

Ahooy!

March 27, 1949

Lightnings Eye 'Longest Race'

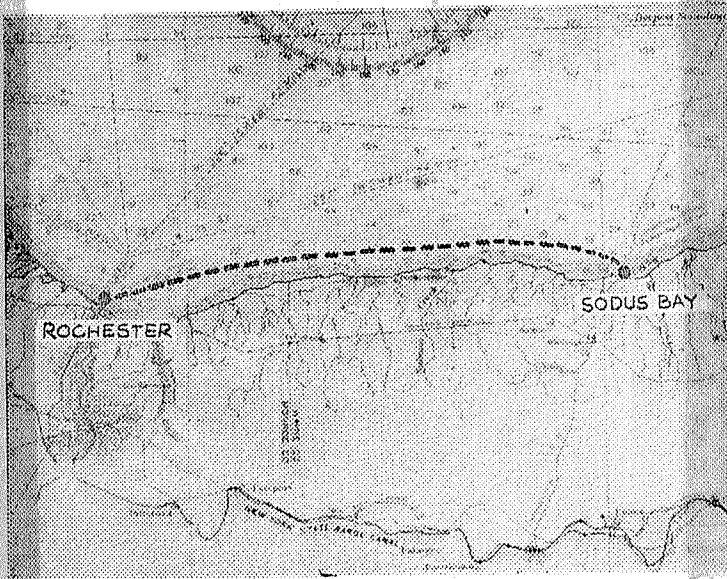
By
PAUL TANNER
and
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Tillertalk!

HOLD your Nor'easters, Ontario, it looks as if you might get a brand new sailing classic!

Some of the small-boat sailors, getting ideas from the big boats' "longest fresh water" Rochester race around the lake, now think maybe they'd like to have their own "longest" race.

Specifically, it's the Lightnings, those notoriously seaworthy little 17-footers, who would be involved. Suggested is a race from Rochester to Sodus, a distance roughly of between 35 and 40 miles.



Representatives of the six Lightning Class fleets between Rochester and Fair Haven have been invited to a meeting next Saturday at 2 p. m. at the Pierce House at Sodus Point to discuss the idea, which is being sparked by the Genesee Yacht Club fleet headed by Commodore Cliff O'Kane. O'Kane has sent out letters to Algonquin and Newport Yacht Clubs on Irondequoit Bay, Putneyville, Sodus Bay and Fair Haven Yacht Clubs.

First step toward setting up such a race would be formation of a squadron of Lightning fleets, similar to that in Chicago and the one on Lake Erie centering around Toledo. The event, visioned as an annual affair if it can be pulled off, would be conducted by the squadron of six fleets.

Since facilities in Rochester, where the race would start, are limited, preliminary plans to be discussed call for the clubs involved to hold early season series to qualify two boats from each for the long-distance sail. This would limit the race to 12 boats, considered a good number both from competitive and safety standpoints. Two cruisers would accompany them as escorts.

Those behind the whole thing also hope that the race might be concluded with a big squadron regatta at Sodus Bay.

As for prizes, a cup or trophy would be presented to the club represented by the winning boat, with flags, of course, for the first three finishers.

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Sodus Bay, incidentally, whose yacht club already has announced a big improvement program to give the sailors added facilities and comforts, besides being the host to the Snipes this Summer, also will see the Lightning Eliminations on Aug. 20 and 21. It will be at this regatta that the district entry for the Internationals at Miami Sept. 1, 2 and 3 will be picked. So it looks like a more than ordinarily busy season for the SBYC.

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THINGS are looking up for Rochester Yacht Club's Star Fleet. Which is quite a change from last season, when the Stars weren't so bright.

That ever-enthusiastic Star veteran, Oe Marth, tells us that two new Stars are headed toward the RYC basin, from opposite directions. From Larchmont Yacht Club one of the hottest Stars of Western Long Island Sound will transfer its activities to Rochester. She's Charles E. (Buddy) Rogers Jr.'s Magic, Number 2525. And from Chicago Yacht Club at Belmont Harbor is coming Charles Ohgren with his Ruffnek, Number 1455. Ohgren is with Taylor Instrument Companies here now.

The two new additions will boost the fleet to eight, with at least a half dozen of them counted on as fairly consistent competitors.

Jack Dengler's Suzette, which grabbed the fleet championship right out from under Marsh Tobin's Nibot III after the latter had taken everything in sight early last season, will be defending her crown, of course. And Tobin, with new sails, naturally will come from college ready to avenge his upsetting defeat. Oe Marth's Tario will sail as long as there is an Oe Marth and a Tario and a lake; the Pecks' Lujon will be out there, and Don Dailey Jr. said only Friday night that he hoped to get Mischief really going this year. Which leaves only Fred Zwack's Home Free, understood still to be up for sale as a doubtful starter.

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ROCHESTER Power Squadron's big brass, headed by none other than the U. S. Power Squadron's Chief Commander himself, F. Ritter Shumway, drove to Lockport yesterday for a meeting of representatives from all the Power Squadrons in the area.

One of the subjects discussed was the new Seamanship course recently instituted by the Power Squadrons. First certificates for completing the new course, incidentally, were presented at Friday night's meeting of the Power Squadron at the Rochester Yacht Club. The recipients, who now are instructing the squadron's second class, are Eino Jaskelainen, A. P. Croucher, Kendall B. Castle Jr., Dr. James F. Conner, Albert Hartsig, Jr., Dr. Robert C. Hunt, Franklyn J. McGee, Paul Tchinnis, Bill Woodbury, Edward J. Costich and Nelson Schmid.

