

Today Aug 26 #108

1:04 AM Escapade
wins race

8-AM Red Head #48

10:30 AM USY 56 - Venture III

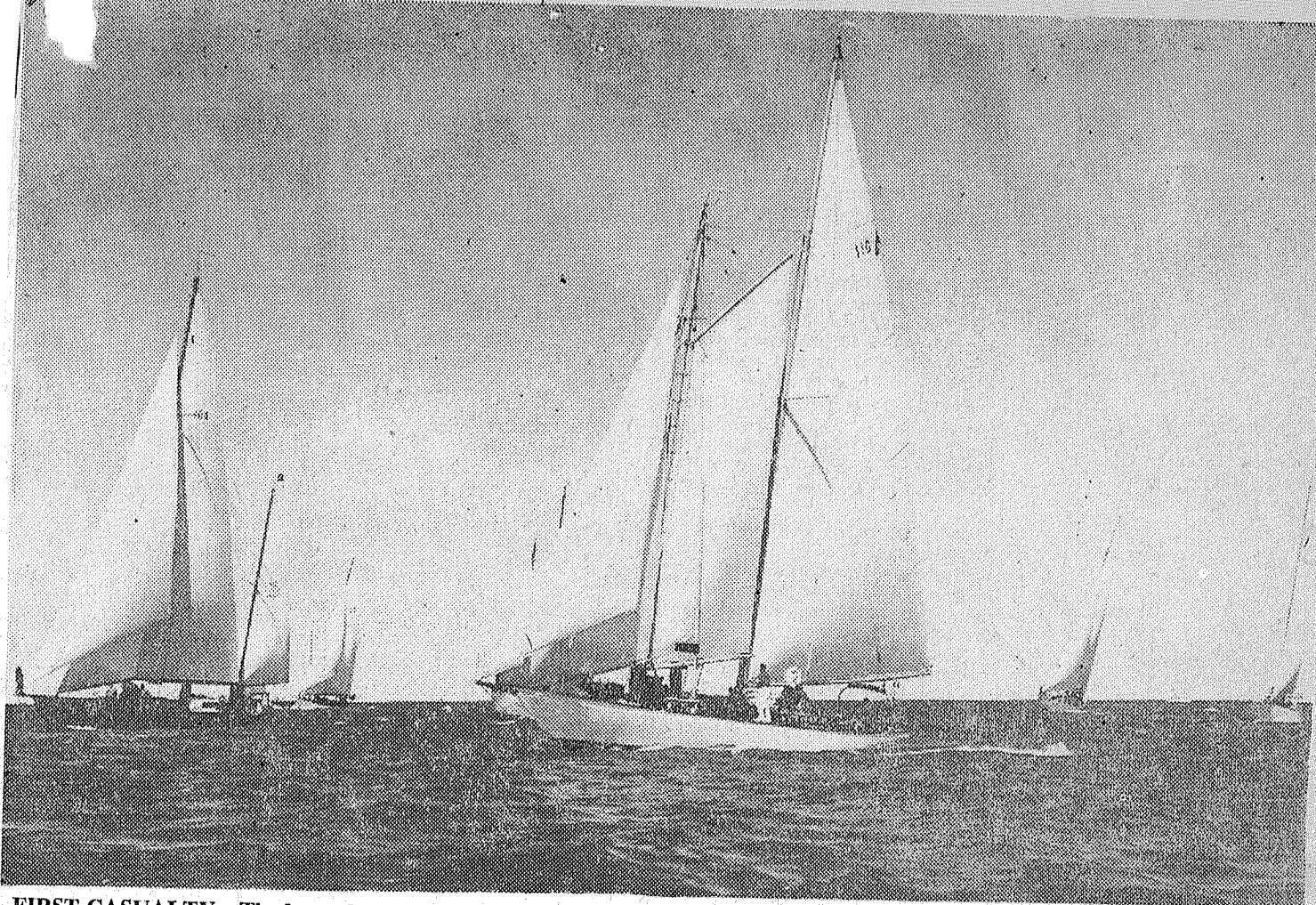
12:35 PM Steam Petter 18

5:34 PM Lady Lunden

Friday Aug 29

5:30 AM - Heron - #1

Aug. 24, 1952.



