

April 9, 1950

Ahoy!

200 Lightnings! Wanta Count 'Em?

By
PAUL TANNER
and
CLIFF CARPENTER

TODAY'S Spring-feverish scribbling might be labeled Growing Pains . . . for the sport of yachting as well as the musculatures of growing boys seems to be subject to this pleasant malady.

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EXHIBIT 1—The Lightning Class. The Lightnings, like Spring, are busting out all over. As evidence, take last week's joint meeting of the Central New York Lightning district and the Lake Shore Lightning Squadron at Hotel Gardiner in Newark.

Whereas a few years back, Lightning applied only to a lethal chunk of electricity . . . now the class has been born, has grown, and has burst its britches to the point where 50 delegates from 12 Lightning fleets in this section attended the meeting.

Two major dates came out of the session:

Aug. 5-6—District Lightning eliminations at Canandaigua Yacht Club. This regatta will pick the district titlists to compete in the national championships and will consist of two races the first day and one the second.

July 1, 2 and 4—Lake Shore Lightning Squadron regatta, Fairhaven Yacht Club.

Bill Croucher, Sodus Bay Yacht Club's will-o'-the-whisp Lightning ace, was named district commodore, and Dr. Eugene Carpenter of Lewis Point Y. C., secretary. District red tape was delegated to an executive committee including Bill Straub of Newport, chairman; Lawrence Morley, Sodus Bay Y. C.; Cliff O'Kane, Genesee Y. C.; Bernie Zoppoth, Conesus Lake fleet; Dr. Bob Griggs of Fairhaven, and Dr. Carpenter.

Maybe the most profound bit of news from the meeting is the fact that there are now more than 200 Lightnings registered in Rochester's section . . . enough so this district can send 4 boats from the eliminations to the nationals.

Perhaps the happiest bit of news was O'Kane's report on the Lake Shore Lightning Squadron, of which he is commander. This is an unorthodox and healthy organization dedicated to (1) clearing regatta dates to unscramble conflicts, (2) spreading friendship, and (3) stumping for team as well as individual races through the medium of its own annual regatta, so that more skippers have more chances to do their stuff. This year's show at Fairhaven will have a series of three races for a team title, and three more for the individual squadron championship.

The Squadron was organized with Genesee, Newport, Algonquin, Pultneyville, Sodus and Fairhaven Yacht clubs as starters; now it has added Conesus, Cazenovia, Lewis Point and Canandaigua. Listen to those britches tear!

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EXHIBIT 2—Rochester Flotilla, Coast Guard Auxiliary.

The Flotilla, now with a base and docks of its own on the west side of the Genesee, is shaping up as a watchdog of Port of Rochester pleasure sailing. Much of its future will be charted this Saturday at the annual meeting of Area O (for Ontario) of the Auxiliary . . . a meeting



COMDR.
WAESCHE

CAPT.
WENDLAND

COMMANDER
WALTON

V-COMMODORE
SHEEHY

that will salt the Hotel Rochester with more chunks of legitimate gold braid than Rochester has seen in many a moon.

J. Webb L. Sheehy, Rochester attorney and 9th District Auxiliary Vicecommodore, in charge of Area O, will guide the business sessions in the afternoon. In the evening, also at the hotel, Commander Art Walton's flotillamen will entertain at their 6th annual Shakedown Party.

About that Flotilla future. On the agenda are plans for stepping-up and spreading the Coast Guard's courtesy boat inspection program . . . the best deal yachtsmen ever had, in which trained teams go over their boat and equipment for free, and tell them what, if anything, is wrong. But almost equally important, Rochester Flotilla's role in a new network of special radio stations will be set up. This new "net control" operation, when under way, will enable C. G. flotillas and regular bases to report any and all yachts at all times, where they're bound for, follow them on their routes, and via up-ultra-fast search parties if a yacht is overdue at port.

