

Ahoy!

New Barrows Memorial Trophies Added to Rochester Race Prizes

By
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and
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THE whopping Rochester Race will grab the nation's yachting spotlight when it takes the starting gun one week from today . . . and les anyone think this is flowery talk, the three leading yachting mags will cover the show with story and pictures.

Entries still are coming in steadily. Race Chief William S. Calkins of the host Rochester Yacht Club expects as high as 20 will tackle this world's longest fresh water race, 377 miles from Rochester to Hamilton to Stony Island and back to Rochester.

The latest entries:

Lady Linden, a home town entry, Arthur M. R. Hughes' smart Owens cutter.

Sashay, handled by Bud Doyle of Youngstown, another Owens cutter.

Stormalong II, John A. Wardrop's 40-foot Rhodes cutter from the Royal Canadian Yacht Club in Toronto.

Desire, another RYC entry, a 42-foot yawl that showed well in the Freeman Cup race under the handling of Bob Bridges, Kodak Park architectural engineer.

That puts the entries at 17, and Calkins has a jacket full of "possibles" that flower into definite commitments daily.

Pre-race odds and ends: Jack Braidwood, the talented Canadian who once was first mate for Irving Johnson on the Yankee, will sail with Chuck Spaulding of Youngstown on Spaulding's Sweet Chariot (which has a dinghy called the Swing Low) . . . RYC Commodore F. Ritter Shumway, whose schooner Skookum III will be a contender, will enter the race with two "secret weapons." He will disclose them only on the morning of the race; but sailors being what they are, no doubt the fleet will sport counter arsenals . . . RYC Fleet Captain Earl C. Esty calls it a tribute to home club enthusiasm that many owners of big cruisers and sails in the club basin have agreed to give up their favorite docks to the big racers coming in, such as the 72-foot Escapade from Detroit and the same-size Kittyhawk of Cleveland . . .

Starting time next Sunday is 3 p. m. . . . and the sight before the start should be worth a trip to the lakeshore, for the boats that move out the river to begin the grind will be the finest collection of big racing-cruising yachts this port ever has brought together at one time . . . Kittyhawk, the famous Toledo boat, will have her masts unstepped here after the race, and continue on down the Barge canal and the Hudson to the coast. . . .

Principal trophy for the overall winner is the Rochester Bowl; but Calkins and Commodore Shumway announced last night that handsome twin cups, the William P. Barrows Memorial Trophies, have been added. They are perpetual trophies, to go to first place boats in Divisions 1 and 2, in memory of the late great RYC skipper who brought fame to this club for so many years. Race Chairman Calkins said that an adequate fund for the trophies already has been subscribed, but that at the request of some of Barrows' friends, the list is being held open for those who want to make a tangible gesture

The Coast Guard buoy tender Maple and 83-foot patrol cutter from Sackett's Harbor will patrol the race along with three Navy minesweepers; virtually a small navy to watch over the brood of racers should storms dog the course.

THOSE THREE power cruisers that put out the Genesee River around midnight Friday were Coast Guard Auxiliary craft starting on a training cruise straight north across Lake Ontario. That would make their destination, of course, none other than Presquille.

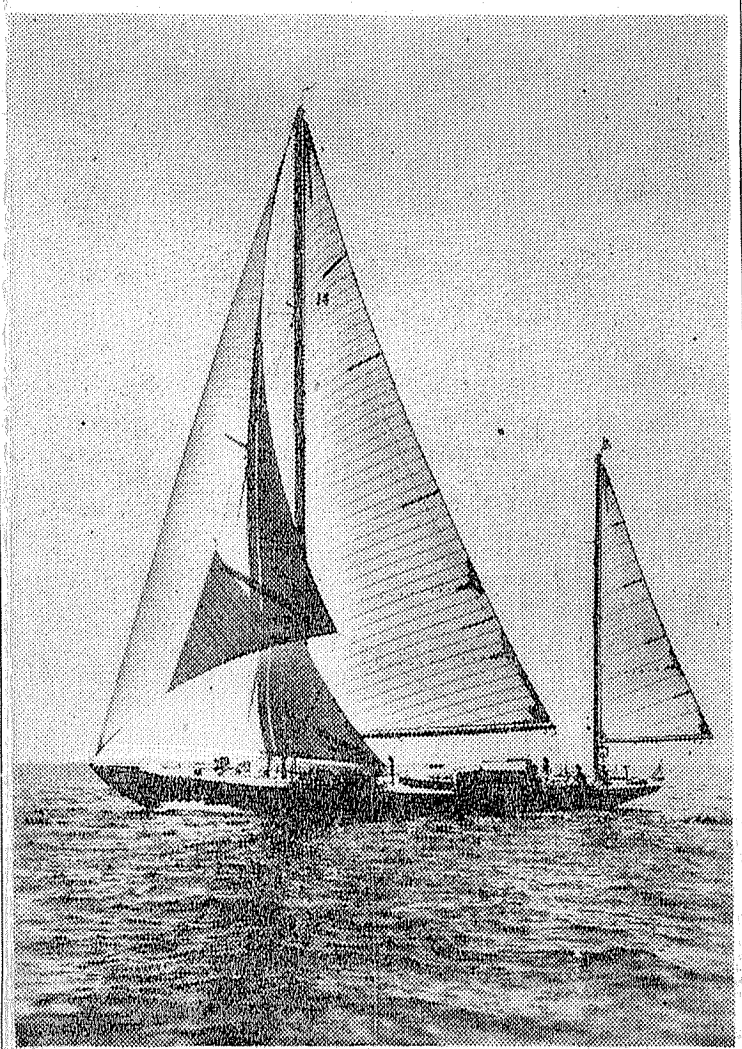
Craft making the trip were Training Officer Max Weiss' *Shalimar*, with Flotilla Commander Art Walton and Jack DeMund aboard; Art Schieff's *Dawn*, and Charles Minor's *Reverie*. The midnight start was chosen in order to bring the little flotilla off Presquille Light at dawn. The Auxiliaries will return to Rochester tonight.

