



C.C.C. BULLETIN

of the CANADA'S CUP COMMITTEE, Rochester Yacht Club

ROCHESTER, N. Y., U. S. A.

MARCH 1930

The Cup Committee Bespeaks Your Continued Interest

This monthly Bulletin is intended to inform our members, subscribers and well-wishers on the progress of plans for defense of Canada's Cup.

It will be mailed to you monthly up to and including the time of the regatta, in August.

In holding the regatta, after a lapse of 23 years in International yacht racing in Rochester waters, our city has an opportunity to stage one of the most impressive maritime spectacles ever witnessed at this end of the Lakes. Suggestions will be made from time to time in these pages, as to ways in which you can help to make this event the great success it deserves to be.

For the present, may we venture the thought that it will help if you make it a point to "talk-up" this regatta among your friends in other parts of the country? Urge your yachting friends all over the Great Lakes to visit Rochester for the races. Every visiting yacht added to the regatta fleet during the races will help to spread the prestige of Rochester and to place our town on the "world's front page" during that week.

To the end of a successful regatta and a triumphant outcome of the races, we hope for your active interest in the Canada's Cup races of 1930.

Sincerely

CANADA'S CUP COMMITTEE

Wm. P. Barrows	W. L. Todd
Walter L. Farley	Philip G. Hoffman
Wm. P. Farley	Commodore (ex-officio)
Lorenzo A. Mabbett	Wilmot V. Castle
Thomas C. Parsons	Chairman
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Judges for Eliminations and the Final Cup Series

R. Y. C. is fortunate in having persuaded Charles Van Voorhis, our veteran of past Canada's Cup series, to serve as the Rochester member on the Judges' Committee for the 1930 Cup races. He will also sit with the preliminary judges during the trial races to decide our choice of a defender.



CHARLES VAN VOORHIS

Canada has already designated as her member of the "Big Three" who will judge the Cup races, another veteran, whose name carries weight on the opposite shore of the Lake—H. A. Moore.

In naming the third and neutral member for the Judges' boat, Messrs. Van Voorhis and Moore have as first choice that world-famous yachtsman, Clifford C. Mallory, of New York. Mr. Mallory is known to followers of yachting everywhere as president of the North American Yachting Union, and the one man who has perhaps done most for the sport during the present generation. There is said to be little doubt of Mr. Mallory's acceptance at this writing. He is understood to be under considerable pressure to serve as one of the selection committee for the British-American Cup team series, which will be sailed on the Eastern Seaboard

this summer, but all hands are confident he will join with Messrs. Van Voorhis and Moore in presiding over the most important races to be held on fresh water.

The all-important series of defender eliminations between "Cayuga," "Conewago" and "Thisbe," in Rochester waters during June and July, will be judged by a Club committee comprised of such old stand-bys as George Culp, Frank Christy, Charles Faxon and George Roat, with Charles Van Voorhis.

There is a feeling that the judges, both in trials and finals, have their work cut out for them this year, and congratulations are in order that such an array of big-league talent is available as enumerated above.

CAYUGA, CONEWAGO, THISBE

Designers of Two of Rochester's "Big Three" Represented in the Three-Million-Dollar Fleet for America's Cup - - - What Does This Mean?

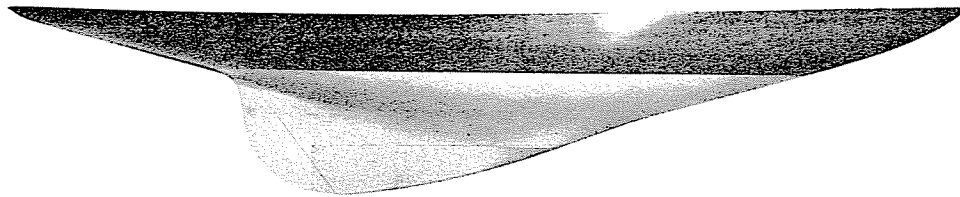
Three greyhound yachts in the 8-meter class are now built or building for the honor of representing Rochester Y. C. against Canada in the races for *Canada's Cup* this August.

Simultaneously, down east, four of the largest singlestickers ever built are rushing to completion for the honor of representing New York Y. C. as defender of the historic *America's Cup*, against that traditional friendly-enemy, Sir Thomas Lipton, in September.