FIRST CASUALTY—The heavy blow that marked early hours of 15th annual Rochester Race yesterday stopped Skookum 3rd, Commodore F. Ritter Shumway's schooner, shown above

at the start of the race. Three hours later, winds that topped 50 miles in gusts ripped Skookum's mainsail and damaged rigging. Eight yachts were left sailing 377-mile course.

Lake Upholds Reputation

Winds Knock 2 Boats From Rochester Race

By CLIFF CARPENTER

With Lake Ontario living up to its reputation for foisting criminal weather upon the fleet, 10 sleek Great Lakes racing yachts took the 3 p. m. starting gun off the Port of Rochester yesterday for the bruising, lake-girdling, 377-mile Rochester Race.

With winds cracking up to 20 miles in the gusts and waves cresting at 4 feet, the race was only 5 minutes old before it claimed its first victim, C. J. (Chuck) Spaulding's 52-foot cutter, Sweet Chariot, from Youngstown Yacht Club. A knock-down ripped the Chariot's vast mainsail near the peak, and Spaulding dropped out of the race.

Three hours later, far out in the lake and beating westward toward Hamilton dead into the eye of the wind, another yacht bowed to the blow and turned to limp back to Rochester—the 63-foot schooner Skookum 3d, handled by Rochester Y. C. Commodore F. Ritter Shumway.

Mainsail Also Ripped

Skookum's mainsail also ripped as hard-driving Shumway coned his way through winds that he clocked at more than 50 miles an hour in gusts.

When the schooner arrived back at the RYC in mid-evening it was revealed that the damage to the spreader occurred just before 4 p. m. Frank Shumway, dinghy-sailor son of the skipper, went up the mast in a bosun's chair despite the high winds to inspect the damage. It was while Frank was up the mast that the sail started to tear and before he could get back down to the deck it had ripped across.

For the next two hours Skookum continued on under its other sails while the main was repaired. When the job was finished, however, the wind was blowing a steady 40 miles per hour with the gusts hitting up to 60 mph, too strong to risk raising the repaired sail. It then was decided to come about and head back to Rochester.

Late last night the surviving eight racers were well scattered over the lake, fighting their way toward Hamilton 117 miles west of Rochester. Best guesses were that it would be 6 to 8 a. m. today before the first boat would round the Hamilton mark, and then begin the length-of-the lake run to Stony Island near

the St. Lawrence. From Stony, the fleet charts the third and final leg of the race back home to Rochester.

Near News Blackout

There was more or less a news blackout for shoreside members of the host RYC last night. They had hoped for close radio checks on the racers via the Coast Guard buoy tender Maple from Oswego. But the Maple did not reach Rochester until late last night, leaving the job of watchdog for the scattered fleet to the 83-foot C. G. cutter from Sacket's Harbor under Chief Howard Gavitt.

Judging from the way the yachts handled themselves for the first hour after the start, and if the wind held in direction and velocity, experts last night figured that the three big brutes of the fleet would be the first to turn the Hamilton mark. They are Escapade, the title-loaded defending champ, a 72-foot Detroit yawl; Red Head, Gil Pingree's 60-foot yawl from Grosse Point, Mich., and Venture 3rd, George Ford's 52-foot yawl, race winner two years ago, which carries most of the hopes of the home club to regain the trophy.

5 Others Still in Race

The five others still carrying canvas when last heard from are Stormy Petrel, 51-foot Olcott yawl; Heron, Royal Canadian Y. C. schooner; White Squall, Eric Moore's cutter from the home club; Lady Linden, Arthur M. R. Hughes' cutter also from RYC, and Desire, Kodak engineer Bob Bridges' yawl, rounding out the home fleet.

Whitecaps pared the spectator fleet down to some 25 craft, but lakeside piers were well-filled with spectators when Race Chairman William S. Calkins and Operations Chief A. H. (Bud) Gorsline fired the starting gun from the schooner Southwind.

Those skippers, crewmen and spectators not too busy handling sail or simply clinging to their tossing craft, then and there got their first and only chance to chuckle—for when proud Escapade hoisted her mizzen sail, there stitched to it in big black block letters was the legend: "We Like Ike."

Ahoy! How to Figure Big Race Winner!

By PAUL TANNER

WANT to know how the big boats are doing in the Rochester Race around Lake Ontario? Who's ahead on corrected time, we mean, at the different check points? For of course anyone who's interested in the race knows it's a handicap affair and that just because a certain craft gets some place first doesn't mean that it's winning.

