

12/31/50

Ahoy!

Challenge In For George Cup

By PAUL TANNER and CLIFF CARPENTER

THE dogged and sporting Canucks have done it again—they have challenged Rochester Yacht Club to let them have another crack at the international George Cup.

George Cup rules stipulate that the challenge for this blue ribbon mug must be in the hands of the cup-holding club before Dec. 31. It was, and according to RYC Commodore F. Ritter Shumway, home fleet skippers have "enthusiastically accepted" the invitation to scrap.

When the Royal Canadian Yacht Club, dispenser of the challenge, picked up the fast 6-meter Circe from Youngstown some months back, there wasn't a shellback in a cockpit who didn't suspect the challenger was coming. But now that it is formal, it is a handsome climax to the rejuvenation of the 6-Meter fleet in Rochester.

It means that sometime next season—the date to be chosen later—Great Lakes yachting eyes will focus on Rochester once again, for the holding club defends the trophy in home waters. It also means that the four RYC "Sixes" will be fighting for more than local honors; an elimination series to pick a George Cup defender is mandatory. And finally it means a prop for 6-Meter enthusiasm all around Ontario, for once the challenge is in, other clubs may enter the series.

RYC's Executive Committee still must formally accept the challenge, but it is understood that a poll of comitteemen found nothing but pleasure in the way of a response.

The Royal Canadian's ownership of Circe will mean a sounder challenge next season than last. But balancing this, RYC now has four 6-Meters, and maybe more coming, against only one last Summer—Rooney Castle's successful defender, the Stork. The four thus far lined up to do wet and splashy battle for the honor of representing RYC are the Stork, to be handled by Jerry Castle; Herb Wahl's Solenta, Jon Heinrich's Apache, and Bud Gorsline's Mist.

* * *

STILL swimming along behind the 6-Meter racing yachts—the quartet may give Rochester beachgoers one of the prettiest sailing sights in many a year. For present plans are that each hull will be painted a different color.

Presumably, the Stork, as dean of the fleet, will remain white; Solenta will be blue, Gorsline has bought gallons of Seaweed Green for the Mist, and at last reports neither Papa Jon nor young Jon Heinrich had made up their minds on the Apache—there were rumors, unsubstantiated, that the Heinrichs were flirting with mauve, chartreuse, or even an appropriate wild red to go with the name Apache.

* * *

UPWARDS of 40 skippers and halliard haulers turned up for Conesus Lake Lightning Squadron's annual dinner—but not the man slated for the biggest cup of all. For the 1950 club champ, Don Wolf, has switched his offering from the Lightning known as the Deep 6 to one of Uncle Sam's battlewagons. As a new Navy man, Wolf not only missed the banquet, but only by a few hours at that; he left for duty the morning of the dinner.

Prizes for various series went to Joe Hockenos, Nelson Bruce and Dave Strassenburg. Fleet Captain Bill Scanlon and Secretary-treasurer Roy Hendrickson arranged the dinner with the proud proclamation, "No speakers!"

Looking ahead to the war-footing pinch, the Conesus skippers are mulling over a plan to split their weekend races, which formerly all counted toward titles, into separate Saturday and Sunday series. They figure booming industries may keep some skippers on the job Saturdays. Only other sign of hot-stove action in the fleet this chill Winter has been loss of two boats, sold by owners Bill Meyers and Bob Gianniny.

* * *

BOAT OWNERS who still aren't exactly sure what safety devices they're required to have aboard their craft, should be interested in the display the Coast Guard has planned for the 41st Annual National Motor Boat Show in Grand Central Palace, New York, Jan. 12-20.

The CG, which has pioneered in a program for safety for recreational boat owners, will exhibit a cut-a-way model of a modern cabin cruiser. The model will illustrate the required safety equipment together with additional equipment recommended by the Coast Guard. Just to make it easier to understand, there'll be an index board right behind the model with all devices under their proper letter.

Jan 28, 1951

Ahoy!

Boat Buyers Set Records At Big Show

By PAUL TANNER and CLIFF CARPENTER

THE nation's boating fraternity gave good evidence at the crowded 41st National Motor Boat Show in New York week before last that it isn't ready yet to head for the bomb shelters.

George W. Codrington, president of the sponsoring National Association of Engine and Boat Manufacturers, summing up the show's runs, says that close to 200,000 visitors jammed the four floors of Grand Central Palace during the eight days of the exposition, but what is more to the point, nearly all of the 233 individual exhibitors of boats, engines and marine accessories reported record numbers of sales.

As an example, sale of 24 steel-hulled cruisers for a total of \$139,765 was reported by one boat builder. Eighty per cent of these sales, all made during the show,



were for a club sedan, priced slightly below \$5,000. A manufacturer of plastic outboard runabouts and dinghies tripled last year's sales figure by selling more than 100 boats for a total of \$30,000.

Codrington, incidentally, reiterated his belief that, barring all-out mobilization of industry, the nation's boat builders—including those now working on government orders—will be able to meet the civilian demand for recreational craft in 1951.

WHEN DR. ROBERT C. HUNT sailed his little auxiliary, Topper, away from Rochester Yacht Club last Spring for her new port in Ogdensburg, where Dr. Hunt was taking over directorship of the state hospital there, he left behind a host of friendly connections in the boating fraternity here—not the least of which was his active association in the Rochester Power Squadron.

When he arrived in Ogdensburg, Dr. Hunt looked around for new friends with a similar hobby. He continued to fly his Power Squadron ensign. There was no squadron in Ogdensburg. Finally Dr. Hunt decided that the Power Squadron was needed there, so with the blessing and official sponsorship of the Watertown Power Squadron, the former Rochesterian set out to organize a squadron in Ogdensburg. So he has started classes in piloting, with himself as the sole teacher, and when enough folks up there have successfully completed the course, Dr. Hunt and the Ogdensburg sailors plan definitely to have their own squadron.

* * *

HALF - HITCHES: Twenty-five new members of the Rochester Power Squadron will receive their certificates at the Founders' Day dinner at the Rochester Club next Saturday evening. And an even dozen women who successfully completed and passed the full course in piloting will receive certificates of qualification. . . .

Hey, you Snipers, get busy on that paint and stuff. It's just seven months until your national championships at the Sea Side Park Yacht Club at Barnegat, N. J. The dates, just fixed, are Aug. 20-24, world crises permitting. The Snipe junior nationals will be sailed the two days preceding, at the same place. The Barnegat Yacht Racing Association will be host. . . . The Snipe world championship regatta will be held down in Havana, Cuba, late in November or early in December. . . . Just to prove that Snipe sailing is not just for kids, the representatives of the 20 fleets at the annual meeting of the Snipe Class International Racing Association in New York elected John T. Hayward, Oklahoma oil executive, as new commodore. Hayward is 61 years old. . . . Chet Miller of Nine Mile Point YC stays as Northern New York secretary for the international association. . . .

Coast Guard Auxiliaries of Flotilla 2-04, who have got their River St. base (on the west side of the Genesee River just south of the New York Central Railroad swing bridge fixed up pretty nice after a lot of hard work, are planning a "kitchen shower" for Jack DeMund, their unofficial but effective Commodore. DeMund, who served in the Temporary Reserve and has been cooking for the CGA as a hobby ever since, says he's got to have some large kettles, large pans, and other large utensils to keep up with the "large" Coast Guard Auxiliary appetites. Next Auxiliary dinner meeting, incidentally, is next Thursday evening. . . .

The carpenter half of this corporation, we are happy to report, after a brief spell in drydock at Genesee Hospital has been hauled back to his Grand Ave. Yacht Club in what he reports as tip-top "regatta" condition.