

*Den kan taale Sø*



*Aalborg Regatta 1.5. Juli 1936*

International Yachting Races will be held on the Limfjord from July 4th to 5th. The usual classes of vessels will be represented, and further arrangements have been arranged, where the international 14-foot dinghies will be used for the first time in the history of Danish yachting. The principal races of the Yachtclubs in Jutland (»Jydsk Sejlunion« and »Limfjordsdagen«) have been included in the Regatta, which will be the principal sailing event of this year's yachting.

The program has been drawn up:

Aalborg Yachtclub's Distance Race from Grenaa to Hals, starting from Grenaa harbour at 8 am and finishing off Hals harbour. Distance 40 miles. A tugboat will be at disposal. In the evening a reception will be held in Aalborg. The Principal Race of the Yachtclub »Limfjorden«.

July 4th: Annual 4th of July Celebration at Rebild. Participants of the Regatta are cordially invited.

July 5th: Principal Race of »Jydsk Sejlunion« and »Limfjordsdagen« (under the pendant of the Aalborg Yachtclub). In the evening a banquet will be held at »Kilden« restaurant with distribution of prizes.

A special Regatta Committee is at present engaged in planning a detailed arrangement for the Regatta, and further particulars will later be forthcoming and be put at the disposal of the Yachtclubs.

The object of these lines is to approach all Yachtclubs with a cordial appeal to pass on this preliminary information to their members, in the hope that many of them may favour us with their presence.

Welcome to the Limfjord on July 1st!

Aalborg, March 1936.

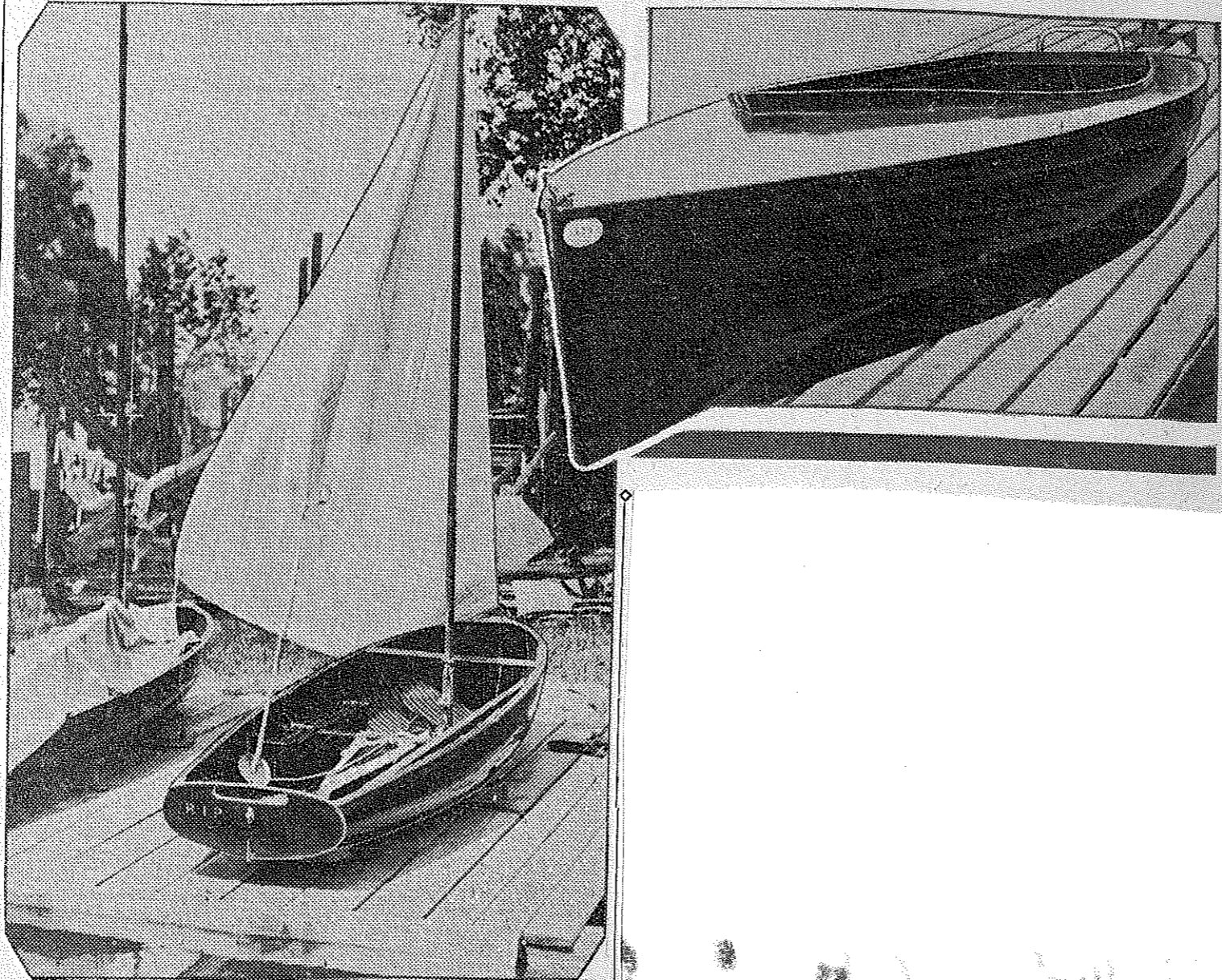
THE REGATTA COMMITTEE

Photographs:

Two of the competing American dinghies.

A dinghy in rough sea.

COMPETING ENGLISH AND CANADIAN DINGHIES HAVE STRIKING DIFFERENCES

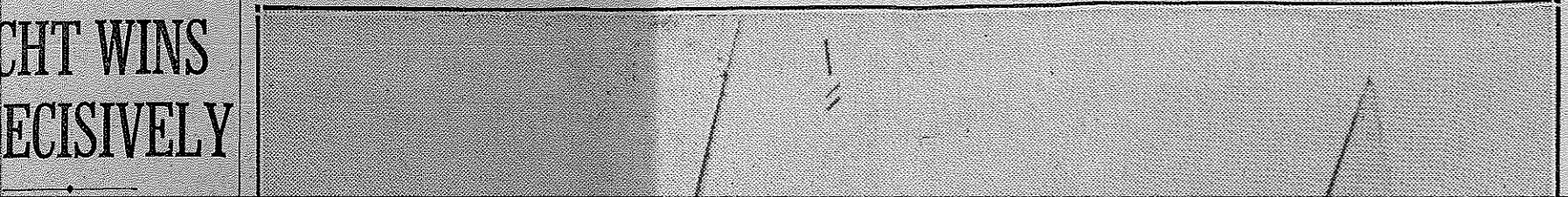


Photographs taken yesterday of the Canadian and English dinghies competing in the Centennial events show the marked differences between the craft. At the left is shown an English sloop-rigged dinghy without the deck common to Canadian and American types. It is shown with a spinnaker sail peculiar to its type. The Canadian dinghy owned by Charlie Bourke is at the right.

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*Corinette II Beats Canadian Dinghy in First Douglas Cup Test*

ROCHESTER BOAT RACE WINS DECISIVELY  
*Weather Berth Gives American Boat Race Start Lead*



# Gloriette II Beats Canadian Dinghy in First Doug

## ROCHESTER YACHT WINS DECISIVELY

Scores by 4 Minutes, 49 Seconds—Sail Again Today

By WILBUR W. O'BRIEN

Favored by the light airs she dotes on and skillfully handled by her skipper, George Ford, Gloriette II, U. S. nominee for the Rochester Yacht Club's defense of the international Douglas Trophy for 14-foot dinghies, had an easy time winning the opening race of the series yesterday off Summerville. The Rochester boat, defending against a challenging craft from the National Yacht Club, Toronto, had the almost unbelievable margin of 4 minutes 49 seconds at the end of the six miles which constituted the two turns of a triangular course.

First of a series which is to be decided by the best two of three races, the opening engagement was a contest only in its early stages. The first leg, a buck to weather, was smartly contested, with the lead being swapped about three times before Skipper Ford settled back into the driver's seat never to be unseated.

### Ford Proves His Sailor

Ford, teamed with Bill Tarr as mate and "drew," sailed a race which deserved the victory gun. He improved as the race progressed and during the second thrust to weather treated a respectable gallery to a neat exhibition of sailing tactics. It was here that he amassed practically all of his huge winning margin. At the conclusion of the first round there was only 44 seconds difference between the two boats. At the termination of the weather leg of the second round, Ford had four minutes and 26 seconds lead, which proved to be an insurmountable advantage.

The Canadian skipper, Ronald Judges' bid for the opening race edge went out suddenly in a brief blaze of glory. Ford stole starting honors by holding the weather berth crossing the line. After three "abouts" down the leg, the Canadian stepped through Gloriette's lee, came about and crossed the American's bow to take pace setter's position. Inside of five more minutes Skipper Ford had turned the tables on the Canadian in exactly the same fashion.

### Challenger Goes Sour

Then, for some reason no one could understand, the invading craft went virtually dead. In the 100 yards of bucking remaining to the weather mark, Judges seemed to lose virtually all of the minute and 5 seconds disadvantage he toted rounding the first buoy.

Thereafter the Dominion entry was never to be a factor in the contention. At the second buoy, a rather broad reach, he was 25 seconds astern of the American, which sailed her slowest leg, comparatively. The leg back to the home marker was likewise a broad reach, but here the Gloriette went the better, boasting 44 seconds lead at the end of the round.

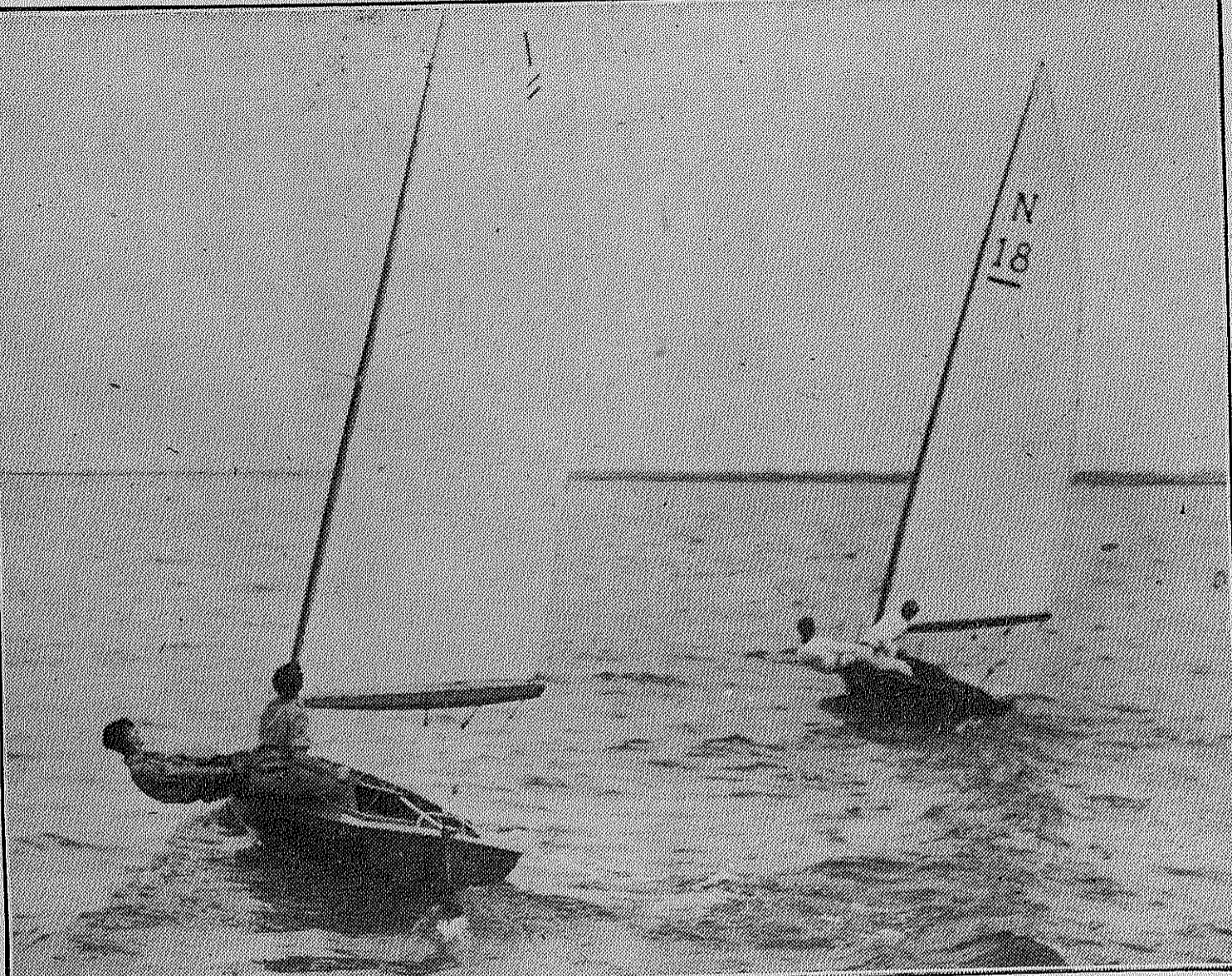
It was only a procession thereafter, Ford having virtually half a leg on his adversary the rest of the tour of the triangle. Judges after the race declared that his boat refused to take the comparatively heavy seas that accompanied the light zephyr like air and expressed the hope that the elements would provide sterner stuff this morning, when the second event will be staged starting at 10 o'clock. If necessary, a third and deciding race will be staged this afternoon.

### Summary:

START 2:33			
	1st Mark	2d Mark	1st Round
U. S. ....	3:05.39	3:21.57	3:33.22
Canada ....	3:06.44	3:22.22	3:34.16
2d Round			
	1st Mark	2d Mark	Finish
U. S. ....	4:00.25	4:16.33	4:26.49
Canada ....	4:04.54	4:21.35	4:31.33

Course, triangular, mile a leg, twice around. Points of sailing, beat, broad reach, broad reach; wind northeast, 4 to 5 knots; sea, moderate. Judges, George Culp, R. Y. C. Tom Turrall, N. Y. C., George Roat, R. Y. C.

## Weather Berth Gives American Boat Race Start Lead



Gloriette, U. S. Douglas Cup defender, is shown in leading weather position just after start of yesterday's opening race against the challenging Canadian boat from the National Yacht Club of Toronto. Gloriette captured the opening race.

## Ford-Tarr Team Wins First Race

Rochester Sailors Distance Fleet Of 12 Dinghies as Regatta Opens Off Summerville

Pictures on Page 4C

By WILBUR O'BRIEN

Not very gracious hosts, Rochester's dinghy sailors yesterday dominated the opening heat in their own invitation regatta for 14-foot international one design dinghies off Summerville. George Ford, captain and No. 1 skipper of the two boat Rochester Yacht Club team, virtually distanced the fleet of 12 starters to take first place by more than five minutes.

