto made its fourth vain effort against a Rochester boat with the challenger "Adele."



Crew of GENESEE

First American Challenger, 1899

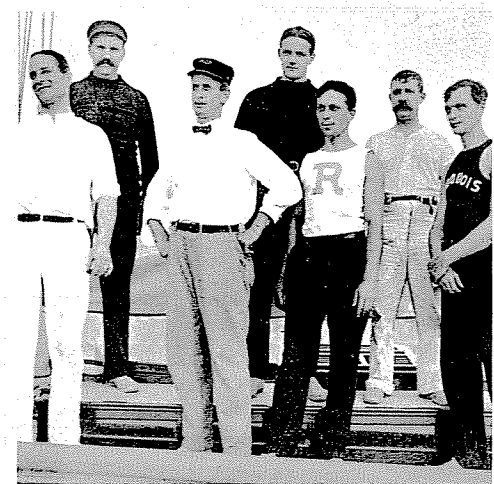
Front row, from left—Chas. J. Davis, skipper; Chas. Van Voorhis.
Second row—Professional (unidentified), M. A. MacDuff, Billy Miller, Alex MacDonald.



Crew of BEAVER

Unsuccessful Canadian Defender, 1899

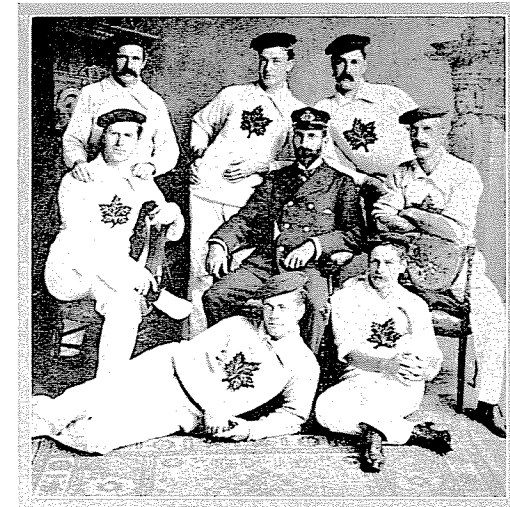
Front row, from left—Jim McMurray, Skipper Aemilius Jarvis.
Second row—Fred Turner, Vincent Hughes, Chas. Lowndes, Jim Young (prof.)



Crew of IROQUOIS

Successful American Defender, 1905

Front row, from left—Fred Mabbett, Skipper "Lorrie" Mabbett, John Taylor, Taylor Howard.
Second row—Harry Van (prof.), Jimmy Backus, Billy Little.

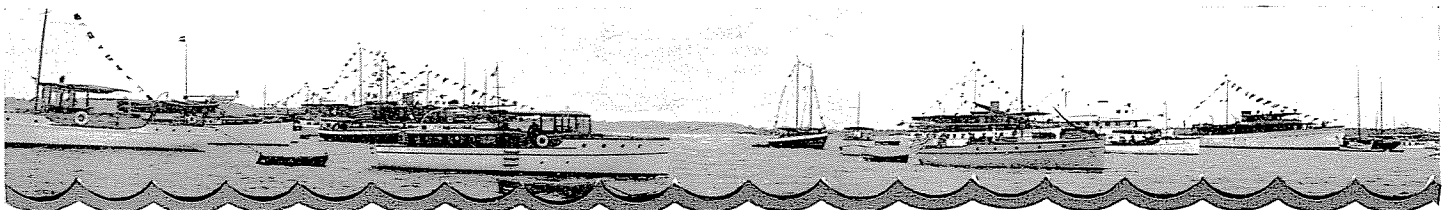


Crew of CANADA

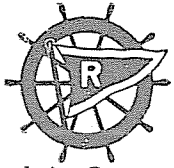
Donor of the Cup, 1896

Front row, from left—Eddy Bailey, Herby Parsons.
Middle row—Billy Moran, Skipper Aemilius Jarvis, W. S. Clowston.
Rear row—J. H. Fearnside, Jerry Boulton, Sidney Small.

