

14 Top-Ranking Yachts Set for Start Today In 3rd Annual Rochester Race Around Lake

Half of Fleet
Hails from
RYC *Aug 20 1950*

By CLIFF CARPENTER

Ready for anything from the rigging-damaging squalls of two years ago to last year's aggravatingly gentle breezes, a choice Great Lakes fleet of 14 racing-cruising yachts will take the starting gun at 2 o'clock this afternoon just off the Port of Rochester for the third annual Rochester Race.

The smallest starting fleet is at the same time the classiest in the three-year history of the 335-mile contest that virtually circles Lake Ontario and claims the title of the world's longest fresh water race.

Every boat has its handicap time allowance under Cruising Club of America Rules, and opinion at the Rochester Yacht Club basin last night was that the weather may dictate the winner, for the elite assortment of entries represents yachts designed for highly dissimilar conditions.

Coast Guard to Assist

The Coast Guard has assigned three "watchdogs" to the racing fleet; the cutter *Tupello* and the buoy-tender *Maple* to trail the racers, and an 83-foot patrol boat to stand watch at Stony Island.

Identical each year, the course takes the fleet northeastward, rounding Stony Island, near the mouth of the St. Lawrence, a first leg of 81 miles; then westward 158 miles to a turning point off Toronto Harbor; and finally 96 miles straight back to Rochester from Toronto. Given breezes that require tacking against the wind, the yachts easily could travel double the 335-mile crow-fly distance.

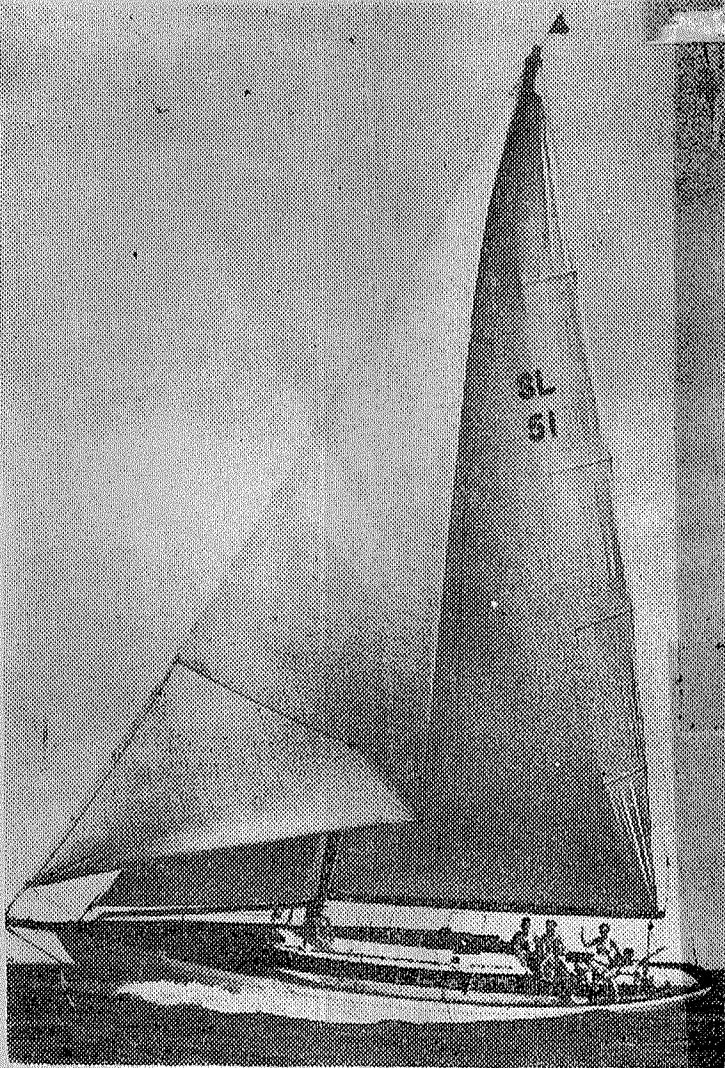
2 Ex-Winners Entered

The two former winners of the Rochester Race, Fred Temple of Toledo in 1948 and William P. (Bill) Barrows of Rochester last year, are entered again but each with a different boat.

Race Chairman Don Phelps and Mrs. Helen Marth have streamlined arrangements for the club's biggest event of the year; the arrangements including around-the-clock welcoming groups for the racers as they scrap their way back to Rochester.