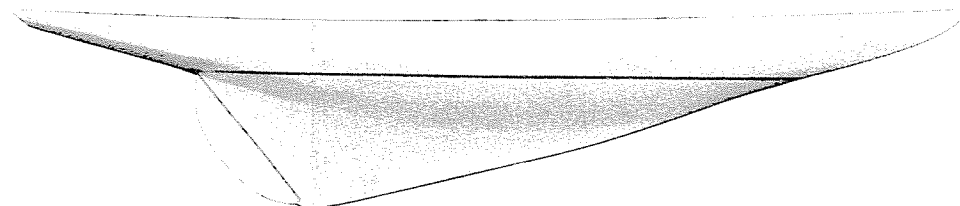
Both series will be sailed in American waters—America being the challenged party in both cases—the Canada's series off Rochester; the America's on the eastern end of

its actual value as so much silver bullion is not great—about \$500 original cost. What makes it historically beyond price is the tradition surrounding the contests for its possession, covering the past 30 years, and its significance as the emblem of yachting supremacy between America and Canada on the Great Lakes. (Unlike the America's Cup races, Canada's are intensely amateur in all respects of skippers, crews, and the whole spirit of the contests.)

Both invading boats will be truly British in every detail of design, rig, ownership and handling. Likewise, both defenders are just as distinctively American. The prize contended for in each case is the one most coveted International



*"CAYUGA," the Club Syndicate Boat.
Designer, Frank Paine; Builder, Lawley's of Boston*



*"CONEWAGO," Walter L. Farley's Private Syndicate Boat.
Designer, Olin J. Stephens; Builder, Jacobs of City Island*

Long Island Sound (*not* off Sandy Hook as in past years).

The challenge in both cases comes from our cousins of the British Empire, across the Lakes in the first instance, across the Atlantic in the other.

America's Cup is the one outstanding classic of International salt-water yacht racing. It dates back to the year 1851, when it was "lifted" from our British cousins by the Yankee boat "America," whereby the trophy derived its historic name. Millions upon millions of dollars have been spent, since then, in the vain effort of the British to regain it. It is estimated that the fleet of four boats built to furnish a worthy American defender for this year's series will represent a cost, first and last, of at least \$3,000,000. Incidentally, these America's Cup races are essentially professional as to seamanship, crews, and the entire technique of the contests.

Canada's Cup dates back to 1896, when it acquired the name it will bear for all time, through the victory of the Toronto sloop "Canada" over the American "Vencedor." The trophy is commonly referred to by yachting authorities as the "Blue Ribbon of Fresh Water." Like the other cup,

trophy in its class. Both cups have long been held by American clubs—Canada's by Rochester, America's by New York. Held against repeated vain attempts to "lift" them by British boats and crews. Possession of both trophies has remained undisputed in this country, however, for several years past. No challenge has been issued in either case since just after the World War, up to the present eventful 1930, A. D. In fact, Canada's Cup was last defended by Rochester in 1907—nearly a quarter-century of no competition.

Now, then, it becomes plain, with both of these epochal contests taking place in the same season, after a lapse of so many years, why 1930 is the first year of major significance in International yachting since the War.

For another significant parallel between the two series: Of the three boats nominated to contend in Rochester waters this summer for final Canada's Cup race honors, two of the trio are from the boards of pre-eminent designers represented in the America's Cup fleet of four.

Looking over the following list of American nominations for fleets from which the two defenders will be selected, the picture will be understood at a glance. (cont. on page 4)

OUR ACKNOWLEDGEMENTS:—

*Heartiest Thanks to Each and Every One of
the Following, and to the Numerous
Unknown Subscribers*

Most gratifying to the Canada's Cup Syndicate was your prompt and generous answer to our solicitation for funds to build the Syndicate contender.

We entered upon our task filled with fears and misgivings. Your gracious response leaves us deeply in your debt.

Later, we hope to have an announcement in this Bulletin regarding invitations for each subscriber to participate in this epoch-making Regatta aboard an official Club boat, for at least one of the races, as our guest. Plans now under way toward that end will, we trust, be successful and very acceptable to you.

Sincerely,

CANADA'S CUP SYNDICATE.