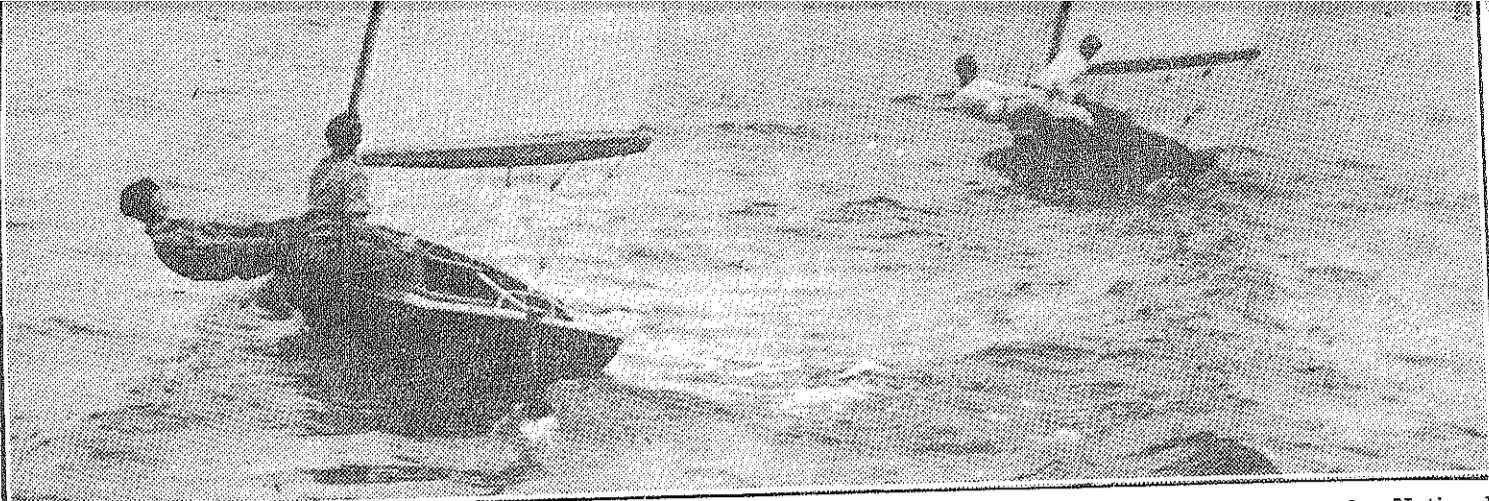
His first with Dwight Hill's fifth gave the host club a point total of 20, which is one better than the score amassed by the Royal St. Lawrence Yacht Club, Montreal, contingent on the basis of a good third and fourth.

In a very good third place was the second Canadian club, from Kingston, which thanks largely to Doug Jemmett's second, was able to tally 17 points. The team from Denmark, in whose honor the regatta is being held, finished badly in tenth and twelfth positions to trail the six team event. Partially allying the visiting Danes is the fact that their boats did not arrive in Rochester until 10:30 o'clock yesterday morning, only a few hours before the starting cannon was fired off the Charlotte shore.

The European visitors were further handicapped by the weather which the wind gods saw fit to dole out along the Summerville lakefront for the opening skirmish. The breeze at the start was fresh

opening gun. If they weren't across the line first, they were in a highly enviable position, for five minutes away from the line they had begun to demonstrate what kind of a lacing they were going to dole out.

"Digby" Hill and Jerry Castle a No. 2 for Rochester, almost made the Rochester dominance more pronounced. They were third at the end of the first half of the race, only the redoubtable Doug Jemmett, who had Mike Palmer, Rochesterian, crewing, was between Ford and Hill. In the dying breeze which attended the second tour of the course, "Digby" got himself relegated to the ruck along the treacherous windward leg which initiated the triangle. Six or seven at that point, he succeeded in getting back into fifth position—just high enough to give Rochester



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The European visitors were further handicapped by the weather which the wind gods saw fit to dole out along the Summerville lake-front for the opening skirmish. The breeze at the start was fresh out of the Northwest and beefy enough in its maximum five mile velocity to make the tiny 14-footers skim along in lively fashion. It was a dying wind, however, and before the first round of the triangular course had been completed, the wind had faded to the merest zephyr. The heavier constructed European craft continually dropped astern as their lighter, livelier American built counterparts continued to make way under the light airs.

#### Ford, Tarr on Top

George Ford and his henchman, Bill Tarr, were simply too near perfection for the rest of the competition. The statement is not meant to detract from the class of the field in the least, for it is studded with Canadian stars from both Kingston and Montreal. But the combination of Ford plus Tarr in a boat which they know in the dark, in waters where they can feel every approaching wind vagary, was just too much for even crack sailors using borrowed boats which they hadn't handled before yesterday.

Ford and Tarr were on top of their opposition right from the

opening gun. If they weren't across the line first, they were in a highly enviable position, for five minutes away from the line they had begun to demonstrate what kind of a lacing they were going to dole out.

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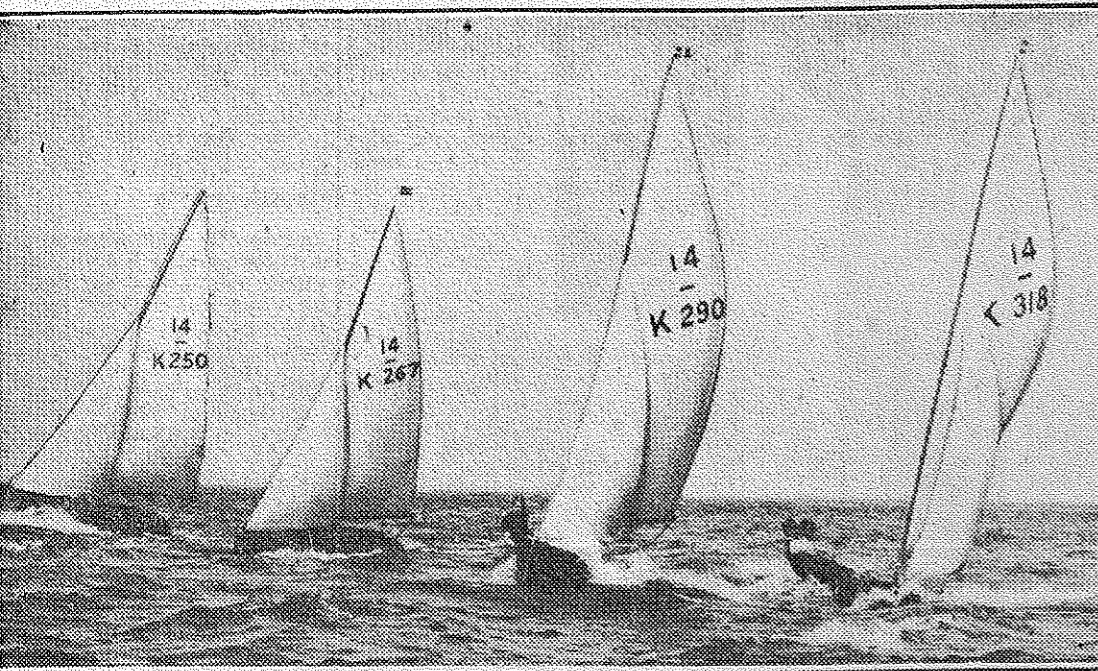
Chris Molbach, No. 1 skipper probably of the Denmark team, deserved possibly a better fate than the tenth place finish with which he wound up. Chris started well—having his dark hulled Helge well in the van of the leaders which crossed at the lower or leeward end of the starting line. While the breeze held fresh he was no worse than seventh and closely following on all of the leaders excepting Ford. As the breeze faded, so did Molbach—his boat simply refusing to go with the other craft.

Doug Jemmett and H. Hora, both veterans of many a dinghy battle on both shores of Ontario and the Royal St. Lawrence team of Alex Shearwood and "Sunny" Hanna, look like the dark horses which Rochester must watch if they really want to win their own regatta. With increasing familiarity with the boats they've borrowed out of the R. Y. C. fleets, the Canadian opposition will be as tough as the Summerville hosts will want.

Continued on Page 4C

# RYC DINGHIES GET BID TO BRITISH MEET

British Dinghy Champs Play Host



Picture above under full sail is the fleet of British dinghies which last year won the championship of Lake Ontario and which this year is giving Rochester Yacht Club sailors a chance to retaliate by inviting them along with a Canadian fleet to compete in a race in English waters sponsored by Sir John Beale. On this tour the

Yanks would also have a shot at the Prince of Wales' Cup race and other yachting events off Cowes in the famous regatta week there. R. I. P., the second from left in above picture with the number, K-267, now sports the identification number, U. S.-1, since George Ford and Bill Little brought her here as the nucleus and model for the challenging fleet.

## MAY RACE IN TRI-COUNTRY, COWES EVENTS

After Series Sponsored by Sir John Beale, Fleet Would Go on to Prince of Wales Cup Race in Famous Cowes Week

An invitation has been received by the Rochester Yacht Club to send a squadron of dinghies to England to sail a



George Ford

series of international races against the British and Canadian boats. Sent by M. Heckstall-Smith, secretary of the British Yacht Racing Union, in behalf of Sir John Beale, sponsor of the plan, the invitation will permit a two, three, or four-boat team to enter the competition, depending upon the number of boats and crews that the R. Y. C. feels are qualified to make the trip.

Sir John Beale, who has sponsored the two English invasions of the North American Continent, has planned a very interesting program for those fortunate enough to be chosen to make the journey. The various features of the visit will consume one solid month in the British Isles.

First and foremost event for those lucky enough to be chosen will be the series of races with the English team. These races are to occupy the first week of the visit and are scheduled for the last week in July.

During the second week it is arranged that the men be spectators of the races between Yankee, the boat that many feel should have defended the America's Cup last September instead of Rainbow, and Endeavor, the English boat, which also was considered a better boat than Rainbow. As guests of honor at these races, the dinghy sailors will have an excellent chance to go over these big racing sloops and will undoubtedly be given an opportunity of sailing aboard one or the other.

The invitation goes on to include a week at Cowes, Isle of Wight, during the time the big regatta is held there. Cowes Week is an English yachting institution that is unequalled on any waters of the world. Yachts from all over the world are to be seen when this gigantic fleet gathers.

In conjunction with these races at Cowes, R. Y. C. sailors have been asked to enter their boats in the race for the Prince of Wales Cup, which is for the dinghy class, the first time in the history of the cup that such an invitation has been

BRITISH YACHT RACING UNION

# Danish Yacht Clubs Challenge

## INVITE TARS TO REGATTA ABROAD

By JOHN GUTTENBERG

Invitation of Rochester Yacht Club sailors to participate in an international regatta on the Limfjord, Denmark, during the week of July 4, 1936, came today from Commodore Hamre of the Aalborg Yacht Club of Aalborg and Meulengracht Madsen, representative of the Royal Danish Yacht Club of Copenhagen, Denmark.

Both Danish sailing societies are anxious to have the Summerville organization send its new Rochester-built fourteen-foot dinghies and crews 4,000 miles across the Atlantic to compete in a special international regatta scheduled for the Independence Day holiday celebration at Rebild Park, the American memorial area in northern Denmark.

### ASK FOR DESIGNS

Communications to George Ford, chairman of the dinghy division of the Rochester Yacht Club, not only invited local participation in the regatta but also asked for plans of the craft constructed by the Rochester Boat Corporation in order to duplicate the design and insure Danish competition on an equitable basis with the Summerville boats.

Arrangements for Rochester entry in the events on the Limfjord are being facilitated by Alfred G. Anderson, No. 360 West Avenue, liaison agent in the United States for the annual July 4 American-Danish observances at Rebild Park.

He received promise of entertainment for visiting sailors from both the Royal Danish and Aalborg Yacht Clubs, as well as offers for sightseeing and other educational tours throughout Denmark during the July stay.

### FOREIGN INVASION

Ford planned consideration of the challenge for tomorrow, when the Rochester Yacht Club concludes its season of activity with a clambake and dance at the Summerville clubhouse. He expects to organize a group of ten or twelve sailors who will take four of the local dinghies aboard.

The Danish competition would climax a foreign invasion of three European nations by the Rochester Yacht Club, according to plans already under way here.

Ford and his associates intend to compete with dinghies from the Royal Norfolk and Suffolk Yacht Club at Cowes, England, and with a Scottish sailing organization, during June.

Skiff salors from the Royal Canadian Yacht Club of Toronto also are planning to enter the British and Scottish regattas, and Anderson is extending the Danish bid to the Royal Canadian club as well.

first engagement. Rochester was only an also ran.

Last year the Royal Canadian Yacht Club played host to the English and Rochester teams. This time the English were "tops" and again Rochester was only the third party. Nevertheless, the R. Y. C. men had shown throughout the meet that it was not lack of sailing ability, but, rather, lack of first-class boats that had licked them.

This will not be true in this renewal. By importation of England's finest boat for use as a model to build up a fleet of contenders for the tri-country race, the Dinghy Division of the Rochester Yacht Club has assured itself of the best hulls afloat. At the same time a new problem has presented itself, since only two of the men are left from last year's team to continue sailing this coming season. The club hopes to take full advantage of Sir John Beale's invitation and desires to have four boats go to England. A quest has been started to find men to fill these boats.

(Please Turn to Page 37)

# ROCHESTER JOURNAL SPORTS

FRIDAY, OCTOBER 4, 1935

35

## Gloriette Sweeps Douglas Cup Series To Retain Trophy

### FORD SAILS TO VICTORY OVER N-18

By JOH GUTTENBERG

The test of a small boat and of its skipper is the way they conspire to make haste "on the wind."

And because Gloriette II, handled by George Ford and William Tarr, is the fastest and smartest fourteen-foot skiff around here "on the wind" the Douglas Cup, emblematic of dinghy championship on Lake Ontario, remains at the Rochester Yacht Club for at least another year.

Gloriette II went out against Ronny Judge's N-18 of the National Yacht Club of Toronto yesterday in the second of the Douglas races with a record for prowess to sustain. Gloriette II had taken the Toronto challenger over the hurdles the day before in an easy 4 minute and 49 seconds victory.

#### SMART SAILING

The N-18 made the second test a far closer test, actually taking the start and holding the lead over the first two legs of the three-mile triangular course which was sailed twice.

The first leg was a reach and so was the second. Judges had an advantage of more than two minutes over the first mile and was about thirty second in the lead when the dinghes settled down for the test of handrenng on the wind and beating for the home mark.

Gloriette II, as the trailing boat, split tacks with the Canadians and in four swift thrusts about overhauled the leader. The American team gave its challenger a lesson in coming about and went into a 24 second lead at the half-way mark.

Thereafter it was just a parade, with the Rochester Yacht Club craft stretching its advantage to 7 minutes 26 seconds at the finish.

#### CONEWAGO WINS

Class racing for club championships fared a bit better than on Saturday, when no finish was declared, although the wind bogged down on the boys for a second time in twenty-four hours.

Commodore Wilmot V. Castle's Conewago made a runaway of the eight-meter division in which Les Block brought Thisbe home ahead of John Van Vorhis' Cayuga.

The eights were able to cover their nine-mile triangle twice but

## Ford to Pilot Gloriette II in George Cup Races, August 3d-4th

### RYC Sailors Decide Not To Hold Elimination Contest Series

By WILBUR W. O'BRIEN

First American winner since 1925 when he lifted the cup from Canada at Toronto last year, George Ford, ace Rochester Yacht Club dinghy sailor, has been elected by his clubmates to essay a defense of the Douglas Cup here next month against Canadian challenge.

Decision to nominate Ford for the defense without the formality of a series of elimination races was made this week at a special meeting of the dinghy division when it became apparent that the fleet of new 14-foot English style boats now being built would not be completed in time to conduct a sufficiently comprehensive series of trials. Douglas dates are Aug. 3 and 4.

#### Only 4 American Winners

The Douglas Cup is an annual international challenge cup competition which carries with it the individual 14-foot sailing championship of Lake Ontario. The series to be sailed here next month will be the 17th annual competition since the cup was presented in 1918 by James Douglas of Toronto.

Of the 16 times it has been raced for American interests represented by the RYC have won it only four times. And there have been only two successful U. S. skippers. George Roat, with Bert Sharp as crew, won the trophy three times in a row with Sharp's famous Gloriette I. In 1923, Roat and Sharp brought the cup over here from Canada, and then successfully defended it in the two succeeding years.