Back to that gold braid . . . enough will be here to make Rochester virtually Uncle Sam's Coast Guard headquarters for the day. The "count me in" list includes Capt. C. A. Anderson, national director of the Coast Guard Auxiliary program, from Washington; Capt. J. C. Wendland, also from Washington, now executive of the Merchant Marine Inspection Board; Capt. J. A. Hirshfield, Cleveland, commander of the 9th Coast Guard District; Commander Russell R. Waesche Jr., Cleveland, director of Coast Guard Auxiliary in this (9th) district; his assistant, Lt. C. A. Wagner, and Commander Walter Millington of the Buffalo Coast Guard base. So much for the regulars.

Besides Sheehy, Auxiliary gold braid on hand will include the 9th district Auxiliary commodore, Hilmar W. Boesel of Milwaukee; Vicecommodore Ralph Sweeney of Area E (for Erie), Vicecommodore Harry Macfarlane of Area H (for Huron), and Vicecommodore Russell Perry of Area M-S (Michigan-Superior). Within this district there will be Captain Bill Ingram of Rochester, boss of Division 2; Captain Bert Kitson of Buffalo, commander of Division 3; Captain Harvey Fields, Division 1, Watertown, and the division operations officer, Stanley J. Hungerford of Clayton.

Enough gold braid? . . . let's move along.

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EXHIBIT 3—The Thistle Class.

The national association's secretary-treasurer, Edward J. Hanna of 84 Alpine Dr. in Rochester, passes on a double measure. First, Charter No. 33 has been issued to the new Conesus Lake Yacht Club Thistle fleet. The CLYC charter members are Fred E. Weider, heretofore a top name in Comet racing in this region; Harry Essley, Phil Gilman and Hanna himself. Secondly, the National Championships have been awarded to Milford Yacht Club at Milford, Conn.; dates, Aug. 24-26.

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EXHIBIT 4—HALF-HITCHES (even these things illustrate growth).

Chet Miller scribbles that Sweden is experimenting with paper sails on boats. Oh, brother! . . . Utopia! . . . get 'em damp, throw 'em away and unwrap a new set. Genesee Yacht Club members have four new boat trailers a-building, and figure on plenty of barnstorming this season.

Aforementioned Webb Sheehy, who wrote the original text for those Coast Guard Auxiliary experts who do the courtesy motorboat inspections, now has rewritten and overhauled the text . . .

Don Phelps of Rochester Yacht Club, chairman of the Rochester Race, is toying with the idea of having all yachts in this world's longest-fresh-water thrash, cut loose with colored flares when they're near the finish line . . . assuming they are finishing in the darkness . . . figures it would give the finishing committee warning that a boat's coming, and possibly protect the finisher against a mishap at the end of the race. Also, plans now call for starting that race at 2 p. m. instead of 7 p. m. to do away with follow-the-leader tactics so normal in night sail-racing . . .

Sheriff Al Skinner did the right thing and most courteously . . . sent a formal letter to Bos'n Walt Czechanski, the boss of the Summerville Coast Guard base, and a duplicate to Czechanski's superiors in Cleveland, thanking everybody for the big help given in the flood area by the station's "duck" . . . incidentally, that amphibious brute is one of only three in this Coast Guard district, and other ports have been casting envious eyes Rochesterward . . . Skinner's letter should help keep the "duck" here.

Recall gun: On our item last week about Earl Snyder and Howard Rekers half-way negotiating for Amorita. Naturally it should have been Bangalore. Hope we haven't confused Snyder and Rekers so much they won't remember which boat they really were interested in. If we have, this is just to remind them: You were talking about Bangalore.

Ahoy!

What Are Lights For Lightnings?

Aug 20, 1950
By
PAUL TANNER
and
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SMALL racing sailboats more than 16 feet long that get caught out after dark are just boats and therefore have to show certain lights. And if they hang an outboard motor on their stern for use in an emergency, whether or not they use it they're just another motor boat and have to abide by the rules governing motor boats.