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Ex Officio

Walter L. Todd,
Chairman

*The complete list of subscribers to the
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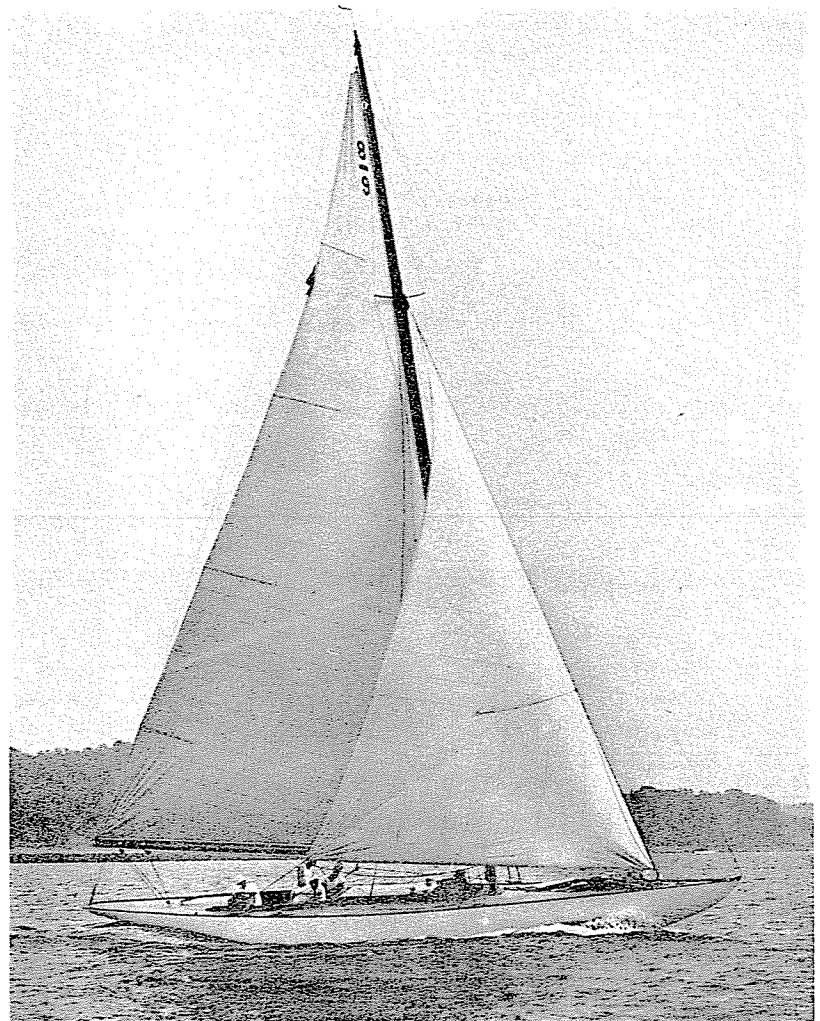
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James Field Company
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(Continued on Next Page)



*"THISBE," Wm. P. Barrow's Able Nominee
Unfortunately, no profile view of "Thisbe" is available for
comparison with the others.*

CAYUGA, CONEWAGO, THISBE

(Continued from Page 2)

Rochester Yacht Club's boats for Canada's Cup series:

Boat	Designer	Builder
"Cayuga"	Frank Paine	Lawley's
"Conewago"	Olin J. Stephens	Jacobs
"Thisbe"	Clinton Crane	Nevins

New York Y. C. boats for America's Cup series:

Boat	Designer	Builder
"Yankee"	Frank Paine	Lawley's
"Weetamoe"	Clinton Crane	Herreshoff
"Whirlwind"	L. F. Herreshoff	Lawley's
"Enterprise"	Burgess	Herreshoff

The only one of the Rochester trio not represented in the New York quartet by designer, or builder, or both, is "Conewago." Mr. Farley's choice of a designer for "Conewago" in Olin J. Stephens is based on the reputation Stephens acquired in the smaller classes such as those demanded by the rules pertaining to the Canada's Cup boats. His 6-meter "Thalia" was the sensation of the Eastern seaboard last season, and is entered for the big races off Bermuda this spring.

The fact that such designers have interested themselves in designing boats for the Canada's Cup requirements, is emphasized here to impress on the non-yachting public of Rochester the world-wide significance of this August regatta, which is to take place in our own waters.

Old Man Weather Says:—

Rochester's official wind records for the month of August (furnished by Observer Jesse Vanderpool, of the local Bureau) taking the month's means for several years past, read like this:—

Average velocity, 7 m. p. h. Prevailing, southwesterly.

Both "Cayuga" and "Conewago" were designed with the above very mild weather conditions in mind. "Thisbe's" record shows her to best advantage in light to moderate breezes. "Time will tell."

What Does "8-Meter" Mean?

You will hear this phrase, "8-meter," a heap-plenty before summer is over. May as well make a mental note that it refers to the class in which this year's Canada's Cup boats are built under the present International rule. It means a boat of somewhere between 45 and 50 ft., overall length, and in the neighborhood of 30 ft. waterline.

The modern 8-meter boat, with its sky-scraping spar and triangular Marconi rig, looks and performs very differently from Cup boats of yester-year. In a future issue we hope to give you a little summary of the features of design and rig that distinguish the new type.

List of Subscribers (Continued from Page 3)

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