Thumbnail sketches of the contenders:

Maybe (Rochester Y. C.): Bill Barrows' new shoal-draft yawl, untested in racing, but a sister yacht of the famous *Revenoc* of blue-water renown. Sailing with Barrows will be *Revenoc's* skipper, Harvey Conover, and his son Larry of New York; others in crew, Bun Farley, Ormond, Nick Nickerson, Chick Larkin and his son.



LAST YEAR, 2ND; THIS YEAR, ? ? ? : Shown is Lorelei, Herb Wahl's cutter from RYC, one of 14 yachts to tackle 335-mile around-lake Rochester Race beginning at 2 p. m. today. Lorelei took second place in classic last year.

Flying Cloud: Past-winner Temple's 58-foot sloop. Compared with boats Temple has owned in the past, such as the *Avilion* with which he won in '48, the *Cloud* is slightly on the unknown-quantity side, but a subject of vast pre-race respect because of Temple's boat-handling ability.

Lorelei (Rochester Y. C.): Herb Wahl's 42-foot Alden designed cutter, which had one of RYC's sharpest winning streaks in '49, taking the Freeman Cup and placing second in the Rochester Race behind Barrows, veteran of this year's Bermuda Race. Aboard will be Mrs. Wahl, Chuck Lee, Chuck Strachen, the Rev. Ray Wahl, Don Dailey, Bob Corbett.

Venture 3rd (Rochester Y. C.): Able veteran George Ford's brilliant new yawl, class winner at the LYRA regatta. With Ford will be Mrs. Ford, Rod Stephens of blue-water racing repute, Sherm Farnham, Mort Anstice, Bus Warden, Johnny Ochs.

Seneca 3rd (Rochester Y. C.): Eric (Pete) Moore's 40-foot cutter. With Moore, skipper with the longest racing record of them all, will be Walt Brown, Len Coger, Randy Beachner, John Burr, and from Connecticut, Fred Gade.

Concubine (Rochester Y. C.): Commodore James (Jeff) Dale's 38-foot Ranger class sloop, 5th place winner in '48. Sailing with Dale are Webb Sheehy, Bob Hunt, Reed George, Pete Tierney.

Lady Linden (Rochester Y.C.): Art Hughes' "Owens 40," racing for the first time on Ontario. With Hughes will be Bud Gaylor, Dr. John Remington, and from Long Island Sound,

Prescott Huntington and son, Lawrence.

Mitena (Rochester Y.C.): John Van Voorhis' 82-foot 12-meter, scratch boat of the fleet, probable first-finisher but which because of her great speed must pile up a long firstplace to spank the craft with the comfortable handicaps.

Tigress (Mentor Harbor Y.C.): Skipped by Frank F. White with an all-Cleveland crew. A New York 32 design, 45-footer; 4th in her class in one Chicago-Mackinac race; third in her class in the '48 Bermuda Race.

Tiburou (Sandusky, Ohio): Handled by E. F. Emmons. A 40-foot cutter, familiar with the course from past Rochester Races.

Ben Bow (Grosse Pt., Mich., Y.C.): 57-foot stays'l schooner, owned by George A. Bass of Oxford, Mich.; winner, schooner trophy in this year's Chicago-Mackinac race, third in Port Huron-Mackinac.

Ida 3rd (Sodus Bay Y.C.): Sloop, skippered by Attorney G... sons; veteran of both pre... being a weather victim of... winner in this ye

Ahoy!

Dec 17, 1950

Skookum Hoists Commodore's Flag

By
PAUL TANNER
and
CLIFF CARPENTER



TOP RYC OFFICER—F. Ritter Shumway, new commodore of the Rochester Yacht Club, aboard his schooner, Skookum III.

PERHAPS more than other varieties of sports clubs, a yacht club sails a precarious course in times of war. Lest good golfers question this with an angry look and a threatening niblick, we hasten to explain that we are not concerned with which is the finer sport . . . but rather with the simple point that a yachtsman's investment in his hobby will run from \$600 to \$60,000, depending on the size of his boat.

And troublous times, more often than not, skim the cream off yacht club memberships for naval officer duty, leaving a welter of boat trades and sales, and of baffling problems of upkeep and maintenance of the vessels with their skippers away.

All of which is by way of knighting the brand new staff of officers of Rochester Yacht Club for their courage in not dodging their election, even while war squalls collect on the horizon.

Here is the new staff:

Commodore—F. Ritter Shumway.

Vice Commodore—S. W. (Sam) Townsend.