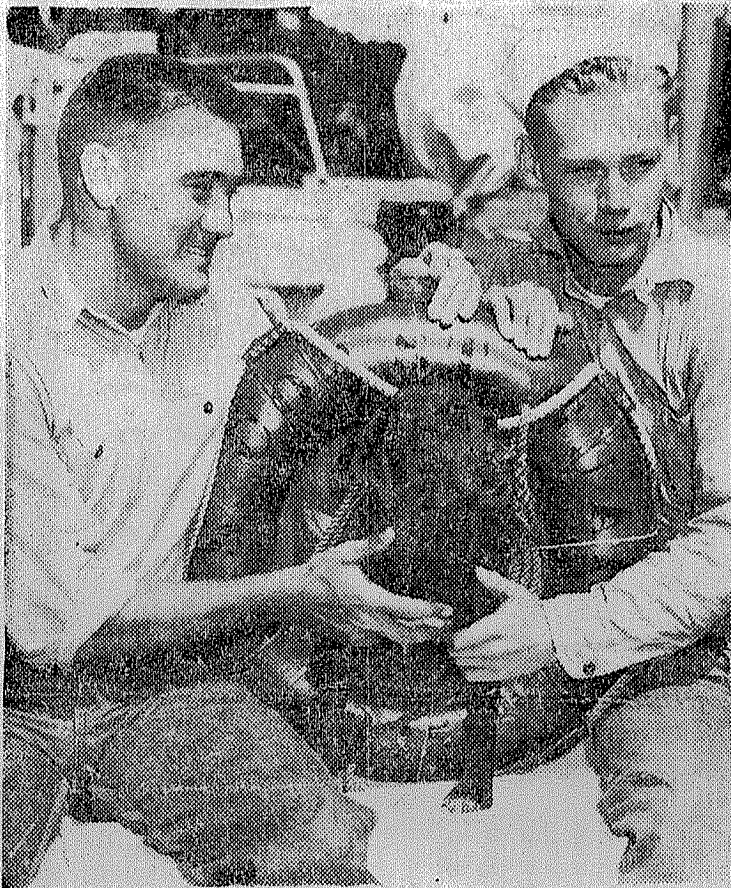
The yachts are rated according to their size and sail area by a formula and before any of the boats sailed out to the starting line yesterday each skipper and crew knew exactly how many seconds or minutes or hours his boat had to beat every other boat in order to win. And you can bet they'll all be straining and watching the clock as well as the wind as they go around the lake in the hopes they can beat both the other boats and that same clock back to the finish line off the Genesee piers.

Take Escapade, which won last year, for instance. Wendell Anderson's big blue 72-foot yawl from Detroit is scratch boat in the fleet. To win it not only must finish the 377 miles (that's measured in straight lines and doesn't take into account zigzagging that's necessary when going against the wind) before all the other boats, but a certain period of time ahead of each. Escapade must give away anywhere from 2 hours 17 minutes 33 seconds (to the 60-foot yawl Red Head from Detroit) to 10 hours 31 minutes 27 seconds (to Rochester banker Art Hughes' 40-foot cutter Lady Linden).

Just so you can follow the race and know how your favorite is doing, here's the times the scratch boat must give each other boat at the different points. To find out what a boat down the list gives another, just do a bit of subtracting and you'll get the answer, just like that.

You'd better cut this out and save it for the next couple of days so when your friends ask you who's leading the Rochester Race you tell them airily: "Why, Escapade was first around at Hamilton but Lady Linden really was ahead because Esky has to give her 3 hours 11 minutes and 10 seconds there, you know, and she only was 2 hours, 5 minutes and 13 seconds ahead."

No. On Sail	Name	At Hamilton	At Stony	At Finish
108	1 Escapade	0	0	0
48	3 Red Head	0:41:51	1:22:02	2:17:33
	Flying Cloud	0:52:07	1:43:29	2:52:26
110	Skookum III	0:58:52	1:56:03	3:14:01
Y-56	2 Venture III	1:41:36	3:20:26	5:35:31
270	Sweet Chariot	1:43:26	3:23:23	5:40:27
18	1/2 Stormy Petrel	1:59:25	3:37:36	6:03:25
52	White Squall	2:08:30	4:13:11	7:03:13
1	Heron	2:29:09	4:54:19	8:12:30
Y-52	Desire	3:02:04	5:59:29	10:01:31
11	5 Lady Linden	3:11:10	6:17:19	10:31:27



IT'S HER SECOND RACE—Sougee, mascot of Coast Guard's 83-footer that with Cutter Maple is patrolling Rochester Race, poses nonchalantly before race with Crewmen Gail Daugherty (left) and Robert Jerzak. She also watched race last year from same craft, stationed at Stony Island mark.