That pretty well sums up the answer as we have been able to piece it together, to the question that has arisen again (you'll remember the Snipes over on Irondequoit Bay got checked up by the Coast Guard last season and now carry lights when they shove off for night maneuvers) on our water front.

The whole thing was brought up this time the other night when the Genesee Yacht Club Lightnings, sailing an after-supper make-up race off the Summerville pier in Lake Ontario (despite a shortened course they thought would bring them back to their moorings in daylight (got caught at the finish line by nightfall and the Coast Guard.

Result: Letters from the Coast Guard here to district headquarters in Cleveland citing a couple of the GYC skippers for failure to have the proper lights.

Well, what are proper lights for racing Lightnings? We think we've got it straight, and here's the dope, at least as regards Lightnings:

Lightnings, being 19 feet long, come in Class 1 (over 16 feet and under 26 feet) under the rules regulating lights and such. If such a craft is powered only by sails and has no motor, it must carry a combination red and green light forward and have a non-fixed white light to show, under the Pilot Rules.

The minute a motor is hung on the stern, however, you come under the Motor Boat Rules, which call for a 32-point fixed white light aft at all times, and if you're using the motor with the sails down,

a combination red and green light must be carried forward. However, if your motor isn't turned on and you're proceeding by sail alone, then you simply have the aft fixed light and a flashlight to flash on your sails.

And here, Lightning friends, is something else. As soon as you carry a motor along, if only once in a while, you've got to register as a motor boat and get a number on each side of your bow. If you don't have the number but do have the motor, you're liable to get cited for that, too.

Needless to say, the GYC sailors, as anxious as the next fellow to abide by the rules, have hustled around to get the proper lights to carry hereafter, and those who have outboards they occasionally tote along for emergencies, also aren't wasting any time applying for motor boat registrations.

If there is any other class of boats whose skippers are a little vague on the proper lights and other equipment they're supposed to carry, the Coast Guard at Summerville or the Coast Guard Auxiliary at its new headquarters across the river will be only too happy, we are sure, to look up the regulations and explain them to you. And while you're at it, why not have the CGA inspection team go over your boat and see if everything's OK. It may save you trouble later.

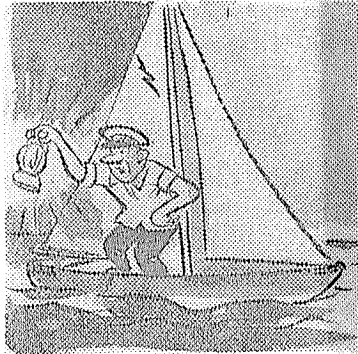
One thing—don't ignore the whole business and just guess what you need. Those letters from Cleveland notifying you of an assessment for a violation aren't \$5 or \$10 notices such as motorists draw for driving automobiles without lights. The penalties start 10 times as high unless you can come up with a satisfactory explanation.

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ANNUAL INVITATION to all those persons INTERESTED in boating to sign up for its Piloting Class is being extended again by the Rochester Power Squadron, now in its 13th year. Ownership of a boat or yacht club membership is NOT necessary, it is stressed. All you have to be is interested.

Personally, we don't know of a better opportunity for anyone to acquire knowledge of safe and proper boat handling than to attend the Power Squadron's classes. The Piloting Class, which will cover such subjects as Rules of the Road, Boat Handling, Safety at Sea, Aids to Navigation, Charts, Mariner's Compass, Equipment and Lights, and Nautical Customs, will last about 12 weeks. Classes will be held every Wednesday at 7:30 p. m. sharp, at Harkness Hall on the University of Rochester River Campus. First class is scheduled for Sept. 13.

As you probably know, the purpose of the Power Squadron is "To establish a high standard of skill in the handling and navigation of boats." There are now 180 members in the local squadron, which is a unit of the U. S. Power Squadrons with an enrollment of more than 14,000 in all parts of the country.