In 1926, Tommy Turrall of the National Yacht Club, took it back to Toronto Bay, where it resisted annual R.Y.C. assaults until last season, when Ford and Tod Smith won a thrilling victory against Toronto Canoe Club defenders.

This year George Ford will make his defense with the same boat with which he lifted the trophy



GEORGE FORD

last fall, the Gloriette II, owned and raced by Ritter Shum- until this year by Ford, but now way. With Ford will be boated Bill

### Canadian Challenge Boat And Skipper Are Yet To Be Selected

Tarr, one of the club's best and most experienced small craft handlers.

Participation in the Douglas will be Rochester's only entry to international challenge cup racing in the 14-foot division this season. The club's annual efforts to reclaim the Emmerson Trophy, a cup for team competition, have been allowed to lapse this season because the new English type boats being built for the club's sailors have not been completed in time to permit them to prepare a challenging team.

Identity of the Canadian challenger has not yet been determined pending completion of a round-robin competition for the honor among the several clubs racing the 14-footers on Toronto Bay.

#### Interesting History

The cup's relatively short but interesting history on Ontario is studded with the names of skippers who have been prominent in many branches of Ontario Corinthianism. Walter Windeyer, Jr., who skippered Invader II in the 1932 Canada's Cup series for the Royal Canadian Yacht Club, Charley Bourke, an international authority on dinghy design and sailing, Reg Dixon, who represented Canada in the last Olympics, are only a few among Canadian tars who have been Douglas Cup winners.

Tabulated history of the cup showing year, winning skipper and club, follows:

- 1919—Walter Windeyer, Jr.—Royal C.Y.C.
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- 1927—Art Kelly—Royal Canadian Y. C.
- 1928—Charles Bourke—Royal Can. Y. C.
- 1929—A. Clarke—Royal Canadian Y. C.
- 1930—Reg. Dixon—Royal Canadian Y. C.
- 1931—Atwell Fleming—Royal Can. Y. C.
- 1932—Ken Hynes—Royal Canadian Y. C.
- 1933—Charles Bourke—Royal Can. Y. C.
- 1934—George Ford—Rochester Yacht Club.

# GLORINETTE II RETAINS DOUGLAS CUP

ROCHESTER TIMES-UNION, MONDAY EVENING, AUG. 5, 1935

## GEORGE FORD WINS TROPHY FOR 2ND TIME

Early Lead of Canadian Challenger Wiped Out and Local Boat Finishes 7 Minutes and 23 Seconds Ahead

George Ford and the 14-foot sailing dinghy Gloriette II yesterday completed a successful defense of the Douglas Trophy for the Rochester Yacht Club by scoring their second straight victory over the Canadian challenger, Ronald Judges, of the National Yacht Club of Toronto.

American defender of the international trophy, which is emblematic of the individual sailing championship of Lake Ontario in the 14-foot class, won the Sunday morning finale by the handsome margin of 7 minutes and 26 seconds, after taking the opening race Saturday afternoon by five minutes and 49 seconds.

Young Mr. Ford thus becomes one of two Americans who have ever been successful in defense of the 17-year-old trophy, sharing that honor with George Roat, who won three successive Douglas Cup victories in the original Gloriette. Ford lifted the trophy from Canada last fall after it had spent the preceding nine years on Canadian soil.

Story of the cup victory may be summed up in the statement that Gloriette II "got her weather" and had a skipper and crew aboard her who knew how to obtain her best performance in the conditions. Both Saturday and Sunday races were sailed in light, stifty airs.

Although the time margins in both races would indicate that the winning Rochester crew had an easy time with the opposition, the fact was that in both events Ford had to come from behind to earn his victories. In both instances, the Rochester combination of Ford and Bill Tarr, made their success-



## Series To Retain Trophy

ROCHESTER TIMES-UNION, MONDAY EVENING, AUG. 5, 1935

# GLORINETTE II RETAINS DOUGLAS

# CUP

## Gloriette II in George Cup Races, August 3d-4th



GEORGE FORD

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 With the weather gods dumping  
 a prize collection of fluky winds  
 over the surface of the lake, Glori-  
 ette II, skippered by George Ford  
 and crewed by Bill Tarr, sparked  
 the Canadian challenger from the  
 Toronto Canoe Club for the second  
 Toronto Canoe Club for the second  
 successive day to retain possession  
 of the cup.  
 All of this is meant to be not  
 one whit derogatory as far as  
 Rochester's crew is concerned.  
 Ford and Tarr have proved time  
 and again—and without any help  
 from Lady Luck—that they are  
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 They proved it by hitting the  
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 Saturday's opening races of this  
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A hundred yards away  
 fetching the first buoy and  
 had turned the tabs, dupli-  
 cating the Canadian boat and  
 snatching back the lead. This  
 was the Canadian boat and  
 went dead or judges, but  
 somewhat punitively, started  
 in the short distance rem-  
 to the mark the lost more  
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 Saturday's opening races of this  
 series.

**Saturday's Race**  
 START 2:35  
 1st Mark 2d Mark 1st  
 U.S. 3:05:30 3:21:57  
 Canada 3:04:14 3:22:22  
**2d Round**  
 U.S. 4:00:28 4:16:33  
 Canada 4:04:54 4:21:35  
 Course, triangular, mile a leg,  
 around, points of sailing, port,  
 round, port reach, wind, port,  
 5 knots, sea moderate, judges,  
 Cup, R. Y. C. Tom Turrah, N.  
 George Roof, R. Y. C.

**Sunday's Race**  
 START, 10:30  
 1st Mark 2d Mark 1st  
 United States 10:48:18 11:00:42 11:  
 Canada 10:42:12 11:00:18  
**SECOND ROUND**  
 1st Mark 2d Mark 1st  
 United States 11:37:06 11:48:22 11:  
 Canada 11:38:26 11:50:32 11:  
 Course, triangular, mile a leg,  
 round, points of sailing, reach,  
 heel, reach, reach, run, Wind, 3  
 knots, shifting, sea, smooth, points,  
 R. Y. C., Tom Turrah, N.Y.C.C.  
 Roof, R.Y.C.

**Saturday's Race Summary:**  
 Yacht Club basin.  
 Robison  
 Start 10:56:25 11:06:16  
 First leg 11:06:02 11:18:11  
 Second leg 11:10:05 11:19:11  
 First round 11:06:45 12:02:25  
 First leg, 2d round 12:05:20 12:13:55  
 Second leg 12:19:10 12:23:30  
 Finish 12:29:43 12:33:58  
 Judges: Gil Barber, R.Y.C.  
 Christie, neutral; Robert Mitchell, Canada.

An old lady of the dinghy  
 racing wars, smartly skippered  
 just when she most needed  
 smart skippering, took a tuck  
 in her bustles yesterday after-  
 noon and presented Uncle  
 Sam's side of Lake Ontario  
 with a victory as she opened  
 her defense of the historic  
 Douglas Cup, symbol of ind-  
 vidual dinghy racing champion-  
 ship of the lake.  
 One of the largest spectator  
 fleets of the season dotted the  
 waters of the lake off Summerville  
 to watch Skipper George Ford and  
 crew Bill Tarr in the old lady,  
 Gloriette II, snatch the lead from  
 Canada's Toronto Canoe Club chal-  
 lenger in the latter stages of the  
 race.  
 The race was twice around a  
 three-mile triangular course, and  
 aided slightly by a wind that was  
 shifting eastward, laid a perfect  
 line for the outer mark and round-  
 ed it exactly one minute ahead of  
 Robison. In overhauling the Can-  
 adian he had picked up one min-  
 ute and 23 seconds on one leg.  
 On the last two legs, Ford squeez-  
 ed out another 12 seconds advan-  
 tage to cross the finish line one  
 minute and 12 seconds in the lead.  
 Opinion at the Yacht Club last  
 meet the Newark Colchinos.  
 "All fed up with the way the  
 Wayne County tournament has  
 been run," is Phil DeLazo, manager  
 of the Clyde firemen, last Sunday  
 night the Clyde outfit protested a  
 game with the Colchinos before  
 than any challenger since the days  
 the cup was first wrested from Tor-  
 onto by the same George Ford and  
 Bill Tarr who are now sailing in  
 its defense.  
 To go to State Commissioner "Tex"  
 an argument which eventually had  
 to go to State Commissioner "Tex"

**Clude, Newark**  
**Replay of Protest**  
**Scheduled for**  
**Tonight**  
 Clyde—A natural in softball is  
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 diamond when the Clyde firemen  
 meet the Newark Colchinos.  
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ing for club champion- a bit better than on when no finish was de- enough the wind bogged the boys for a second nty-four hours. ore Willmot V. Castle's made a runaway of the division in which Les ht Thisbe home ahead n Vorhis' Cayuga. its were able to cover mile trianpla twice but ly had to go around dges and salors all be- to gather around the board in honor to the d losing crews in the ent.

nham brought Kathea scant ten seconds ahead echtold's Cotton Bloss- W. Peck Farley took a h Safara. Newton adow and Bob Gordon's ished in that order to e Class R fleet.

**START, 10:36**  
1st Mark 2d Mark 1st Round  
10:43:18 11:00:42 11:23:35  
10:42:12 11:00:18 11:23:59

**SECOND ROUND**  
1st Mark 2d Mark Finish  
11:37:06 11:48:22 12:27:07  
11:38:26 11:50:32 12:34:33

angular, mile a leg, twice  
ts of sailing, reach, reach,  
reach, run. Wind, 3 to 5  
g; sea, smooth. Points, Roch-  
ato U. Officials, George Culp,  
m Turrall, N. Y. C.; George  
C.

**METERS, START 10:40**  
1st Round Finish  
V. Castle) 11:37.50 12:48.55  
(K) 11:38.45 12:55.12  
(Voorhis) 11:38.45 12:56.14

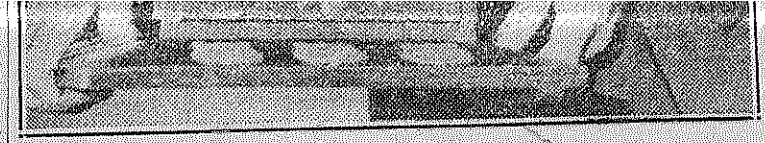
**CLASS R, START 10:50**  
Finish  
nham) ..... 12:12.15  
echtold) ..... 12:12.25  
ley) ..... 12:13.27  
Castle) ..... 12:14.21  
don) ..... 12:15.21

**ULLS, START 10:55**  
Castle) ..... 1:01.19  
zer) ..... 1:03.25

fended I in the two succeeding years.

In 1926, Tommy Turrall of the National Yacht Club, took it back to Toronto Bay, where it resisted annual R.Y.C. assaults until last season, when Ford and Ted Smith won a thrilling victory against Toronto Canoe Club defenders.

This year George Ford will make his defense with the same boat with which he lifted the trophy



GEORGE FORD

last fall, the Gloriette II, owned and raced by Ritter Shum- until this year by Ford, but now way. With Ford will be boated Bill

- 1921—Art Turrall—National Yacht Club
- 1922—W. Walker—Royal Canadian Y. C.
- 1923—George Roat—Rochester Yacht Club
- 1924—George Roat—Rochester Yacht Club
- 1925—George Roat—Rochester Yacht Club
- 1926—Tom Turrall—National Yacht Club
- 1927—Art Kelly—Royal Canadian Y. C.
- 1928—Charles Bourke—Royal Can. Y. C.
- 1929—A. Clarke—Royal Canadian Y. C.
- 1930—Reg. Dixon—Royal Canadian Y. C.
- 1931—Atwell Fleming—Royal Can. Y. C.
- 1932—Ken Hynes—Royal Canadian Y. C.
- 1933—Charles Bourke—Royal Can. Y. C.
- 1934—George Ford—Rochester Yacht Club.

## Ford Sails Gloriette to

# Victory in Douglas Cup Defense

## FLUKEY WIND HELPS IN WIN OF RYC BOAT

### Canada Challenger Fails in Dinghy Series

By CLIFF CARPENTER

To sailors the nautical world over, a wind that "boxes the compass" is the greatest annoyance the weather gods can send. To racing sailors such a wind may—and does—spell amazing victory or appalling defeat.

All of which is by way of preface to saying that a capricious breeze "boxed the compass" yesterday morning on Lake Ontario off Summerville, and by early afternoon the stately old Douglas Cup, emblematic of the individual dinghy racing championship of Lake Ontario, still was the property of the Rochester Yacht Club.

With the weather gods dumping a prize collection of flukey winds over the surface of the lake, Gloriette II, skippered by George Ford and crewed by Bill Tarr, spanked the Canadian challenger from the Toronto Canoe Club for the second successive day to retain possession of the cup.

All of this is meant to be not one whit derogatory as far as Rochester's crew is concerned. Ford and Tarr have proved time and again—and without any help from Lady Luck—that they are two of the ablest small boat handlers on or near Lake Ontario. They proved it by lifting the Douglas Cup from Canada a few years back, by subsequently defending it successfully, and by scoring a well-sailed victory in Saturday's opening races of this series.

#### Luck Deserts Canadians

But now for the brief and sad story of how Lady Luck figuratively thumbed her nose at Canada's able skipper and crew, Jack Robinson and Dick Main, yesterday morning.

So spotty was the breeze, coming generally from the southwest, that the judges delayed the start 15 minutes in an attempt to figure out a three-mile triangular course that would give each boat a fair chance at the three principal types of sailing, a buck against the wind, a reach, and a run before the wind.

Robinson and Ford went over the starting line in a dead heat. On the first leg of the first round, a reach, Gloriette footed slightly faster and rounded the mark with a 16-second lead. On the second leg Robinson drove his nameless Canadian dinghy hard down upon Ford's heels, forced the Rochesterian into a brief luffing match, rounded the second mark only six seconds behind, and everything pointed to a first class scrap.

Side by side the two boats began the third leg, a buck to weather. The Canadian moved faster but fell off considerably to leeward of Ford until there was perhaps a hundred yards of water between the boats.

#### Gain Six Minutes

Then Lady Luck took a hand, the wind began to emulate the directional eccentricities of a now famous little Irish aviator by the name of Corrigan and Gloriette was bolting straight for the home mark while Robinson appeared to be standing still.

## Venerable Gloriette II Skippered To Win in First Douglas Cup Race

### Ford, Tarr Cop Lead Over Canadian in Late Drive

By CLIFF CARPENTER

An old lady of the dinghy racing wars, smartly skippered just when she most needed smart skippering, took a tuck in her bustles yesterday afternoon and presented Uncle Sam's side of Lake Ontario with a victory as she opened her defense of the historic Douglas Cup, symbol of individual dinghy racing championship of the lake.

One of the largest spectator fleets of the season dotted the waters of the lake off Summerville to watch Skipper George Ford and Crew Bill Tarr in the old lady, Gloriette II, snatch the lead from Canada's Toronto Canoe Club challenger in the latter stages of the race.

The race was twice around a three-mile triangular course, and for exactly 50 per cent of that distance the diminutive, grey-haired skipper of the Canadian boat, Jack Robinson, had offered Ford a very good sight of the stern of his boat and nothing else.

What happened was just another of the thousands of illustrations that anything can—and does—happen in a boat race.

The boats were only a second apart at the starting line with Robinson over first and in the better weather position. First leg of the triangle, a buck to windward, found the Canadian and his crew, Dick Main, steadily but very slowly widening the gap.

Ford elected to split tacks in an effort to get out from beneath the Canadian. For awhile Robinson covered him, coming about religiously when Ford did so. Near the

first mark the Toronto sailor abandoned this procedure, sailed his own race, and rounded with a 30-second lead.