THIS YEAR'S Rochester Race fleet is the smallest since the race started but that fact is largely due to a number of unscheduled events that kept some of the boats that ordinarily would be in from getting here for the start. But already the owners of many of the big craft that should have been here this year have indicated they'll be back next year for sure.

As it is, the number that finishes, given good weather, should almost equal previous years. In 1948, the first year, only 11 of the 18 starters completed the course, a blow halfway up the first leg to Stony Island knocking out 7. Next year was a drifting race and all 16 starters finished. In 1950 an even dozen weathered a severe blow off Toronto and finished, but 2 dropped out. And last year 5 of the 16 starters fell out in the face of the high winds and waves that smashed at them on the long haul from Hamilton to the east end of the lake. If too many are knocked out this year, all a boat will have to do to get a cup will be to finish!

Escapade Seen Cinch TU 8-25-1952 To Repeat as Race Champ

"Always ride with the champion" is as safe a maxim as any to go by in the sports world. And those yachting fans who picked Escapade to win the 1952 Rochester Race are in the process of being made experts.

For the giant sloop owned by Wendell T. Anderson of Detroit was well on her way to Stony Island, last marker before the slim field of seven makes the final turn for home. And she was steadily carving out an almost insurmountable lead over her rivals.

What would make the victory of Escapade all the more outstanding is the fact that the race is a handicap affair, and Eskie, as a scratch boat, has no time allowance. But the way she is going she needs no time allowance.

at 8:20 a. m. Then, George Ford's Venture III from the RYC at 10:57 a. m., Story Petrel of Olcott at 11:41 a. m., Arthur M. R. Hughes' Lady Linden at 4:28 p. m., White Squall at 8:13 p. m. and Desire at 8:45 p. m.

After rounding Stony Island at the easternmost point of the 377-mile marathon, the field will sail for Rochester. It was believed that there was no chance of a finisher before nightfall.

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THREE OF the original yachts in the field have been forced to quit because of damage resulting from weather conditions, leaving only seven to finish.

First casualty of the weather was Sweet Chariot from Youngstown Yacht Club. She lasted only five minutes after the race began Saturday afternoon as a knockdown ripped her mainsail near the peak. Three hours later as the boats headed toward the westward port of Hamilton, Skookum 3d, skippered by Rochester Yacht Club Commodore F. Ritter Shumway, had to withdraw as her mainsail was ripped by winds clocked at more than 50 miles an hour.

Third to fall out was Heron of the Royal Canadian Yacht Club. She dropped out at 7 a. m. yesterday, apparently hurt by the lashing of 10-foot seas and winds which again blew up to 50 miles an hour.

Escapade was checked around the Hamilton marker at 5:45 a. m. yesterday. Next came Red Head of Detroit

Escapade First R-Race Finisher

Lady Linden, 40-foot cutter owned by A. M. R. Hughes of Rochester, remained the last threat to Escapade's supremacy in the 1952 Rochester Race.

Escapade, the queen of the 10-boat fleet which set forth at 3 p. m. Saturday afternoon to seek the championship in the 377-mile race, arrived in Rochester harbor at 4:04 a. m. today. But Lady Linden, on the handicap basis, still retained a chance of taking the title away from the defending champion from Detroit.

• • •
ESCAPADE was followed into the harbor today by Red Head of Detroit at 7:52 a. m. Venture III, owned by George Ford of Rochester, was expected to be the third finisher.

Still unreported were Lady Linden and Stormy Petrel. Five other boats which started the race were forced to quit because of damage resulting from the weather. Latest casualties of the race were Eric (Pete) Moore's big cutter, White Squall, and Bob Bridge's yawl, Desire, both from the Rochester Yacht Club. They were forced out yesterday.