Scenes like this will put Rochester on the world's "front page" in August, 1930



AHOY, ROCHESTER! STAND BY



In 31 years Rochester Yacht Club has built six boats—"Genesee," "Irondequoit," "Kee Lox II," "Rochester," "Iroquois" and "Seneca"—to contend for the Canada's Cup, second only to the historic *America's Cup* as the world's yachting classic.

Rochester boats, so far, have been invariably successful, *and Rochester boats are the only ones from the American side that have ever bested Canada for the trophy.*

"Genesee" brought it to the American side of the Lakes in the first series of Canada's Cup races.

"Irondequoit" recaptured it for Rochester after Chicago had lost it to Toronto.

"Iroquois" and "Seneca" kept it here.

For 27 years the massive old silver bowl, with its inscriptions signifying Rochester's yachting supremacy on the Great Lakes, has reposed in our trophy case at the Summerville Club house.

In 1930, for the first time in 23 years, Rochester

is called upon once more to build a defender to meet the challenge of the Royal Canadian Yacht Club. This famous old Toronto organization, more than 75 years old, one of the largest and richest yachting clubs in the whole world, has waited nearly a quarter-century to make this challenge. To meet it demands our mightiest effort.

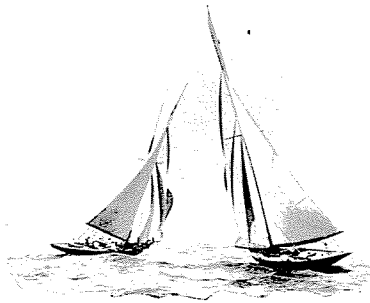
Off Rochester, in August, assembles one of the most impressive maritime spectacles ever witnessed on Lake Ontario. It will draw notable visitors from far and near, from whatever ports the grand old Corinthian sport still stirs men's hearts. The eyes of the yachting world will be on this revival of the thirty-years-old struggle between America and Canada, for possession of this priceless trophy.

Can we repeat past history in 1930? Rochester Yacht Club hopes so with a stout hope and the determination to win.

CANADA'S CUP SYNDICATE ROCHESTER YACHT CLUB ROCHESTER, N. Y., U. S. A.

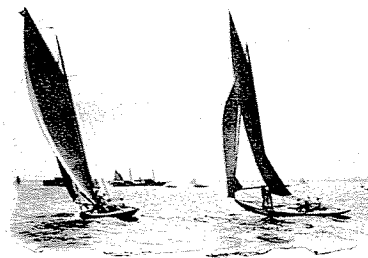
COMMITTEE

WALTER L. TODD,
Chairman
MORTIMER R. ANSTICE
WILLIAM P. BARROWS
LEON L. BENHAM
THEODORE C. BRIGGS
WILMOT V. CASTLE
JOHN H. CASTLE
FRANK T. CHRISTY
ARTHUR H. CRAPSEY
GEORGE P. CULP
AUGUSTINE J. CUNNINGHAM
WILLIAM C. DALEY
WALTER L. FARLEY
WILLIAM P. FARLEY
HAROLD L. FIELD
CHARLES P. GALLAGHER
FRANK E. GANNETT
FRED H. GORDON
DR. C. SAHLER HORNBECK
JOHN W. JARDINE



VENCEDOR AND CANADA

Canada (right) of royal Canadian Y. C., beating Vencedor of Chicago in the original series that gave birth to Canada's Cup.



SENECA AND ADELE

Just after the starting gun of second race in 1907 series. Seneca (at right) won by a wide margin.

COMMITTEE

LEWIS B. JONES
J. HOWARD KIDD
FRED A. MABBETT
LORENZO G. MABBETT
MILTON B. MILES
MORTIMER J. MILLER
ERIC C. MOORE
GIFFORD MORGAN
WILBUR W. O'BRIEN
THOMAS C. PARSONS
WINFIELD P. PEMBROKE
EDWARD ROSENBERG
THOMAS A. SHARP
HARRY C. STEVENSON
DOUGLAS C. TOWNSON
HAROLD C. TOWNSON
CHARLES VAN VOORHIS
JAMES J. WILLIAMS
E. CLINTON WOLCOTT
DONALD WOODWARD
PHILIP G. HOFFMAN,
Commodore, Ex Officio