A nominal charge for materials, such as textbook, parallel rules, dividers, etc. is made, but the instruction is entirely free, with squadron members who are expert in their particular fields as voluntary instructors. If you're interested just get in touch with the office of the secretary, Harold L. Field, 818 Powers Building. The phone number is LOcust 3615. Or if you know any of the other officers, you may call them. Franklin J. McGee is commander, Kendall B. Castle Jr. is lieutenant commander, and William W. Woodbury is first lieutenant and chairman of the local board of admission.

Oh, we almost forgot. At the end of the course an examination is given, and all those getting passing marks both in the question and answer part and in working out the navigation problem, will be eligible to join the squadron. The course also is open to women, who while they cannot become squadron members, are given Women's Certificates, which enable them to take advanced courses offered by the squadron. There are a number of women on the rolls as sort of "certificate members," so no woman who likes boats should hesitate to sign up.

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FOR SAILORS ONLY: A. H. (Bud) Gorsline swears this is true and he can prove it by half a dozen other listeners. A week ago last night, the Canadian 6-meter racing sloop Totem was towed out the Genesee River by an RYC boat. Once in the lake, Totem dropped her tow, and prepared to hoist canvas for the sail back to her home port at the Royal Canadian Yacht Club.

Totem's skipper, Bob Trow, was half-dozing comfortably near the tiller, when by way of bon voyage, one of the RYC men called over: "Say, Bob, you've got your running lights, haven't you?"

"Running lights?" replied the semi-slumbering Canadian. "What for? It's a reach all the way to Toronto."

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THIS PILLAR has been asked to publicize the following open letter, described by the Comet Fleet of Canandaigua Yacht Club of which Jim McGhee is captain, and addressed to the Snipe Fleet of Newport Yacht Club.

WHEREAS one of the most bewhiskered old yachting arguments is, Which is faster, the Snipe or the Comet, and

WHEREAS Snipe sailors have been known to utter such derogatory remarks about Comets as "worst sail plan in the world," and "one puff and over you go," and

WHEREAS Comet sailors are far too gentlemanly ever to say awful things about Snipe sailors, and

WHEREAS we can't think of any more whereases,

THEREFORE BE IT RESOLVED that the Canandaigua Y. C. Comet Fleet hereby challenges the Newport Y. C. Snipe Fleet to a one-day, 3-race regatta, to be sailed on the Saturday of the Labor Day weekend or the nearest date thereto, and to be sailed on Canandaigua waters, and

BE IT FURTHER RESOLVED that Canandaigua's Comets would prefer the challenge to include a team of at least five Snipes, if there be that many still unshaken at Newport. If this does not settle the argument, it won't matter because it will be fun anyway.

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HALF-HITCHES: Next area big show for Comets, the Canandaigua Bowl regatta, next weekend at Ithaca Y. C. This is the 5-boat team show cooked up last year by Canandaigua's Cometeers, only to have the Ithacans led by Al Brown yank the new goblet out from beneath them. Exact number of yacht clubs sending teams hasn't been determined, but it's definite that Canandaigua's contingent, headed by Jim McGhee and Bud Rohrer, will travel in massed convoy with private cheering section.

Lightning skippers hereabouts say the 4th annual regatta staged recently by Lewis Pt. Y. C. on Oneida Lake was the handsomest job of hosting done this season . . . silverware to each skipper, unparalleled accommodations . . . all master-minded by Commodore Manfred E. Crosby and Dr. Eugene Carpenter of that club. Algonquin Y. C.'s Irondequoit Bay Lightning skippers did most of the damage in the 10-club, 32-boat fleet. Ernie Hamilton placed 1-1-4 in his Quest to win for the second year, and clubmates Richie and Don Kerber in their Ric-Don, with 2-2-4, wound up second. Dr. Carpenter gave the host club some solace with a third place in final standings. . . .

Al Holstrom and Art Lowenthal of Newport Y. C. are being credited with helping steam up interest in Snipe racing at the rejuvenated Henderson Harbor Y. C. Al and Art trailed their Snipes to Henderson at the club's request, didn't know what they'd find when they got there, and came home two days later eloquent over the club's location, friendliness, etc. . . .