Rear Commodore—Roland Roberts.

Secretary—Oscar Marth, who also is club measurer; corresponding secretary, Peter Gales.

New directors—W. V. (Rooney) Castle, William S. Calkins and Jon Heinrich.

As yacht club slates go, it is loaded with talent. In fact it reads like a miniature Who's Who in our town's business world. Blend the business acumen of the slate with the fact that all are veteran yachtsmen, and it shapes up as an excellent steering committee for the dubious times ahead.

Shumway, who is but 44 and looks 10 years younger, is vicepresident, secretary and treasurer of the Ritter Company; skipper of the schooner Skookum III; twice chief commander of the United States Power Squadrons, most influential yachting organization in the nation; past president of the Rochester Chamber of Commerce—and that is a scant handful of his titles. To which it must be added that he is a tough, spit-and-polish yachtsman who handles his great schooner somewhat more gracefully than we handle a rowboat.

Townsend is president - treasurer of radio station WARC, owner of one of RYC's most handsome cruisers, has a flair for promotion and commands respect as a "working yachtsman" who uses his boat more than he sits and looks at it. Roberts is vicepresident and general manager of Weed & Co., a Chamber of Commerce executive, and long one of the power-boating mainstays of RYC. Castle, Calkins and Heinrich are synonymous with contemporary Rochester Yacht Club history—and so goes the list.

One of Commodore Shumway's first moves was to name Earl V. Snyder, veteran of 6-Meter and handicap division racing and creator of the now-famous Rochester Race, as fleet captain for next season.

What plans has the new commodore? This is how he sees his duty, in general outline: His policy will not be to run the club as a one-man show, but rather to enlist the greatest amount of brains and help. . . . He feels the club should be run as a ship, with a post and a duty for everyone; a job for all at trimming canvas and taking up the slack in the lines. He insists this can be done only with the support of members; when committee chairmen are named, he will ask them to select committeemen with whom they can work most easily, instead of hand-picking a committee for them. Possibly the biggest job before the club, he fears, will be keeping body and soul together in times ahead.

Those are, of course, items of general principles; but unable to resist editorializing, this pillar is willing to wager a slight amount such as a year's salary that when the new commodore "shakes down" on his job, the club will be in for some sharp but pleasant surprises. Mr. Shumway skippers a happy ship, but a tight one.

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COMET SAILORS hereabouts will head for Geneva this morning for the annual meeting there this afternoon of the New York Lakes Region of the Comet Class Yacht Racing Association. The meeting, called for 2:30 p. m. at Geneva's Seneca Hotel, will be presided over by Marshall Root of that city, national regional vicepresident.

Among the business to be transacted, besides discussion of the 1951 regatta schedule, is election of a regional secretary—Ralph G. Lent of Ithaca is the secretary now—and two directors. Each of the 21 Comet fleets of the region (the region extends from Lake George to Chautauqua and from Alexandria Bay to Cooperstown, and includes Algonquin and Shoremont here in Rochester) has been requested to send a delegation to the meeting.

The Comets, incidentally, easily have the largest group of one-design boats in this area, aided of course by Canandaigua's "biggest" fleet of a couple dozen or so. Norm Freeman of Ithaca is the current regional champion.

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SAILBOAT DEVOTEES will be right at home at the 41st annual National Motor Boat Show in New York City's Grand Central Palace, Jan. 12 to 20. Because, a fleet of 34 sailboats, most ever shown, will be on display. Of course, there'll also be more than 200 motor cruisers, inboard and outboard runabouts, too.

Three builders—the Skaneateles Boats Company Inc. of Skaneateles and the Seaman Seacraft Company of Roslyn, L. I. and A. R. True Inc. of Amesbury, Mass., will have models of their Lightning Class sloops there. A fleet of plastic Dyer dinghies, similar to those used by the Intercollegiate Yacht Racing Association, will be exhibited by The Anchorage Inc. of Warren, R. I. There also will be other sloops and auxiliaries shown. Among the interesting ones will be the 24-foot Raven first introduced at last year's show. It's made by the Wagemaker Company of Grand Rapids, Mich. There'll also be the 13½-foot Wood-Pussy, the 10-foot Gull and the 12½-foot Swan, the latter two plastic, and the 8-foot Sea Shell.

Sandy Douglass' firm of Douglas & McLeod Inc. of Painesville, Ohio, will be on hand with their Thistles, both complete and ready to sail and in knockdown form for you to put together.