On the second leg both crews, apparently unable to spot the second marking buoy, and helped very little in their effort by the fact that practically the entire spectator fleet was squarely in the middle of the course, very nearly described a semi-circle before they sighted the mark and made for it. On this second leg, a run before the six-mile northeast wind, Ford picked up two seconds.

On the last leg of the first round the Gloriette, still whittling at the Canadian's lead, picked up five more seconds and rounded the mark to begin the second triangle just 23 seconds in the ruck.

The next leg told the tale—and the race.

Once again it was a buck to windward, and once again Ford promptly split tacks. This time Robinson declined to cover the RYC boat. When the American and Canadian finally came about on tacks that would have brought the boats together once more, Ford, driving Gloriette for all she was worth and aided, slightly by a wind that was shifting eastward, laid a perfect line for the outer mark and rounded it exactly one minute ahead of Robinson. In overhauling the Canadian he had picked up one minute and 23 seconds on one leg.

On the last two legs, Ford squeezed out another 12 seconds advantage to cross the finish line one minute and 12 seconds in the lead.

Opinion at the Yacht Club last night was that Robinson, although guilty of a tactical error, had proved to everyone's satisfaction that he still stands perhaps a better chance to take the venerable Douglas trophy back to Canada than any challenger since the days the cup was first wrested from Toronto by the same George Ford and Bill Tarr who are now sailing in its defense.

### Series Closes Today Off Summerville For Dinghies

Until he let Ford sail his own race on that fatal leg, Robinson showed his heels to the Rochester boat cleanly and convincingly.

Second race of the "two-out-of-three" series will be sailed at 10:30 o'clock this morning off Summerville. If the Canadian comes through, the third and deciding race will be sailed at 2:30 o'clock this afternoon.

No small problem to the judges who handled the race was the discourtesy of spectator boats who consistently were closer to the racers than they should have been. In fact one bright young lad in a fast outboard motorboat roared directly between the Canadian and the RYC boat only about 10 seconds before the starting gun, casting a wake that caused the racers to bob violently.

## Clyde, Newark

### Replay of Protest Scheduled for Tonight

Clyde—A natural in softball is lined up for tonight on the Newark diamond when the Clyde Firemen meet the Newark Colacinos.

"All fed up with the way the Wayne County tournament has been run," is Phil DeLeo, manager of the Clyde firemen. Last Sunday night the Clyde outfit protested a game with the Colacinos before the game when the Colacinos put only nine men on the field.

Tomorrow night, as a result of an argument which eventually had to go to State Commissioner "Tex"



# Makeup of Small-Boat Team Invading European Waters In Summer Listed

## Snipers Accept Lake Title Defi from Olcott, Youngstown; June Date Set

By WILBUR W. O'BRIEN

SANS preliminaries of any description, yachting officially makes its bow next wee on two local fronts, when small-boat tars of two vicinity clubs jump the gun on the bigger boats which usually monopolize the the Ontario water front publicity.

At Summerville, Rochester Yacht Club international dinghy sailors inaugurate a campaign which will take six of them on a tour of European yachting capitals. At Nine Mile Point, snipe boat sailors of that port will start their regular championship series, with Saturday and Sunday races for two different trophies.

The snipe boaters will be engaged actually in an elimination series which will select the team to represent that club in its June defense of the Mayer Trophy, and the Lake Ontario championship which it won last summer in a home-and-home inaugural series with the Olcott Yacht Club.

This year the championship series will be extended to a three-club fight, Youngstown Yacht Club from the Niagara River having organized a snipe fleet and proffered a challenge to the Rochester organization. Four boats from each of three clubs will constitute the fleet, making the event a 12-boat series as last season. Olcott will be the third club in the fight. The series has been definitely set for the weekend of June 20 and 21.

### Point System

The Rochester team will be selected from boats and skippers having the highest point score in championship competition up to the time of selection. Club races for the new Christy Trophy, put up by Harold Christy, will be held each Saturday afternoon, while championship races are listed for Sunday mornings.

There are 20 boats now registered in the Nine Mile fleet and five others now building are expected to be ready for competition by the middle of June, according to Randall Houck, fleet captain of the Point organization.

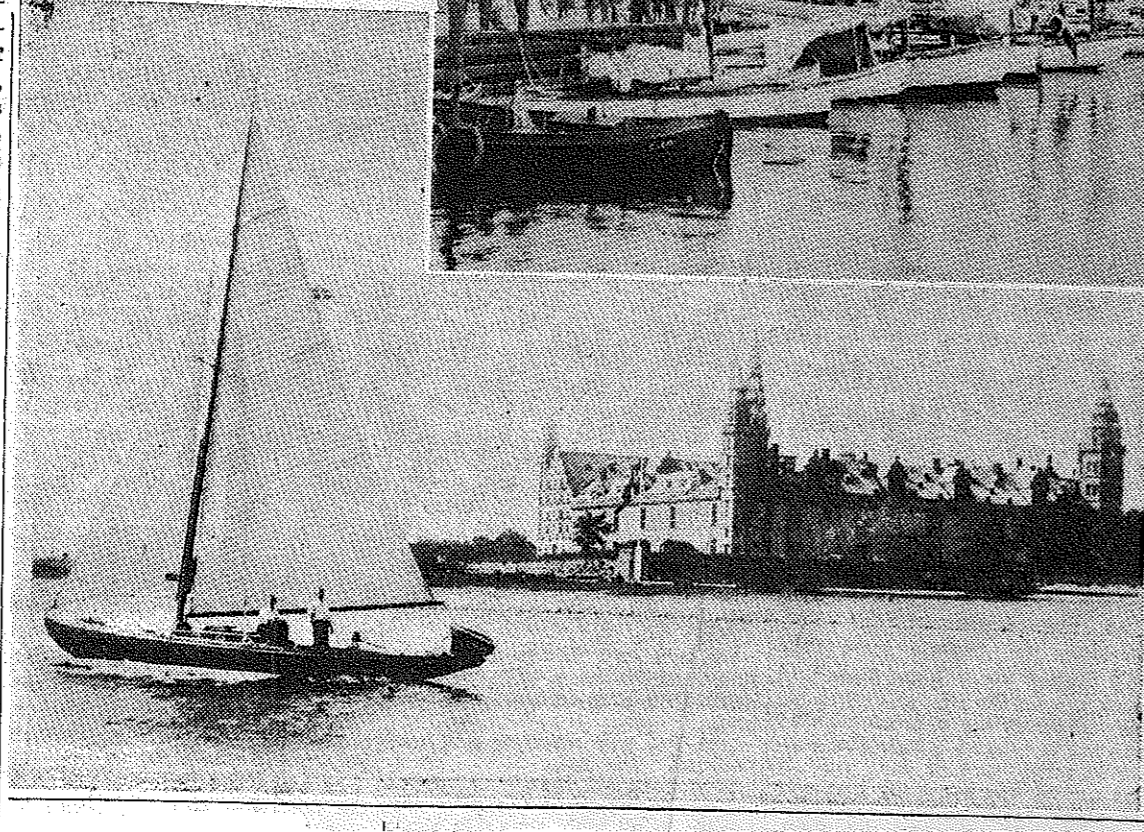
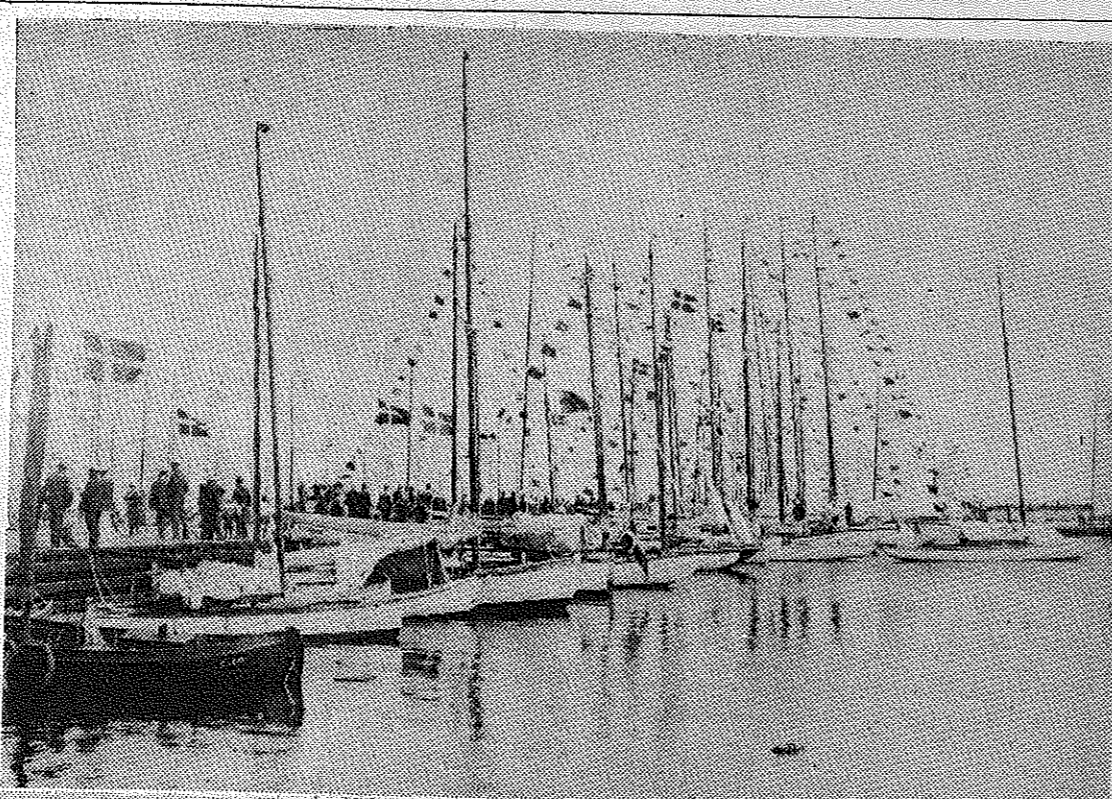
Among other events listed by that group for the coming Summer are: a home-and-home series with Canandaigua Lake sailors, a team race at Youngstown, an excursion to Olcott, and possible international competition with Canadian clubs.

### European Selections

Makeup of the Rochester Yacht Club small-boat team which will invade Denmark, Scotland and England this summer, has been announced by George Ford as follows: Skippers, George Ford and Bill Tarr; crewmen, Kimball Flint, Norman Cole, Charles Tarr and Russell Wiener. The sextet comprises alternate crews for light and heavy weather, as only two craft, Ford's R.I.P., and Tarr's Tartar, are to be toted across the Atlantic.

Because the team is planning an early June departure for Europe, the division's schedule-makers are trying to crowd as much training competition into the early racing program as is possible. The opening series, to extend probably from next weekend through the Decoration Day holiday, when the rest of the R.Y.C. fleet gets under way with championship contention, will be largely in the way of training for the tourists. Ford and Tarr will pair for team competition, against the balance of the club's personnel.

It is not intended that the absence of its two star skippers in foreign engagements is to abridge



One of the spots where the Red and Blue burgee of the Rochester Yacht Club will mingle with the colors of strange but famous Old World sailing organizations this coming summer. The pictures are of Elsinore, Denmark, one of the picturesque and historically rich European ports to be visited by a team of RYC small boat sailors in a racing tour of Europe.

The lower picture shows the famous Kronborg Castle, home of the "Melancholy Dane" of Shakespeare's "Hamlet". The larger picture shows the yacht harbor crowded with the sticks of nearly a hundred sailing yachts dressed and at anchor during a 1935 regatta there. The pictures were sent to George Ford by Mayor Christianson of the little Danish town, together with His Honor's official invitation to the American delegation.



ESTER, DEMOCRAT AND CHRONICLE, SUNDAY, JULY 7, 1935

Yachtsmen **Down the Hatch**  
 Outfitted for  
 Races Abroad By Charles F. Cole

ROCHESTER'S invasion of the European sailboat racing scene this month will find the itinerant tars looking very natty indeed in outfits especially made for the journey.

The young tars from the Rochester Yacht Club who will make the trip to Denmark, Norway, Scotland and

**Ford and Tarr to Sail in Europe**

Season Opens at Oak



ship contention will in the way of training tourists. Ford and Tarr for team competition, the balance of the club's intended that the abt's two star skippers in engagements is to abridge Ontario schedule of activity. Besides the reg-championships, dinghy n in such regular fix- the L.S.S.A. regatta, the ew York Y.R.A. regatta, le Douglas and Emmen- entation, is expected to ull schedule for the non- all-boat tars.

### ROCHESTER'S invasion of the European sailboat racing scene this month will find the itinerant tars looking very natty indeed in outfits especially made for the journey.

The young tars from the Rochester Yacht Club who will make the trip to Denmark, Norway, Scotland and England will wear new navy blue flannel yachting jackets, gray flannel trousers and a Larchmont cap of the type shown in the picture of the grinning nautician that accompanies this column.



New owners C. F. Cole flags and RYC burgees have also been purchased to bedeck the three Rochester International dinghies they will take abroad with them.

Those who will make the trip, we might remind you, are George Ford, captain of the delegation; Sherman Farnham, Bill Tarr, skippers; and Ed Pillsbury of Minneapolis, who has joined the RYC for the sole purpose of taking part in the expedition; Kim Flint, Charlie Tarr and Norman Cole.

