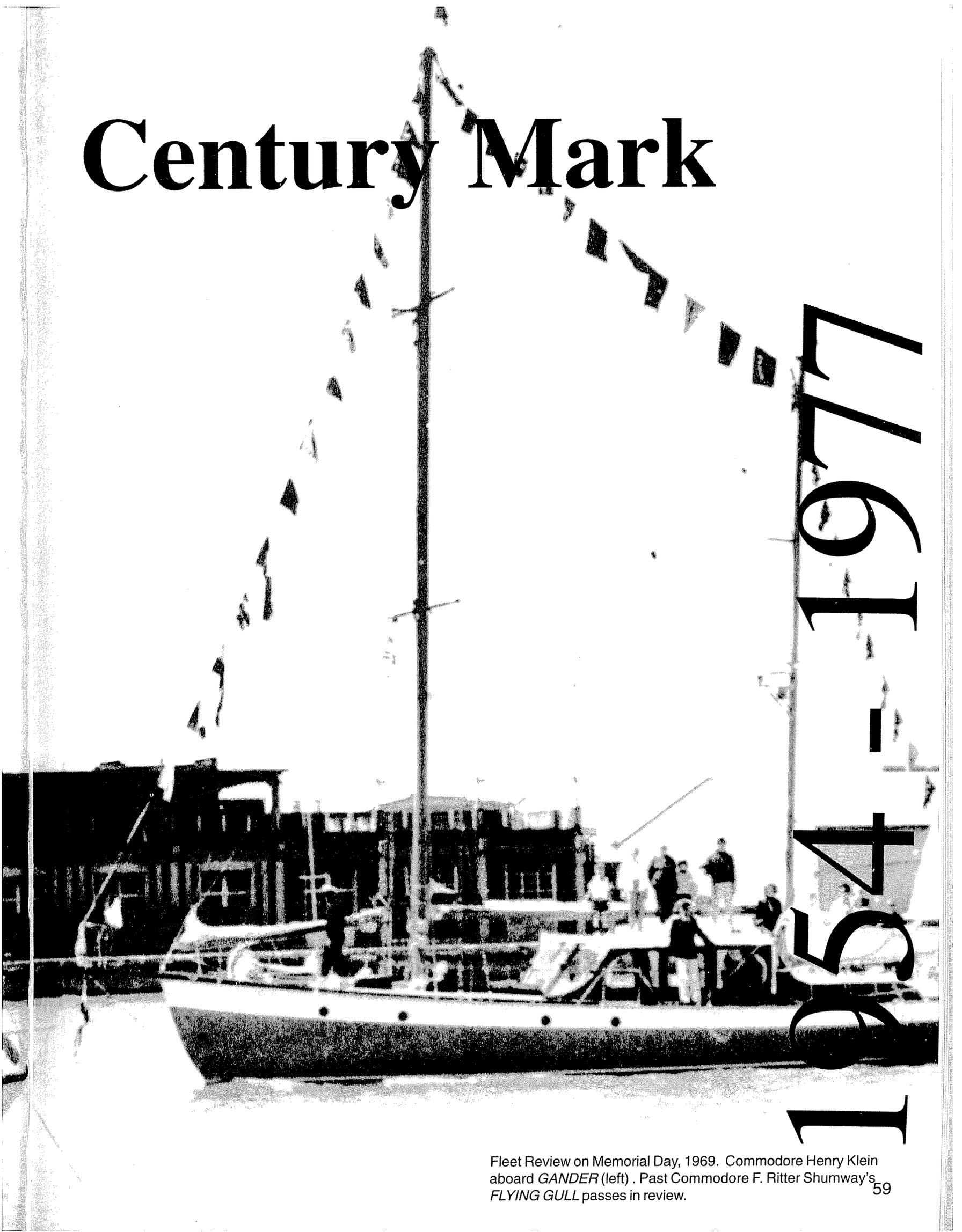


Century Mark



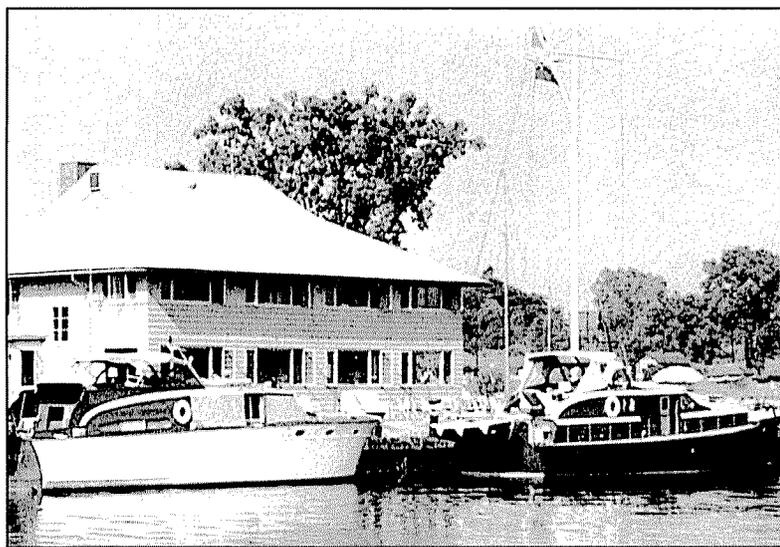
1954-1977

Fleet Review on Memorial Day, 1969. Commodore Henry Klein aboard *GANDER* (left) . Past Commodore F. Ritter Shumway's *FLYING GULL* passes in review. 59

RYC CHANGES ITS FOCUS

During the 1920s and 1930s, RYC was primarily a men's Club to which the wives and families were occasionally invited for a sail or a Sunday afternoon dinner. While a small handful of gallant women took part in sailing and racing activities, they were the exception rather than the rule, and their participation in club affairs was restricted.

