

These early boats were designed and built  
by some of the best of their day.

R.Y.C.'s *Senesee* was designed & built by Hawley  
who also designed "Cadillac"  
"Bever" was a P. PAYNE design built by J. Anderson

~~"Cadillac" was Hawley designed & built~~  
The Cutter, *Canada* was designed by W.M. Fyfe of Scotland  
R.Y.C.'s *Senesee* was designed & built by Hawley  
who also ~~built & did the same for~~ "Cadillac"  
as was *Cadillac*

The Canada's Cup dates back to 1896 when a Challenge Cup was won by the Cutter Canada sailing against the cutter "VENCEDOR" of the Chicago Yacht Club.

The initial series held in the name of the Canada's Cup was raced in 1899 and was won by a Rochester Yacht Club boat "GENESEE" chosen by Chicago Yacht Club to be the challenger, she successfully defeated <sup>Royal Canadian Yacht Club's</sup> Sloop "BEVER" in three straight races.

This was the beginning of a  rivalry between ~~Canada and the U.S.~~ <sup>between the two countries,</sup> that has lasted to this day and is second only to the Americas Cup in yachting supremacy. Rochester Yacht Club was a dominating factor in these series and for over 50 years the Cup remained in our trophy ~~case~~ <sup>care</sup>.

II

These early boats were designed and built by some of the best of their day. The Cutter Canadia was designed by Wm Fyfe of Scotland who also designed "SHAMROCK I" for the America's Cup Challenge in 1899 & Shamrock III for the 1903 races. R.C. Y's "GENESSEE" was designed and built by Hanley who also did the same for "Cadillac", "Detroit" yacht club's "Defender" in 1901, sailing for Chicago. ~~It should be the~~ Canadians "BEVER" in 1899 & "Starbuck" 1903 were designed by A. Payne and built by J. Andrew.

*See note*  
The "Isaquois" was C.F. Henshaw's design and the builder was Lawler. In 1904 "Seneca" was designed by N. S. HOKRISHOFF the "Wizard of Bristol", designer & builder of five America Cup boats. In 1930 Clinton Crane designer of "WESTHOB" <sup>was</sup> unsuccessful in her bid to defend the America's Cup ~~in 1930~~ of that year <sup>was</sup> successful in his design of "THISBE" ~~which was~~ <sup>beat</sup> ~~successfully defended against~~ <sup>Royce's</sup> "Quest" another American Wm. Fyfe design.

For the 1932 & 1934, in success it was "CONEWAGO" and the designer was Olin Stephens who at the time was eighteen and a student at M.I.T. Conewago ~~and the~~ <sup>the</sup> ~~was~~ <sup>was</sup> the best to ~~win~~ <sup>win</sup> the

Conewago or "Connie" as she came to be known  
was built to defend the Canada's Cup in  
1932 against the Royal Canadian Yacht Club's  
Challenge Invader II.

The Canada's Cup dates back to 1896 when  
a Challenge Cup was won by the cutter Canada  
sailing against the cutter "~~Vencedor~~" of the Chicago  
Yacht Club.  
"VENCEDOR"

The initial series held in the name of the  
Canada's Cup was raced in 1899 and was won by  
the ~~R.C.Y.C. boat~~ "~~Louise~~" chosen by Chicago Yacht  
Club to be the challenger, she successfully  
defeated R.C.Y.C.'s Sloop Beaver in three straight  
races.

~~Then in 1901 the Royal Canadian Club challenged~~  
~~Chicago~~

This was the beginning of a rivalry between  
Canada & the United States that has lasted  
to this day and is second in only in  
~~quality~~ to the America's Cup series.  
Rochester was <sup>the</sup> dominant factor in the  
Canada's Cup for over 50 years.

Starting with "GENESS" in 1899 it was (IRONDEQUOIT) in 1903 that first brought the Cup to Rochester, then in 1905 it was ("IROQUOIS"), "SENECA" in 1907 ("Thibbe") in 1930, "CONEWAGO" in 1932 and 1934, "CONNIE" being the only boat to to-date to have won the cup twice. In 1954 "ISKAREEN" lost the Cup to R.C.Y.C. which brought <sup>the</sup> end to the Rochester era. ~~however the series still goes on in 1969 it was "NIGARA", Cleveland Yacht Club against "MANITOU", R.C.Y.C., in 1972~~

(however the series still goes on in 1969 it was "NIGARA" Cleveland Yacht Club against "MANITOU" R.C.Y.C. in 1972)

Bill Kinn

Institution. The last Rochester IV  
entry in the ~~Canada~~ Cup series was in  
1954 when "ISKAREEN", designers Sporkman  
and Stephens, who have designed most  
of the twelve meters that have defended  
the Cup or when counterparts for this privilege  
since the International and twelve meters  
measurement was approved for Cup racing  
in 1956.