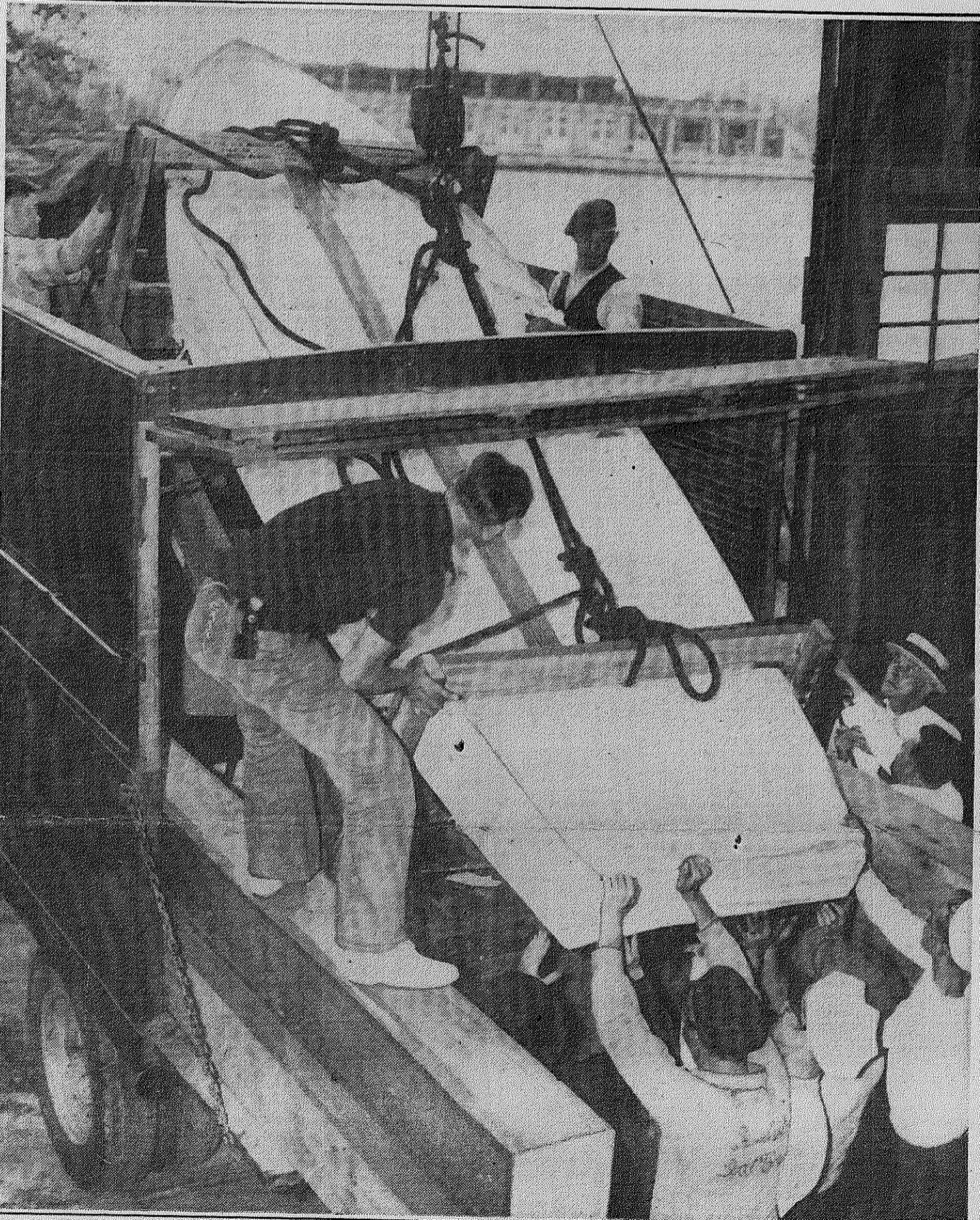
## Ford and Tarr

### Season Opens at Oslo, Moves to Denmark, Sweden, England

By CHARLES F. COLE  
If George Ford, the mercurial young leader of the Rochester Yacht Club dinghy division, appears unwontedly jubilant these days, he has ample reason. For George has just received official notification of the schedule arranged for a European race campaign in which two dinghies from the RYC will compete, one skippered by Ford and the other by Bill Tarr. That brings much nearer the jaunt abroad for competition with some of the best small boat sailors of Europe. The Rochester skippers and their crews depart in June on an opportunity that

come July makes their low sailors No First sto way, when June 26 to dinghies. ester boys mark, to e teams fro July 3, 4, nore, home melancholy will be sail the Royal be host J Sweden an On July will enga Clyde, Scot the Prince 23. What stiffest con kees will t

## SUMMERVILLE SKIFFS PACKED FOR EUROPE



### Danish Legation Head Entertains Dinghy Sailors

Even before they set out to sea the eight dinghy sailors representing the Rochester Yacht Club in an invasion of Europe, will be feted by dignitaries and mingle with titled ladies and gentlemen. Tomorrow night the Rochesterians will be guests of honor at a dinner in the Rainbow Grill of Rockefeller Center. Consul General George Beck of the Danish legation, and Mrs. Beck, will be hosts. Eckhardt V. Eskesen, president of the Federal Seaboard Terra Cotta Corporation and a prominent New York yachtsman, will be toastmaster. Guests include Baron and Baroness Joost Dahlerup of New Rochelle, representatives of all yacht clubs in the metropolitan area, and members of the Danish colony.

## SAILORS START EUROPE TRIP

By JOHN GUTTENBERG  
Five Rochester Yacht Club dinghy sailors left here today to catch up with a sixth member of their party and the three fourteen-foot skiffs which will carry Summerville hopes against crack competitors in Denmark, Norway, Germany and England on an invasion of Europe. The quintet—Captain George Ford, Hal Clark, Charles Tarr, Kimball Flint and Norman Cole—expected to reach docks of the U. S. Manhattan by nightfall and supervise cradling of their tender raft aboard the ocean liner. OVER 7,000 MILES Bill Tarr, the sixth man, trundled to New York overnight in the large van which conveyed the boats from Summerville. Two other members of the international party—Sherman Farnham and Ed Pillsbury—will join their mates tomorrow, coming from Yale graduation exercises in New Haven. A 7,000-mile junket is scheduled for the skiff handlers. It will take them to regattas at Aalborg, Denmark; Oslo, Norway; Hamburg, Germany, and Firth of Clyde and Cowes, England, before they return to the United States in mid-August.

INVITE EUROPEANS  
Comprising the first Rochester Yacht Club delegation to go aboard and bid for international honors under the red and blue burgee of the Summerville organization, the eight young men will carry invitations from Commodore Edward J. Doyle of their club and Mayor Charles Stanton urging the Danes, Norwegians and Englishmen to participate in a world championship dinghy regatta here next year. They sail on the Manhattan at

ROCHESTER YACHT CLUB DINGHIES START OVERLAND FOR NEW HAVEN... International News Photo by Journal

Palmer, and possibly other Rochester sailors will take their boats down Sept. 5. They are confident that a fleet of the new boats will be organized and Skaneateles within the next year or two.

One of the Rochester Internationals has made its appearance on Canandaigua Lake. Paul Paine of Rochester, a member of the Canandaigua Yacht Club, has launched his new craft, built by the Rochester Boat Works.

In connection with the Canandaigua club, a new Snipe skipper joined the fleet this week, Herb Haidt, who bought Carl Hunt's Cooter. Hunt will buy a new Snipe, which will make seven altogether in the newly chartered fleet.

Cooter is leading the club championship series in total points, to which Haidt falls heir, since the boat's record goes with it. Standings of the six Snipes in the fleet are: Cooter, 1588; Pee Wee (Shelley Crump, skipper) 1542; Pee Gee (Arnold Coleman), 1486; King Cole (Hugh Costich), 1466½; Elshot (Bill Shoemaker), 1434 4-5; Julie Toots (Mickey Willis), 1421 4-5.

Enthusiasm, it seems, runs high among Snipe sailors. It is definitely the most ambitious, energetic group in these parts, developing in two years from a few scattered craft to a well-organized inter-club racing outfit. Sodus Bay is the latest group to apply for a charter, while Watertown recently received one. At the Nine Mile Point Yacht Club there are 20 or more, and next year the Canandaiguans are confident they will have a fleet of at least 12. The Canandaigua club, by the way, will join the Central New York Yacht Racing Association at once, with the expectation of taking part in next year's regatta.

As the only Finger Lakes organization to have a Snipe class charter, the Canandaigua club is claiming the Finger Lakes championship, with the hope that it will spur organization of new fleet on some of the other Finger Lakes to dispute the title.

Around Long Island Sound, the America's Cup has become the chief topic of conversation, our Down East correspondents advise. It is agreed that this country will positively have to build a new J boat for the races next year, since T. O. M. Sopwith, the English challenger, has built a new Endeavour—and a superb bit of marine design she is, from all accounts.

The existing J Boats—Yankee, which won the cup in the last race. Weetamoe and Rainbow are said to be badly outclassed by Sopwith's stunning sloop, which makes a new American defender a necessity.

It is rumored that Vanderbilt will order a boat from Olin Stephens, who designed Conewago, the former Rochester Yacht Club's championship Eight Meter and Canada's Cup winner, and that Lambert, the mouth wash magnate, will go to Frank Paine for one of the pretty toys, which cost I don't know how many thousands of dollars. All of which should make for some exciting competition to pick the defending boat.

The new Endeavor 11, if you like statistics, displaces 21 more tons than her predecessor, Endeavor 1; is 132 feet over all, and has a

most 168 feet high, the same as that of the Endeavor 1.

Of all things: S. Rae Hickok, the big hold-up man (he makes garters and braces) has presented a silver trophy for dinghy racing on the Lake of Bays, Ontario, Canada.

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Mr. and Mrs. Ritter Shumway are entertaining members of the R. Y. C. dinghy division at supper tomorrow evening at their Council Rocks Avenue home in honor of the homecoming of the skippers and crews of the American teams who raced abroad this summer.

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2 report of Dr. E. Percy Allen, M. D., of Aug. 18, 1921.

**The VALLEY CADILLAC CORP.**  
333 East Avenue  
STONE 320

# Down the Hatch

By Charles F. Cole

The small but sporty dinghy will hold the center of attention at the Rochester Yacht Club for the next week or two and the larger and more spectacular yachts will be relegated to the background after a season of exceptional activity.

Not that the eight meters and R-sloops are through for the year. Not by a long shot. They have three more weekends of club championship races scheduled, with open dates in September leaving the possibility of some special events.

But the dinghies, racing today and tomorrow off Summerville in the international Douglas Cup contest between Rochester and Toronto, will be in the spotlight again next weekend when Kingston sends teams here for an interclub race with RYC skippers and crews. The new English type, sloop-rigged, smooth skinned boats will be used.

In the event either the Canadian or American contestants win two races in succession in the Douglas Cup event, the prized small boat trophy will be presented to the winner at a luncheon tomorrow noon at the Yacht Club. If there is a tie and a sailoff is necessary, the presentation will be made later in the day.

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gatta; the Sir Thomas Lipton Cup won by Phil Farnham and his Kathea II for getting first place in the R races at Kingston; the Mabbett Cup, won by Karl Bechtold's Cotton Blossom for coming in first in the R boats in the Freeman race.

Fourth of the new English dinghies being built by Volney Lacey at the Rochester Boat Works is expected to be in the water today. Bud Palmer is the new owner. In addition to George Ford's R. I. P., the imported boat used as a model for those built here, the new "dinks" are now being sailed by Tony Miller, Bill Yeomans and Bill Tarr.

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Ritter Shumway's handsome cruiser, Mary Ellen, is being used as committee boat for the Douglas Cup races, while the club utility boat is committee boat for the eight meter and R sloop races. Gorge Roat of Rochester and Tommy Turrall of Toronto are judges, with George Culp acting as impartial arbiter in the Douglas races. Harold Christie and Johnny Taylor are serving as judges for the eights and R's.

## Ford Takes Honors in 14 Footer Races; Emmy Lou Cops

By WILBUR W. O'BRIEN

George Ford Triumphs

George Ford, using his alternate light weather "crew" Kimball Flint, has no difficulty disposing of his lapstreak rival 14-footers in the third sailing for the Sharp Trophy. It was Ford's third straight win.

## Work Shows Results

By WILBUR W. O'BRIEN

Missionary work indulged last year by the Messrs. Ford and Bill Tarr in totting the imported R. I. P., 14-foot English dinghy, around to state sailing centers, seems to be bearing fruit.

Ford, who has been the guiding genius back of the Rochester Yacht Club's transition from the former lap-streak type to the "smoothskins," as the English boats sometimes called announced yesterday that construction of six more of the English 14-footers would be started by the Rochester Boat Works right after the turn of the year.

According to Ford, this will be only the first of what he believes will be two equal batches of a half dozen each. Of the dozen, three are believed ticketed for Syracuse and three more for Sodus Bay. First definite order from the latter port is credited by Ford to Harrison Bloomer of Newark.

Two of the six which are anticipated as additions to the present R. Y. C. fleet of seven craft of this rating are to go respectively to Bill Little and Charles Chase. Both these men will be graduating from crew positions to owner-skipper ratings for the 1936 campaign.

### Crewed for Ford

Little, last year, was heavy weather crew for Ford in R. I. P., which won the yacht club championship. Chase was second man in the boat for Bill Yeomans, the George Cup Six Meter hand.

Dr. Craig Potter, who has spent the last couple of seasons searching a racing opponent for his orphan-design Nina, is understood to be seriously contemplating entering the growing competitive ranks among the "dinks." That deal, however, has not yet been consummated, which is the status with at least three others who George Ford anticipates will be active in the dinghy section next season.

If Ford realizes on the prospects he now has, the R. Y. C. will start its 1936 season with the largest fleet of one class dinghies it has had in a decade. Following upon a 1935 year which in many respects was the most distinguished in the club's history in this field of competition prospects for next year are particularly bright.

### British Trip Possible

Still in prospect is a trip to England to compete with the English team which has paid two visits to these shores, both times to sail against competition which included R. Y. C. tars. The club has a standing invitation to go across and also is holding an invitation to go to Denmark for further foreign contention in 1936.

Relations opened with Long Island Sound tars last year are likely to be extended in the next year, with the salt water enthusiasts already being committed to repaying the two Rochester visits by sending up a team of six men for a weekend of competition in the boats of the locals.

Reviewing 1935, Ford mars as salient points: contention by himself and Tarr in 56 races, most of them in R. I. P., successful defense of the Douglas Cup from the Canadian invasion participation in three regattas on Long Island Sound; outstanding boat performance at Skaneateles in the regatta of the Central New York Yacht Racing Association, racing at Sodus, and the building of six new craft to the English design for Rochester owners.

## NEW DINGHIES WILL COMPETE IN RYC RACES

### Make First Appearance in Club Championship Contest Tomorrow — Bill Tarr, George Ford, Tony Miller Are Rivals

By CHARLES F. COLE

Club Championship races at the Rochester Yacht Club, interrupted by the Sodus cruise last weekend, will be resumed tomorrow.

Chief attention in the races tomorrow and Sunday will be focused on the appearance of two new dinghies—the English sloop-rigged with smoothskin hull that have been in process of manufacture at Volney Lacey's boatworks for these many weeks.

Assurance that there will be a race for the new boats is given by George Ford, chairman of the dinghy division of the RYC and owner of the R. I. P., the first of the new type of craft to be brought here and the model from which the new boats were designed here.

Bill Tarr, owner of one of the new craft, will sail Ford's boat, while Ford and Tony Miller, another of the new owners, will sail the most recent acquisitions. George promises that the dinghies will be given a thorough workout right at the start. By the two or three new boats are launched rivalry is expected to be keen.

In the sloop races, the Thisbe, closest competitor of the Conewago in the eight meters, will be out for revenge. As a result of a ruling of the judges' committee two weeks ago, Thisbe, owned by Bert Sharp, lost valuable points when a foul claimed on Sharp by John VanVoorhis of the Cayuga in the June 15 race was upheld.

The standings of the three eights in the championship races to date are: Conewago, 18; Thisbe, 13; Cayuga, 10.

Competition in the R class is spirited, scorings to date show. Newt Castle has sailed the Shadow to a substantial lead, with Phil Fadhnam's Kathea next in the running; Karl Bechtold's Cotton Blossom, third; "Red" Gordon's Vitesse, fourth; Peck Farley's Safara fifth and Rufus Dryer's Bob Kat, sixth. Meteor, the six meter that will sail for the RYC in the international George Cup races next week, actually is fifth in order of points, under the handicap rating.

The exact standings of the boats in this division are as follows: Shadow, 43 points; Kathea, 35.2; Cotton Blossom, 33; Vitesse, Meteor, 29; Safara, 21; Bob Kat, 19.

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Nine Sodus entries trailed Ford. Sharp air and a breeze accompanied the meet.



## AUBURN TARS TO GLIMPSE R. I. P. DINGHY

### George Ford to Bring Yacht Club Import There Saturday

By WILBUR W. O'BRIEN

Finger Lakes small boat sailors, who have become interested in the possibilities of the English-type 14-foot dinghy as a class for the Central New York small lakes, will get a chance to see and sail the Rochester Yacht Club's importation, R.I.P., on Saturday.

George Ford, chairman of the R.Y.C.'s dinghy section, has accepted the invitation of the Central New York Yacht Racing Association to take the club's R.I.P. to Auburn to be sailed during the afternoon on Owasco Lake. The demonstration, arranged at the behest of Dr. A. C. Abbott, president of the association, will precede the annual dinner meeting of the group to take place that evening in the Osborne Hotel, Auburn.