Escapade had been fully expected to take the '52 classic in a breeze despite the fact that she, as a scratch boat, had no time allowance. All would have run according to form if the giant of the sea hadn't run into a calm yesterday. A flickering wind deserted Escapade completely about 8 p. m. last night, leaving the famous lake and ocean racer becalmed somewhere up the shoreline east of Rochester.

Race Chief William C. Calkins has announced the awards dinner will be held tonight at 7 p. m. at the Sheraton Hotel.

Wed. Aug 7, 1952

Escapade Scores Again In Rochester Race



CHAMP AGAIN—F. Ritter Shumway, commodore of the Rochester Yacht Club presents trophy to Clark Swart, skipper of Escapade which won Rochester Race.

Escapade today became the first yacht to win the 377-mile Rochester Race two years running.

Wendell T. Anderson's monarch of the seas from Detroit was crowned king again last night at a dinner given in honor of the skippers and their crews at Hotel Sheraton.

The 72-foot yacht, a champion of Great Lakes distance racing, simply overpowered the field of 10 which petered out to only five finishers. At one time during the marathon which started on Saturday afternoon at Summerville, Escapade could have dropped anchor while the crew played pinochle, so great was her lead.

But then as she was nearing the Port of Rochester Monday evening, she ran into a calm. She finally finished at 4:04 a. m. yesterday, just in time for an early breakfast for her crew.

Escapade's elapsed time for the world's longest fresh-water race was 61:04. As a scratch boat, she had no time allowance. Second finisher was Red Head at 7:52 a. m. yesterday, third, Venture III at 10:19 a. m., fourth, Stormy Petrel at 12:33 p. m., and fifth, Lady Linden at 5:20 p. m. On corrected times, Venture III was given second place, Stormy Petrel

third and Lady Linden fourth.

The race was a tough blow to Arthur M. R. Hughes, for had not his 40-foot cutter, Lady Linden, been becalmed almost within shouting distance of the Rochester piers, he would have carried away the trophy which last night went to Escapade. Lady Linden, with a sizable handicap, had until 2:35 p. m. yesterday to finish for a first place, but the calm killed any chance she had.

The gruelling handicap race took the fleet 114 miles westward to Hamilton, 181 miles eastward to Stony Island and then 81 miles home.

Yacht	Elapsed (hours)	Corrected
Escapade	61:04	61:04
Venture 3rd	67:19	61:44
Stormy Petrel	69:33	63:30
Lady Linden	74:20	63:49

Times at which finishes were clocked yesterday: Escapade, 4:04 a. m.; Red Head, 7:52 a. m.; Venture 10:19 a. m.; Stormy Petrel, 12:33 p. m.; Lady Linden, 5:20 p. m.

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Heron Finally Made It

By RALPH HYMAN

If you want to take a slow boat to China, you couldn't find a slower boat around than the Heron, 51-foot schooner owned by Harry Greb of Kitchener, Ont.

But the boat is highly dependable. It will get you where you're going, albeit it will take some time and lots of patience.

• • •
THE HERON completed today a race which supposedly had ended on Tuesday—the 377-mile Rochester Race. "Take my word for it, that race IS the longest fresh-water race in the world," smiled Greb when he arrived in Rochester this morning at 5:55.

Greb and his crew including navigator Bob Allen returned here exactly 134 hours and 55 minutes after the start of the race last Saturday afternoon. That sets a new record for longest sailing time in the five-year-old classic. She averaged 2.8 miles per hour. (Not quite as fast as that jet plane which crossed the ocean the other day).

"We got in a lot of time for swimming," said Greb, "and we had a great time." Weather conditions incurred some damage to the yacht during the first six hours of the voyage, but after that it was smooth sailing.

It's a mighty good thing the Heron arrived when she did. For her food supplies had run out. As a token of something (he wasn't quite sure what), Greb presented the last slice of bread he had to Earl Esty, captain of the fleet. Esty had stayed up all night at the Rochester Yacht Club awaiting the Heron's arrival.

Greb jokingly said that they had thought of putting their navigator, Allen, on a spit, thrusting an apple in his mouth and making a tasty meal of him, but admitted it wouldn't be necessary now.

A plane had sighted the yacht yesterday off Oswego after the schooner, which dropped out of the Rochester Race on Sunday, was unreported for 48 hours.

The Canadian schooner will probably get some sort of nautical booby prize for her record-breaking performance. The race was won by Escapade of Detroit, which covered the triangular Lake Ontario course in 61 hours and 4 minutes.