This weekend training cruise follows the recent rendezvous of the Area O flotillas at Fairhaven when a dozen boats from Rochester, Syracuse and Ithaca swept a good area of the lake waters off that port in a search-and-rescue test. The problem sent the Rochesterians—*Shalimar*, *Dawn*, *Reverie*, George Betlem's *Rendezvous II*, Roland Roberts' newest *Romar*, and J. Webb L. Sheehy's *Neaga*—assisted by Larry Gleason's cub plane with floats, in search of one object 10 miles out, and the combined Syracuse-Ithaca squadron, aided by an amphibian plane from the Buffalo flotillas, in search of a second object.

Two hours' search in the rolling lake waters failed to turn up either object, however, and it was presumed that they had foundered. As a result judges decided to put a special cup offered to the winner on the shelf until another test can be run. Experience gained in the searching maneuvers proved invaluable, however, flotilla officers agreed, and should aid considerably in future operations.

The Rochester flotilla cruisers, incidentally, met with a difficult navigation problem on their trip to Fairhaven, when they arrived there in the darkness but couldn't find the light. A couple of the boats went on to Oswego, but the others managed to make their way into Fairhaven in the darkness. Their report on going ashore brought quick action. The light was fixed and was on the very next night.

INCIDENTALLY, a new Coast Guard Auxiliary Flotilla now is in operation to help guard Lake Ontario yachtsmen in a needed area. It is Flotilla 3-04 of Wilson, N. Y., the port between Olcott and Youngs-



KITTYHAWK OF CLEVELAND
... 72-foot entrant in Rochester Race

town, 60 miles west of Rochester. New flotilla officers were seated at a ceremony attended last week by two Auxiliary officers from Rochester, J. Webb L. Sheehy, chief of the boat inspection program for the Great Lakes District, and Vicecommodore Bill Ingram, who heads all Lake Ontario flotillas. The new group, 12 boats strong, was welcomed by Comdr. Russell Woesche Jr. of 9th District headquarters in Cleveland, the regular C. G. officer who has charge of Auxiliary operations.

THAT SMILE on Bill Thistlethwaite's face is the result of a letter received by Rochester Power Squadron from Rear Commander MacLean Kirkwood, chairman of the National Committee on Navigation, U. S. Power Squadrons. The letter notified the squadron that the entire 1951 Navigation Class, of which Thistlethwaite, chairman of advanced grades, was instructor, had passed its tests—with honors.

The class, started in September of last year, consisted of Adrian Leys, Arthur Kriske, Gardiner Huff of Fairport and Ed Costich. They had one classroom meeting each week and finally in May completed the necessary work with the marine sextant and the requirements for sights on celestial bodies. The examination, consisting of questions which must be answered without the use of textbooks of any kind, required one day at the University Club. This was followed by a Navigator's Day's Work at Sea, which is the working out of a cruise from sights and information supplied by the examiners.

The letter of notification said, in part: "Kriske and Leys getting 100 per cent in the 'Day's Work' while the lowest mark for candidates was 91 per cent in definitions and theory of navigation. The marks of the candidates indicated they worked hard and that excellent instruction is available in Rochester Power Squadron. All concerned should be congratulated on the showing which was made."

We sure do congratulate them. In the Power Squadron it's quite a thing when a sailor can put an N after his name. It means he knows where he's going and also how to get there.

SNIPER SKIPPERS from clubs throughout this area have been invited to the 2nd annual regatta of the fast-growing Henderson Harbor Yacht Club, Aug. 25-26. First three entries from hereabouts are Al Holstrom and Art Lowenthal of Newport Yacht Club, and Wally Roworth of Nine Mile Point Y. C., Merton Brody, fleet captain at Henderson, is handling arrangements for visitors. Snipers came back from Henderson last season with glowing reports that the club, in one of the beauty spots of the lake, is on the way toward being a power in small boat yachting.