A dinghy division delegation headed by Ford and the crew of Conewago, last year's successful defender of the Canada's Cup, will be among the guests of honor at the dinner. Herbert L. Stone, editor of the magazine "Yachting," is to be principal speaker. The Connie crew to attend the dinner are: Skipper Wilmot V. (Rooney) Castle, commodore of the Rochester Yacht Club; Walter Brown, Robert

Continued on Page Twenty

## AUBURN TARS

Continued from Page Nineteen

Hoffman, Eugene Brennan, Elmer McFarlin and Mortimer Anstie.

The Finger Lakes tars have become quite enthused about the prospect of the international 14-footers since their introduction here and the projected building of a class at Rochester. The Rochester tars have been invited to send boats and crews to the association's annual regatta, to take place this year at Skaneateles. If the Central New York group adopts the international type 14-footer, Ford expects future regular competitive relations between the Ontario and small-lakes' clubs.

It is Ford's hope that this class might eventually be as widely represented in this section as it is throughout England. If so, Ford envisions the time when a representative team selected from eliminations among the various clubs could essay the jaunt to England which was proffered the Rochester



They are confident the new boats will Skaneateles within two.

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**The VALLEY CADILLAC CORP.**  
333 East Avenue  
STONE 320

ROCHESTER DEMOCRAT AND CHRONICLE, SUNDAY, DECEMBER 29, 1935

**Union Dinghies to Imported R.I.P. Will Be Built Here**

**NEW DINGHIES WILL COMPETE IN RYC RACES**

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**George Ford Victor At Sodus with R.I.P. Features Yachting Meet Between Two Clubs**

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**Ford Takes Home 14 Footer Race Emmy Lou C**

By WILBUR W. O'NEILL

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Paced again by the lively Star, Emmy Lou the Gull Class auxili prading in a special c Fo'Castle sailed by Jo of the sailing Castles, v over her sister ships W Bellamy, and Slipper, man.

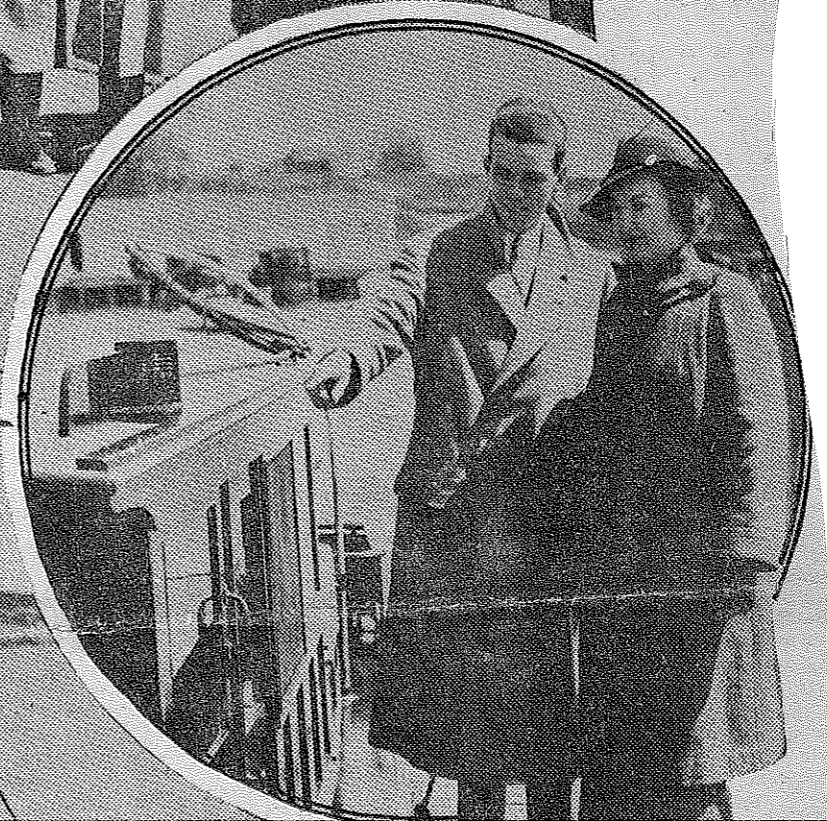
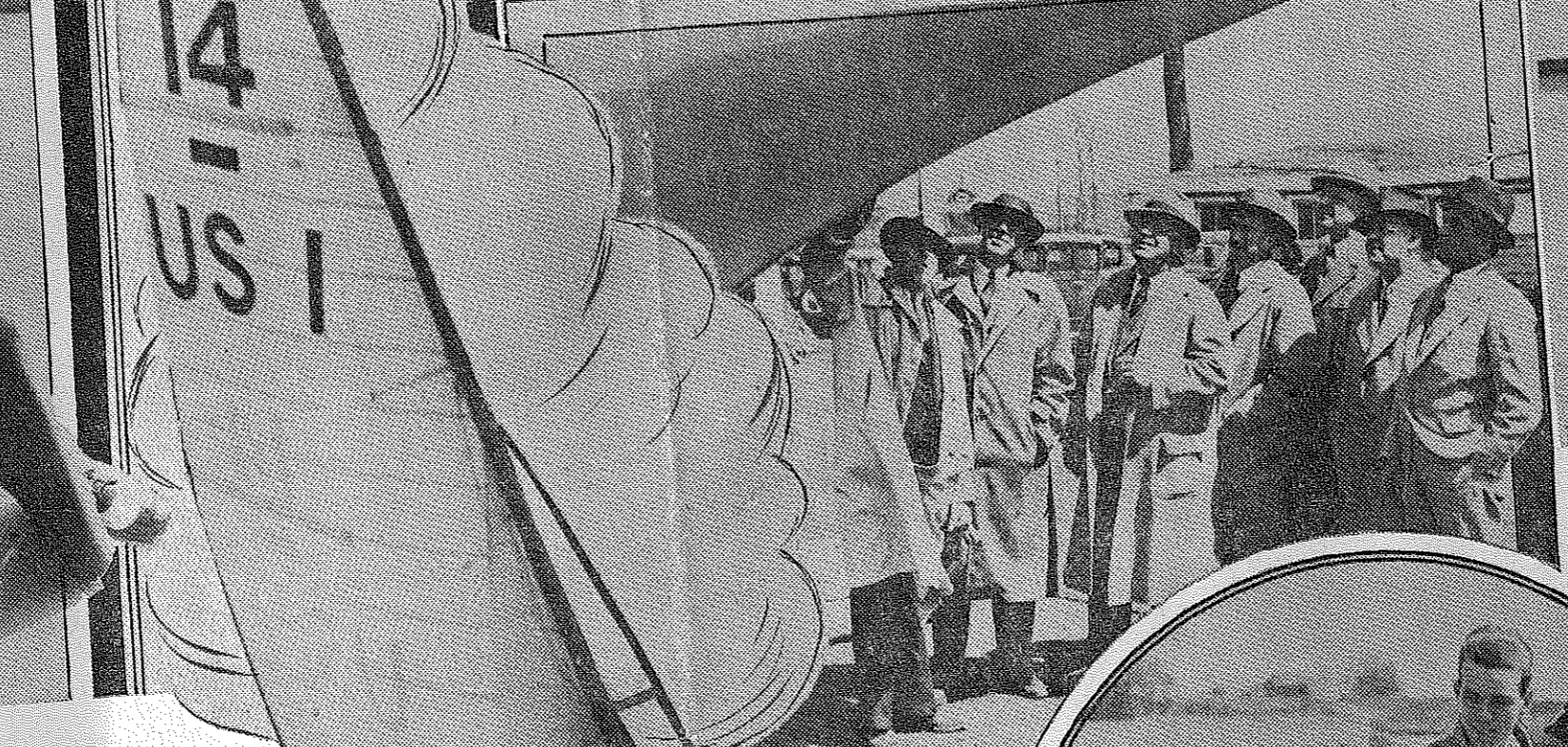
**DINGHIES, START**

R. I. P. (Ford)	11
WaHoo (McConnell)	11
Splash (Waterhouse)	11
Gloriette (Miller)	11

Courses, triangular, dinghies others two miles a leg. Points of sailing, beat, close reach; wind, North-Northwest; sea, moderate. O' Culp.

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ROCHESTER, N. Y., SUNDAY, MAY 26, 1935



## RIP FEATURES DINGHY RACES WITH SWEEP

Sun, sails, sea and the approach of summertime beckons society to the Rochester Yacht Club. Mrs. H. Clifford Stevenson, upper left, cuts a dashing figure behind the wheel. Up through the companionway comes Mrs. Robert O. Hoffman, top center, to greet the sun and breeze of an ideal sailing day. Standing at the boom is Mrs. Oscar Marth. At left a group of yachtsmen makes a tour of inspection on the docks after lunch at the Yacht Club. William Peck Farley, owner of Safara; Phillip G. Hoffman, Otis J. Nagle, David Bellamy, Harold L. Field, Raymond Hudson and Raymond W. Staub. The dinghy that rears

## RYC DINGHIES CLEAN UP AT SOUND RACES

Ford and Tarr Also Add Four Seconds to Total in Heavy Going in Waters Off Essex, Conn.

Essex, Conn.—Sweet revenge for defeats suffered three weeks ago in the North American Dinghy Racing Association races and fresh triumphs for the new Rochester international dinghies were

# RIP FEATURES DINGHY RACES WITH SWEEP

## Ford Takes Three 1sts; Rochester Tars Clean Up

Middletown, Conn.—(Special Dispatch)—Rochester dinghies made a big splash here yesterday, cleaning up in races against Long Island Sound yachtsmen at Essex.

Completely out-racing coast competition, George Ford and Herb Marth sailed the RIP to three firsts and one second in four starts.

Eddystone Light, handled by Bill Tarr and Cliff Baker, did excellently by snaring one first and finishing second on the other three occasions. West Wind, sailed by Norman Herrshoff of Bristol, took four thirds. Herhoff broke the rudder on his Amphicraft.

The races were sailed in exceptionally heavy going. The wind velocity reached fifteen miles. Rochester boats definitely outclassed down east rivals.

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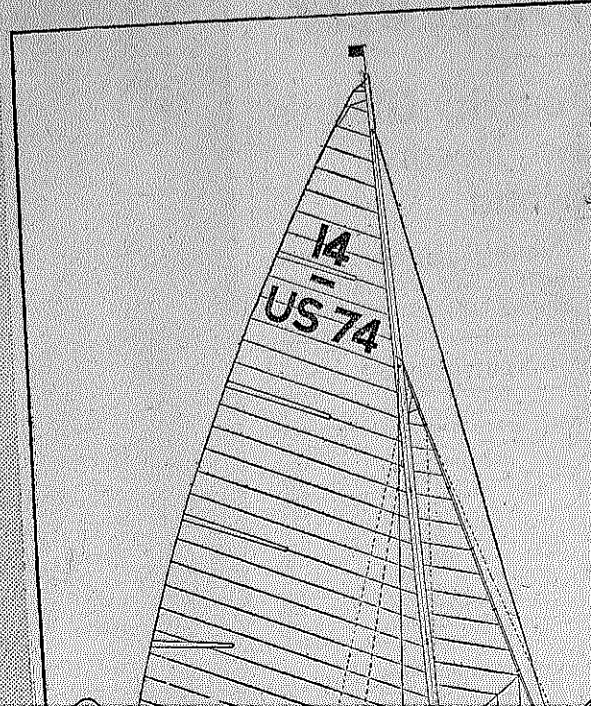
# Rochester Nurtured One-Design Dinghy Class Gaining New Members as Ford and RYC Tars Sell Plan to World

## Not Hulls Basis Sport of Small Boat Sailors

By WILBUR W. O'BRIEN

"Dinghies?" The question is the title of a promotion brochure being sent broadside the length and breadth of the land by the Rochester group which comprises the officers of the 14-foot International Dinghy Association. The question they themselves are raising is being answered completely in their literature and correspondence is attested by the fact that the Rochester born idea of an international dinghy class is definitely to be "catching on" in an international way.

The current writing 21 yacht clubs in three countries have adopted the class and have one or more boats built to association standards and eligible for registration. Current correspondence now



# Yacht Club Sailors

By WILBUR W. O'BRIEN

While its Class R sloops and sailors seek cash and glory at Toronto this afternoon in the first of the Canadian National Exhibition's Saturday regattas, other Rochester Yacht Club craft will continue the pursuit of club championship points off Summerville.

The Eight Meter sloops, now engaged in a tightening race for the Hornbeck Trophy, the new smooth-skinned sloop rigged dinghies and the Gull Class one-design will carry on in the Summerville picture in the absence of the R's.

Making their debut to club championship competition will be a fleet of eight 14-foot dinghies, including five of the English type introduced here this year. The latter group includes the now familiar Fox-fashioned R.I.P., which George Ford will skipper and the new Rochester built craft to that same design to be handled respectively by "Bud" Palmer, Bill Yeomans, Bill Tarr and Tony Miller. In addition, the fleet will be swelled by the addition of Gloriette II, handled by Ritter Shumway,

McConn in the S Tom make an assault enjoyed in the Trophy points ent and into the day's o

At I sailors lake's will re first is follow mornl Flee Nine annou special tested troph Trop Cliffe Roch



### Wits, Not Hulls Basis For Sport of Small Boat Sailors

By WILBUR O'BRIEN  
"Why Dinghies?"

The question is the title of a neat little promotion brochure presently being sent broadside the length and breadth of the land by the Rochester group which comprises the officers of the 14-foot International Dinghy Association.

That the question they themselves raise is being answered compellingly in their literature and correspondence is attested by the fact that the Rochester born idea for an international dinghy class seems definitely to be "catching on" in an international way.

At the current writing 21 yacht clubs in three countries have adopted the class and have one or more boats built to association standards and eligible for registration. Current correspondence now in the hands of the Rochester officers indicates quite clearly that 13 more clubs are seriously considering entering the class for the coming season.

Eleven representative boat building firms here and abroad have contracted with the local group for franchises to build boats eligible for registration and individual plans have been purchased by at least another dozen individuals who plan to build or have a boat built for themselves independently.