Feature at Friday's meeting was showing of two films, "Painting Your Boat," and "The Silent Service," a graphic film of the part U. S. submarines took in the war against Japan, most of the shots being actual ones taken on patrol.

Always!

March 17, 1949

Even Outboards Face Inspection!

by PAUL TANNER and CLIFF CARPENTER

Tillertalk!

THIS piece of prose is aimed at a much more numerous tribe than yachtsmen only—the 5,000 or 10,000 happy humans in this immediate area whose recreation consists of hanging an outboard engine on the back of anything that floats, and sputtering off to have fun on the rivers, lakes and bays.

Fishermen are in this tribe . . . maybe that puts the count well over 10,000.

It's to enlighten them on a morsel or two of law, culled from the complex mess of statutes that govern boat-handling. If those seem like nasty words to apply to Uncle Sam's laws, suffice it to say that even legal experts in the Coast Guard Auxiliary have the loveliest long arguments over interpreting the Numbering Act and the Motorboat Act. District Coast Guard headquarters at Cleveland gets more poignant appeals for a ruling in a single day than the U. S. Supreme Court gets in a whole session.

Again this year Rochester's Coast Guard Auxiliary flotilla, under direction of Commander Daniel M. Beach Jr., will do its bit in the Auxiliary's nationwide courtesy motorboat inspection program.

In the program, each flotilla trains a team of inspectors—and, naturally, they have to know the law . . . but good. So headquarters in Cleveland asked J. Webb L. Sheehy, Auxiliary vicecommodore for the Lake Ontario area, a Rochesterian with an unusual command of the oddities of the maritime statutes, to write a concise guide for the Auxiliary inspectors. After a tussle with the nautical equivalent of Dr. Elliot's 5-foot shelf of books, Sheehy came up with this brochure.



Now, you outboarders, here are some items which affect you:

The Coast Guard legally can inspect even an outboard motorboat, as long as it isn't more than 65 feet long.

Outboard motorboats under 16 feet no longer can be numbered. It's agin' the law. But there's nothing illegal about leaving old numbers on, numbers that date back before Mar. 15, 1946, when the law changed in this respect.

But, although an outboard doesn't come under the Numbering Act, it DOES come under the Motorboat law. It may be a dirty old \$10 flat-bottom to you, but the statutes say it's a Class A motorboat.

Therefore it must be equipped with (1) a 360-degree white light aft, (2) a combination red and green light forward, lower than the white light, and (3) an approved life preserver, ring buoy or buoyant cushion for each person aboard; no bell or whistle or fire extinguisher is required.

The above data applies only if it's the standard, detachable sort of outboard. If the engine is permanently bolted on, then the craft must carry full equipment for the regular motorboat class in whatever class it belongs.

So, if you want to be strictly legal when you clamp on the kicker and pull the starter cord, there's the dope . . . OK'd by the Coast Guard.

And for the yachtsman, here's a note or two on the sailing auxiliary—the Coast Guard thinks many sailors are a bit fuzzy on this point. As far as equipment is concerned, the sailing auxiliary is a motorboat. Many a skipper of an auxiliary thinks an ordinary fish horn serves as his whistle or noise maker. It doesn't. It's just a fog horn and is not required equipment.

(Note: If you don't believe any of the above, or part of it, don't scribble your disbeliefs to this column, because we'll only refer you to the No. 1 local authority in the regular Coast Guard, Capt. Everett J. Mooring of the Coast Guard base at Summerville.)

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WHAT with all the Lightning and Snipe sailing events scheduled for Sodus Bay this Summer, the Sodus Bay Yacht Clubbers really have undertaken quite a program of improvements for their club. Lawrence Morley of Sodus Point tells us.

New facilities will include wooden bumpers skirting the concrete docks and along the jagged rocks bordering the club's north slip; a semi-permanent dock over the rip-rap along the east pier; a platform in the parking lot, 16 feet high, to make it easy to step small boat spars from trailers; adequate rest room equipment. It is hoped to have all this done well before start of the sailing season.

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FINLAND'S growing Lightning fleets hope to have an entry in this year's Internationals, Ralph Vogt of Helsingfors writes to Lightning Class Association headquarters in South Haven, Mich. Editor Wayne Brockett has printed a long letter from Vogt in the class's Lightning Flashes. ". . . Nearly every week several people make up their minds to build Lightnings for the next season . . ." says the Finnish sailor.

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HALF-HITCHES: Now comes word that Olcott Yacht Club as well as Nine Mile, is building a fleet of those tiny sailing prams with which to teach the kids . . . and the grand old man of Snipe sailing hereabouts, Dr. Frank Moyer of the Olcott club, has let it be known he's having a new mystery Snipe built . . . but he'll sail it in his same old lucky pink trousers. . .

Rochester Power Squadron has planned another movie-snack get-together for all members at the Rochester Yacht Club Friday evening, Mar. 25. . . A. P. (Tim) Croucher, incidentally, has been named chairman of the squadron's Trophy Contest Committee for the coming season, which will see a number of new contests added to the squadron program. . . Earl (Rochester Race) Snyder has come up with an entirely new suit of nylon sails for his cutter Parlay. . .

Newport Yacht Clubbers will eat Irish stew at their Irondequoit Bay clubhouse from 7 to 9 p. m. this Saturday and then dance away the rest of the evening to the same old tunes. . . "Mrs. Captain" from Rochester and Sodus Bay gets her picture in the March issue of Motor Boating. She's Mrs. Robert M. DuBois, who was interviewed at the Motor Boat Show in New York in January. The DuBoises have an 18-foot 75-horsepower Penn Yan runabout, Mrs. Anne, to get to and from their island cottage at Sodus Bay.