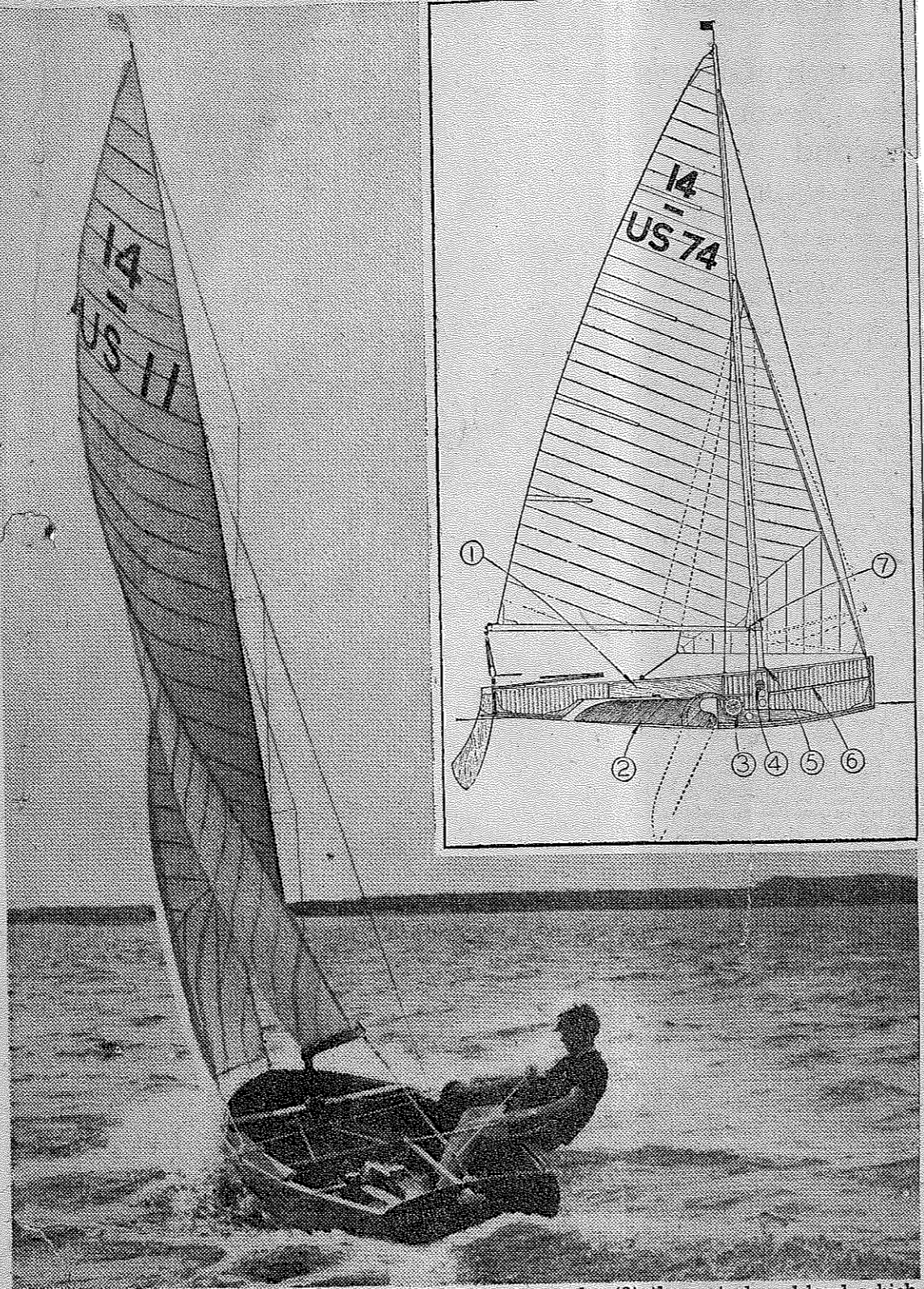
Although, as might be expected, initial development has been principally in the eastern U. S. and Canada, the boats are now in commission in such far off places as California, Honolulu and Denmark. A team from the latter country was guests at the Rochester Yacht Club last summer in an international sailing regatta for the class—the forerunner, its sponsors hope, of a series of annual international championship regattas that will enlist entries from the four corners of the globe.

#### George Ford's Idea

Its original protagonist and still the leading spirit of the international association is George Ford, champion dinghy sailor of the Rochester Yacht Club, Lake Ontario, and president of the association. The indefatigable Ford, who has watched the Rochester fleet grow to an expected 18 boats for the 1938 season off Summerville, started the whole thing about three years ago by importing a Uffa Fox design English dinghy champion into the Rochester Yacht Club.

Thoroughly sold on the belief that it represented the ultimate in small boat design, Ford conceived the idea of using it as the basis of a class for Rochester. It, the R. I. P., a two-time Prince of Wales Cup winner in England, had been built to open class designs. But Ford and his Rochester Yacht Club colleagues at that time were pretty thoroughly fed up with the expensive sport of "boat design" races. Boats built as winner one season would be outmoded and outbuilt the next by new developments of design, rig, sail or fittings or by discovery by ingenious designers of ways to cheat the building restrictions.

If dinghy racing was to be preserved as a flourishing sport off Summerville, Ford reasoned, the class would have to be freed of perpetual annoying and upsetting



Venture, one of the Rochester 14 footers under sail and showing many of the interior features of this novel small boat hull. Diagram features indicated by numbers are (1) one of the buoyancy tanks which keep the boat from sinking even when filled with water and crew of two; (2) the centerboard, which is streamlined cast bronze, weighing

110 pounds; (3) the centerboard haul, which facilitates locking the board in any desired position for any desired condition; (4) main and jib winches; (5) mast stepped on an inclined plane on the thwart-a-push forward tightens all three stays; (6) forward buoyancy tank; (7) roller reefing drum. In heavy weather reef is used on weather work.

She's a fast, lively hull—sensitive to light airs, rugged and safe in heavy weather. Tricky and full of gadgets that rival big Meter craft, she has qualities which hold the interest and skill of the man who graduates from the novice rank; light, small, the boat and her rig can be easily transported by trailer.

In the first place she was developed in England where the small "dink" is better regarded than in America. The English, as they do in many another sport, sail for fun. Their very finest

was "open" to designer's skill but there hadn't been any particularly radical changes over a period of years—seven year old boats were still winning against the later creations of the same designers.

After trying the boat out here a year, the dinghy division of the R.Y.C. cut their ties with Canada competition, and went the whole way on the English design. Uffa Fox contributed to Ford, whom George had met and raced with, a complete set of plans with carte blanche instructions to do with them as he pleased.

tion was born. Builders have been authorized to build to the plans, all boats built must measure into the restrictions of the association to be eligible for registration and entry into future championship regattas.

By WILBUR W. O'BRIEN

While its Class R sloops and sailors seek cash and glory at Toronto this afternoon in the first of the Canadian National Exhibition's Saturday regattas, other Rochester Yacht Club craft will continue the pursuit of club championship points off Summerville.

The Eight Meter sloops, now engaged in a tightening race for the Hornbeck Trophy, the new smooth-skinned sloop rigged dinghies and the Gull Class one-design will carry on in the Summerville picture in the absence of the R's.

Making their debut to club championship competition will be a fleet of eight 14-foot dinghies, including five of the English type introduced here this year. The latter group includes the now familiar Fox-fashioned R.I.P., which George Ford will skipper and the new Rochester built craft to that same design to be handled respectively by "Bud" Palmer, Bill Yeomans, Bill Tarr and Tony Miller. In addition, the fleet will be swelled by the addition of Gloriette II, handled by Ritter Shumway, the Wa-Hoo, Herb Marth and Jim

McConnell, and Frank Waterhouse in the Splash.

Tom Sharp with his Thisbe will make another determined weekend assault upon a small margin now enjoyed by the leading Conewago in the chase for the Hornbeck Trophy. There are only four points separating the two at present and Tom is hopeful of cutting into that advantage over the two day's of sailing.

At Nine Mile Point the Snipe sailors who last week won the lake's championship in their class, will resume club championship racing with three events listed. The first is for this afternoon at 2:30, followed by two races tomorrow, morning and afternoon.

Fleet Captain Chet Miller of the Nine Mile Point Y.C. yesterday announced that on Labor Day a special program would be contested at that port for a new trophy to be known as the Baker Trophy. It has been put up by Clifton Baker, a member of the Rochester Yacht Club.

An open competition for the

Labor Day nounced by of the Ca which is l of the lake

There w classes an awarded th sion. Clas national 1 will be f Class III

Course angle to Starting b the yacht Starting t for 2:30 c asked to to 2 o'clock racing ins make an service fo located at house. R ar to be n ing mem Commode Carl Hu Phelan, C

## Baker, Ford Score Victor In Yacht Club Class Race

By WILBUR W. O'BRIEN

After threatening all season to take over command Rochester Yacht Club Star Class fleet's series, Cliff finally arrived yesterday. Taking advantage of probably finest racing weather of the season thus far, Cliff and his man-rigged Peggy Wee captured the Independence Day off Summerville and moved right into first place over prostrate figure of Peek Farley—wallowing badly in a s place finish.

The official percentage scores, because of the difference in fields and the different number of races in which they have competed, may not eventually show Cliff and Peggy as class leaders over Farley and Deuce, but for the moment at least they rate as front runners.

Baker won his point total lead the hard way, shooting up from fourth position at the turn of the home buoy first time around. Starlet, first round leader, became embroiled with Burt Harniss's Suzette in a port-and-starboard crossing going up weather the second time out and is quite likely to have her final third place finish protested.

Aside from Baker's victory and his annexing of a lead in points, most spectacular feature of the race was Burt Harniss' bid for a second straight victory. Burt, like Baker, came from the ruck of the first turn lineup to shoot into a position in which he just failed to nip the leading Peggy Wee. There was less than a minute between them at the finish line.

With the chips down and the pressure on, it appears that George Ford is still the best bet to continue as boss of the dinghy division. Up until yesterday George was engaged in a hot fight for his crown with Bill Erdle, but this morning it looks as though the threat had been dissipated.

Ford won as he pleased yesterday while Erdle finished way down in eighth position—putting a spread of more than seven points

Ford's, meanwhile moved 1 spot vacated by Erdle. I second yesterday morning him a total of 138 points, v just four back of Ford, and striking distance even with gle race to go.

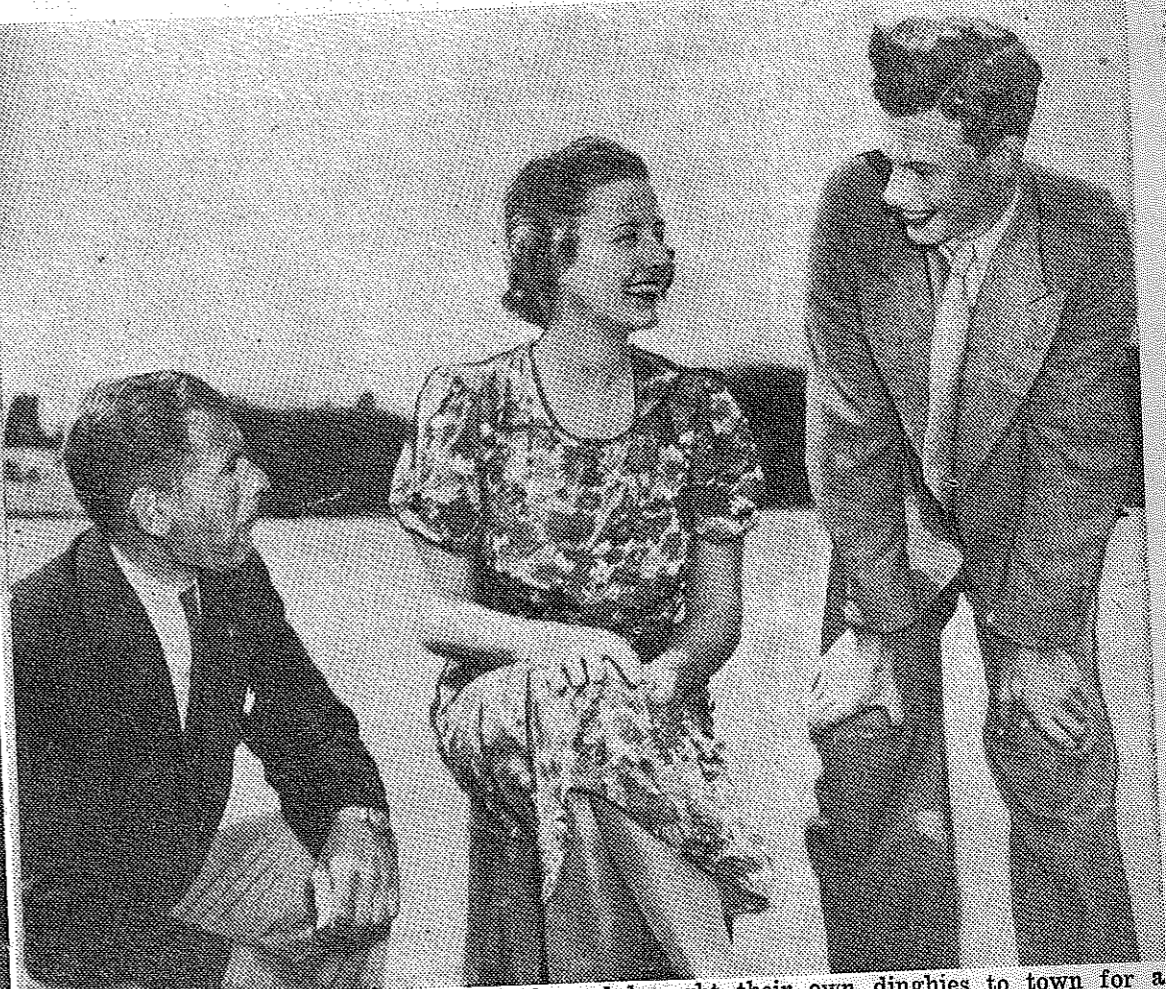
Given a fresh, true N breeze of 8 to 10 knot s Race Committee chief Geor was able to set a good tri course, with the boats goi on a beat up the west sho ing buoys on the starboa The Stars went a mile and ter before turning, conclud triangle with two legs of r work across wind. Summ

STAR CLASS. Start 10:10—P (Baker) 11:46:58; Suzette 11:47:45; Starlet (Bills) 11:48:00; Slipper Heinrich) 11:48:32; En (Nevins) 11:48:58; Valkyr 11:50:01; Deuce (Farley) 11:50: Hed Nagle) 11:53:29.

DINGHIES. Start 10:15 (Ford) 11:34:35; Scamp (M 11:36:39; Token (Bill) 11:36:58; (Howard) 11:37:39; Let You (Yeoman) 11:38:58; Eddyston (Bud Palmer) 11:39:00; R. I. 11:39:33; Dollar Down (Erdle) Schuss (Barber) 11:40:01; (Saalwachter) 11:40:02; Peopde (Tim Anstie) 11:40:05; Triangl 11:41:17; Fairing (Little) 11:41:4 (Treahy); Bob Cummings 11:42

(COUSINES. Triangular, Stars a quarter a leg, twice around, mile a leg twice around; Win west 8 to 10 miles providing two reaches. Championship Stars, Baker 51; Farley 49; N Heinrich 34; Bills 32; Calkins niss 20; Snyder 18; Marth 17; Ford 142; Hill 138; Erdle 134 Palmer 130; Anstie 117; Bu 113; Howard 112; Cole 112

# Danish Tars, Here for 3-Day Dinghy Meet, Acclimate Themselves to a Strange Land



Left: Peter Nielsen and Chris Molbach, left-right, try out an American dinghy at Summerville as they prepare for Danish invasion of Ontario waters in three-day meet starting

tomorrow. Center: It's a headache, this business of figuring out American money, and Egon Pederse and Salve Priesler, left-right, are having tough time. Right: Do the Danish boys

like American girls? Henning Larsen, left, and Ove Nielsen, right, think the comely Rose Murphy of Rochester, center, is very much all right. The Danish sailors hail from Aalborg,

Denmark, and brought their own dinghies to town for a fling at the Rochester Yacht Club's best bets. Weekend meet includes Canadian and other competition also.

ROCHESTER DEMOCRAT AND CHRONICLE, MONDAY, JULY 5, 1937

# Rochester Tars Sweep 2-Day International Dinghy Meet; Ford 1st Again Canadians Second — Danes Flounder

## Venture Scores Third Win in Row —Hill-Castle Convincing With Pair of 3d's

By WILBUR O'BRIEN

With its captain, George Ford, scoring three successive first place finishes with Venture and its No. 2 team of Dwight Hill and Jerry Castle coming through with two third places, the Rochester Yacht Club team yesterday swept to an overwhelming victory off Summerville in its own Fourth of July holiday invitation regatta for 14-foot one-design international dinghies.

The Ford-Tarr and Hill-Castle, which represented the

Dinghies Tack Into Brisk Lake Wind as Gannett 'Plane Camera Clicks



In this photo from a Gannett Newspapers airplane, ten dinghies are shown tacking into wind off Summerville yesterday as international meet

concluded its second day of racing. Boat nearest the one in far right right corner is the Venture, skippered by George Ford, who finished

for third straight time. Second dinghy in the Dollar Down, piloted by Sherry Johnson, the third one from left on

# ROCHESTER JOURNAL SPORTS

THURSDAY, JUNE 24, 1937

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## Entries Swell International Dinghy Event

### TWELVE CRAFT ENTER RACES FOR JULY 3

By JOHN GUTTENBERG

Entry of twelve boats in team races and sixteen boats in the open events today assured stern competition for the International Dinghy Regatta which will be staged by the Rochester Yacht Club off Summerville, July 3, 4 and 5.

Entrants from Canandaigua and Chataqua Lakes augment the field, originally formed to offer racing for Danish, Canadian and Rochester sailors.

Jack Phalen and Herbert Hastings of the Canandaigua Yacht Club, together with Lew Howard and Sherry Johnson of the Chataqua, will skipper their craft under American colors to bolster Rochester Yacht Club chances of capturing the international event.

#### CANADIANS ACCEPT

The Danes, using their own imported boats, will get support in their "Beat America" campaign from Canadian sailors.

Teams headed by Commodore George Hamilton and Bennie Hanna of the Royal St. Lawrence Yacht Club at Montreal and Professor Douglas Jemmett at the Kingston (Ont.) Yacht Club have accepted invitations to use Summerville skiffs and participate in the regatta.

Possibility of an added event also was reported from Pultneyville, where Commodore George Todd, unable to cancel the Pultneyville Yacht Club regatta for July 4, invited the sailing contingent to cruise from Summerville on one of the open days during international's week.

#### PICK LOCALS SUNDAY

Designation of the two Rochester Yacht Club boats and their skippers and crew will be made Sunday by a committee including George Ford, regatta chairman; Ritter Shumway, Bud Palmer, Bill Erdle, Mort Anstice Jr. and Commodore Edward J. Doyle.

Ford, Anstice and Erdle will greet the six Europeans from Aalborg, Denmark, in New York Monday and bring their boats to Summerville by trailers.

Every contender in both the team and open events will be of the same English type. They are fourteen footers, sloop rigged and with open cockpits.

#### SOCIAL EVENTS SET

The regatta schedule calls for team races at 2:30 p. m. Saturday, Sunday and Monday, July 3, 4, 5, and open races at 10:30 a. m. Sunday and Monday.

A dinner and dance July 3 and a formal dance, following dinner and award of trophies, are on the entertainment program for visitors.

Power Scull

### Derelicts Limp

Broken Rudders, Falling Mast, Fouls and Coast Guard Tows Feature Five Weekend Yacht Races on the Lake.

By CHARLIE COLE

Two broken rudders, a toppled mast, fouls and protests lent a somewhat frenzied air to the weekend sailing races of the Rochester Yacht Club.

Both the Coast Guard and the club utility boat were kept on the jump towing limping derelicts into port.

Out of the welter, came some shakeups in the Star sloop races, of which yesterday's and Saturday's were the first in a series of six to decide the Lake Ontario-American representative in the world championship races at Port Washington, L. I.

First in Saturday's tussle, Commodore Edward J. Doyle's Turtle Star trailed in next to last yesterday, with Roy Nagle skippering Starlet to a win.

**Ford's Venture Twice Winner**  
In the dinghy flotilla, George Ford emerged triumphant in his Venture, copping firsts Saturday afternoon and yesterday morning, and a second place in an extra afternoon race.

Phil Farnham's Kathea swept the course to win both weekend R Isoop races, taking it yesterday by more than two minutes and Saturday by little more than a minute over Shadow, who placed second in both events. Bob Kat, sailed Saturday by Jim Dryer and yesterday by former Commodore Rooney Castle, was tail-end on both occasions.

Casualties were Cliff Baker's Peggy Wee, who fouled the outer mark in the two Star contests and had to withdraw; Peck Farley, whose Deuce was ruled over the line ahead of the gun on Saturday, and had to be disqualified after sailing his best race of the season; Ed Harness, whose Suzette snapped a rudder in the Sunday race and drifted helplessly about the lake until she picked up a tow.

Another to snap off a rudder was Mort Anstice Jr.'s dinghy, Let Yourself Go. He repaired her in time for the afternoon race and redeemed himself by outsailing the rest of the fleet to take first place by 46 seconds.

Jack Wagner's dinghy, Dollar Down, broke a stay on her way to the Yacht Club moorings yesterday afternoon, and the mast tumbled down on her decks.

**Spectacular Finish**  
Most spectacular finish yesterday was that of the Star sloop, Silver Slipper, skippered by Johnny Heinrichs. In a grim set-to with Bill Nevins' Emmy Lou for second place, Johnny forced his rival off her course, came about and zoomed over the line with only 10 seconds to spare. Emmy Lou, in irons, was astern of the judges' boat before she could come around to cross home plate.

The weekend weather provided the best sailing wind so far this season. On both days it blew six to eight miles. Saturday it whisked briskly out of the northwest, dropping noticeably on the last round of the course, and Sunday it came offshore out of the southwest. Today afternoon, the breeze was only For the extra dinghy bout yesterday

3 to 4 miles an hour at the start, but freshened as a rain squall came up.

Norm Cole, sailing the dinghy R. I. P., conceded a foul in yesterday morning's race, committed when he overtook Ed Broderson's Hangover to leeward, and crowded the overtaken craft. Accordingly, Cole's second place in the race was thrown out.

#### Sunday results:

Class R, Start 10:24	Boat	Skipper	Finish
	Kathea	(Farnham)	12:16:05
	Shadow	(K. Castle)	12:17:53
	BobKat	(Dryer)	12:20:08

#### Stars, Start 10:29

Starlet (Nagle)	12:05:42
Silver S. (Heinrich)	12:07:20
Emmy Lou (Nevins)	12:07:30
RedHed (Calkins)	12:09:22
Deuce (Farley)	12:09:34
Turtle Star (Doyle)	12:09:55
Tario (Marth)	12:10:20
Peggy Wee (Baker)	D.N.F.

#### Dinghies, Start 10:34

Venture (Ford)	12:07:15
Token (Hill)	12:08:08
Eddystone L. (B. Palmer)	12:08:22
Twerp (Little)	12:08:06
Gadget (Shumway)	12:09:07
Hangover (Broderson)	12:09:08
Dollar Down (Wagner)	12:09:11
Tartar (Parks)	12:10:32
Let Yourself Go (Anstice)	withdrew
Rip (Cole)	withdrew

#### Dinghies, Start 3:04

Let Yourself Go (Anstice)	4:47:47
Venture (Ford)	4:49:01
Eddystone L. (B. Palmer)	4:49:28
Token (Hill)	4:50:00
Rip (N. Cole)	4:52:46
Hangover (Broderson)	4:55:51
Twerp (Little)	4:57:46
Dollar Down (Wagner)	5:06:08
Tartar (Parks)	5:06:45

Courses, dinghies and stars, 3 mile triangle, twice around; R's, two mile triangle, twice around; wind, West Southwest, 7 to 9 miles; points of sailing, Close Reach, Broad Reach, Beat; official, George Culp.

#### Saturday results:

##### Class R, Start 2:20

Boat	Skipper	Finish
Kathea	(Farnham)	3:20:21
Shadow	(K. Castle)	3:21:25
Bobcat	(Dryer)	3:24:00

##### Stars, Start 2:25

Turtle Star (Doyle)	3:36:25
Starlet (Nagle)	3:40:42
RedHed (Calkins)	3:41:03
Tario (Marth)	3:41:14
Emmy Lou (Nevins)	3:41:38
Silver Slipper (Heinrich)	3:43:23
Suzette (Harness)	3:43:38
Peggy Wee (Baker)	d.n.f.
Deuce (Farley)	disqualified

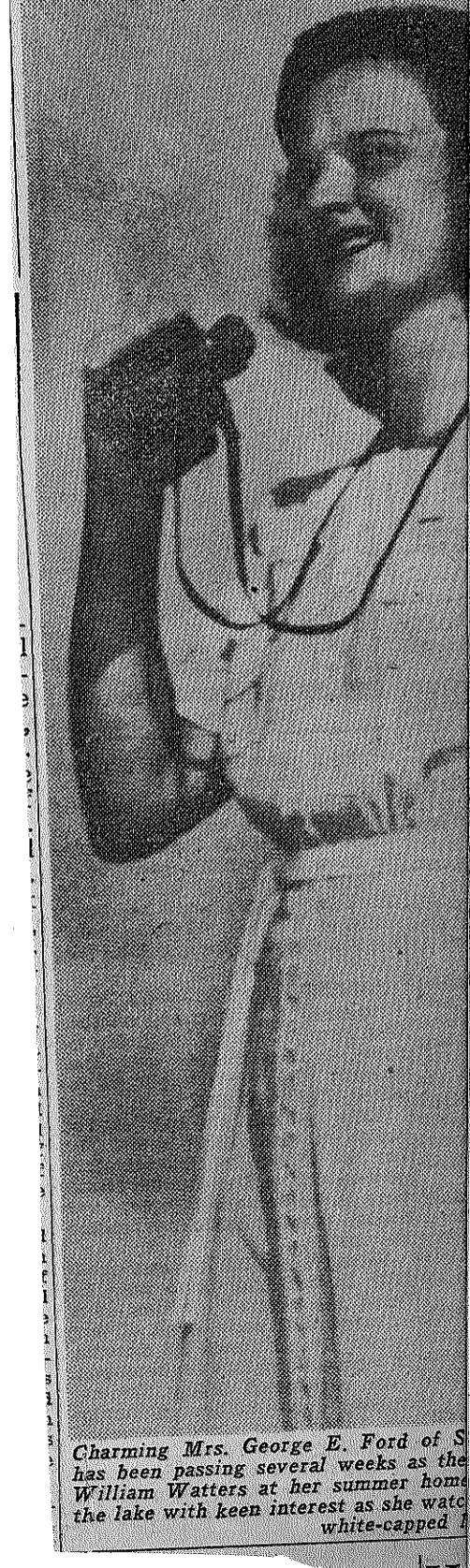
##### Dinghies, Start 2:30

Venture (Ford)	3:43:14
Hangover (Broderson)	3:46:33
Twerp (Little)	3:48:05
Let Yourself Go (Anstice)	3:48:54
R.I.P. (Cole)	3:48:09
Eddystone Light (B. Palmer)	3:48:35
Dollar Down (Wagner)	3:48:41
Gadget (Shumway)	3:48:53
Tartar (Parks)	3:52:27
Token (Hill)	3:55:10

#### TERRY APOLOGIZES

St. Louis—Bill Terry, New York manager, sent formal apologies to Don Gutteridge, St. Louis third baseman, whose eye was blackened in the Giants-Cards riot when he tried to act as peacemaker.

Scans the Lake as Bo



Charming Mrs. George E. Ford of S has been passing several weeks at the William Watters at her summer home the lake with keen interest as she watches

and yellow print frock.

Intermission sent the dancers porchward to catch the cool lake breezes, and noted in one gay group were Mr. and Mrs. Mortimer Watters, Cincinnati, the latter smart in light blue; Mr. and Mrs. Arthur Lohman, Mrs. Lohman wearing a simple chartreuse silk jersey dinner gown; Mr. and Mrs. Edward Stahlbrodt, the latter in white pique; and Mr. and Mrs. Wallace Ely, the latter in black.

Noted among the dancers later in the evening were Mr. and Mrs. Wilder Clapp, the latter in a flowered print frock; Mr. and Mrs. Frank McGhee, the latter in black; Mr. and Mrs. Clinton Wolcott, Mr. and Mrs. John Heinrichs and Mr. and Mrs. William Nevins, Mrs. Nevins wearing a smart dark blue and white print frock.

ROCHESTER TIMES-UNION, TUESDAY EVENING, JULY

# ROCHESTER TARS COP HONORS

## Ford, Hill Finish 1-2 In Regatta

By CHARLIE COLE

In races that provided nearly every known kind of sailing and added considerable luster to the Rochester Yacht Club's prestige, Rochester sailors ran off with all major trophies in the weekend's international dinghy races.

First places in every individual race went to the Summerville tars, as well as top honors in the three-race, two-team series, and in yesterday's two open races.

Although George Ford, originator of the International dinghy class, garnered the highest point total by winning all of the team races, Dwight Hill added as much to the RYC success by nosing out Canadian contenders for secondary honors in the first two days' contests.

On top of that, he won first place in yesterday afternoon's open race, and finished fourth in the morning, giving him the highest standing in the two Monday events. Norman Cole took first prize in the morning, but was disqualified when he fouled a mark in the afternoon. Mort Onstice Jr. won third in the morning.

### Pure Cussedness

Starting out in an indifferent breeze, yesterday afternoon's race ended the brilliant international series in rather ignominious fashion, with a slightly mad exhibition of sheer cussedness on the part of five skippers who sat with their dinghies drifting backwards up the lake for about three hours.

Hill crossed the finish line at 3:58, just before the wind failed completely. Bud Palmer's Eddy-stone Light and Ford's Venture were not far behind, but within shooting distance of the finish, they were caught in the dead calm. All but five of the boats that started dropped out one by one, but the rest elected to stick it out doggedly, drifting backwards on the current until they could scarcely be discerned far astern of the judges' boat.

About 6:30, Palmer finally managed to drift over the judges line from the wrong direction, but came about with enough weight to cross the line for second place. Mike Palmer finished third, George Ford, fourth, and Jack Wagner was conceded a fifth place when his was the last boat still waiting to finish about 7 p. m.

In the team races, two Canadian teams copped second and third place trophies in the series. They were Kingston representatives, Doug Jememtt and Howard Hora, who amassed 45 points between them to Rochester's 60; the Royal St. Lawrence Y. C. skippers, Alec Shearwood and G. S. Hanna, with a total of 40 points. Chautauqua Lake's Sherry Johnson and Lewis E. Howard took third position, with 32 points; Denmark's Christian Molback and Salve Preisler, fourth, with 18 points, and Canandaigua's Jack Phelan and Herb Hastings, fifth, with 16 points.

## DINGHY MEET

### Danes Outclassed

Inexperienced in dingy sailing, the Danish teams gave a fine exhibition of sportsmanship in the shellacking they took, and indicated that with better boats and more seasoning, they will provide more formidable opposition. Their own boats, first built in Denmark, proved too heavy to meet on anything like even terms with the American product.

Canandaigua met with tough luck Sunday when one of its boats snapped a mast, and another broke a piece of rigging.

Best sailing of the series came on Sunday afternoon when the 12 competing craft shot swiftly over the water to complete the six-mile course in about an hour and a quarter. A stout 12- to 15-mile breeze gave plenty of action, necessitating reefs in the sails and fairly constant bailing by the crews to keep the boats clear of green water that broke over their bows.

From lively heavy weather sailing to yesterday afternoon's drifting match, the contests provided enough variety to satisfy every boat's particular qualities.

### Social Success

Socially, as well as competitively, the international races were a huge success. Spectator fleets were out in large and picturesque numbers each of the three ideal summer days. Among the onlookers' craft were sailing canoes, sloops, yawls, ocean-going yachts and rowing shells. Two yachts from Montreal sweled the flotilla, gay with burgees, ensigns and pennants of all nations and yachting centers.

An award dinner at the yacht club last night concluded the regatta. Some 16 trophies were distributed to skippers, crews for individual and series showings.

Judges for the regatta were George Culp of Rochester, chairman; Mrs. Helen Hill, Larchmont Yacht Club, and Commodore George Hamilton, of Montreal.

Tonight, the six Danish sailors will take the night boat for Kingston to engage in races with the KYC dingy skippers tomorrow. They will return to Rochester tomorrow night and leave for New York Friday, sailing back to Denmark on Saturday.