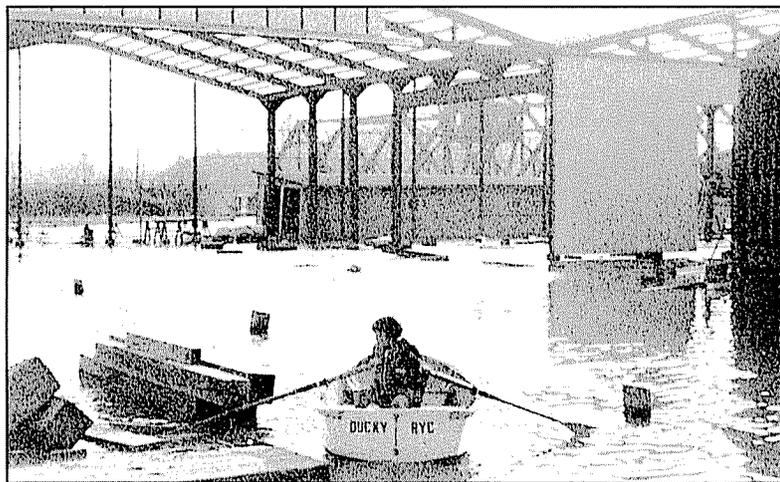
A dramatic change took place from the 50s through the 70s.



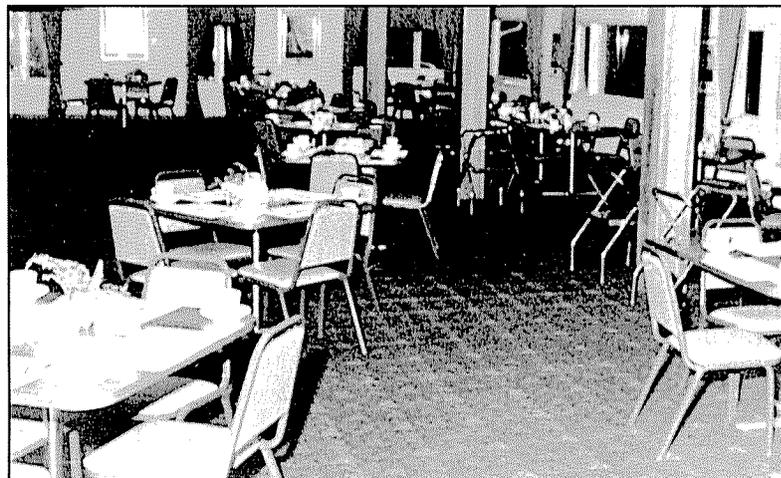
The clubhouse about 1955 following the raising of the foundation and closing of the screened porches.

The development of more family participation in sailboat racing was instrumental in justifying major reconstruction in the early 1970s of the clubhouse, installation of a swimming pool and tennis courts, and addition of more lockers. Hence, RYC started the transition to a more family oriented, full service Club with facilities and programs appealing to the entire family.

As part of the 1952 reconstruction, large picture windows were installed along the north and west walls and both men's and women's shower and locker rooms were remodeled. Once again in 1973, high waters invaded the clubhouse after Hurricane



Agnes. For several days hundreds of Club members spent many backbreaking hours filling sandbags and building dikes almost completely around the clubhouse area. This temporary fix was replaced by a combination of concrete break-walls and heavy planking.



The first floor lounge/bar area with its beautiful fireplace, attractive view, and displays of models, boating photographs and burgees provided members with a warm atmosphere.

The spacious second-floor dining room featured large picture windows facing all four directions thus providing stunning views of the river, lake and basin.

A most impressive feature of this remodeling was the circular stairway between the lounge and dining room. The sculptured teak handrail - a thing of beauty - matched the handsome woodwork of the bar. As a result of all this, the nature of the club changed. Social activity increased and the year-round use noticeably expanded.

Including the clubhouse, the Club carried out the most extensive physical expansion program in its entire history. Started by Commodore Jonathon C. Heinrich in 1968 and implemented in succeeding years by Commodores Klein, Lyke, Cameron, Shumway and Rae, this program resulted in an almost complete renovation of the clubhouse and physical yard plant, and the addition of major recreational facilities on Club property. It cost nearly \$500,000 and caused a major change in the very

character of the Club.

Under John Odenbach's guidance the program began with the installation of steel sheet piling around the periphery of Club property, including the basin. It was hoped this would secure the borders of the property and eliminate the need for continual repair of wood break-walls.

Next, a large swimming pool, snack bar, showers and locker rooms were built and dedicated in 1970 during the tenure of Commodore Henry Klein. The addition of the pool was responsible for greatly increased usage



of the Club by the families of racing skippers and crew by providing a comfortable place to wait for the boats to return on Saturday and Sunday afternoons. Also, on hot weekdays it was a popular after-work diversion. After the completion of the pool, all the old lockers around the basin were removed and replaced with attractive two-story locker buildings.

This improved the overall appearance of the basin and also opened up the view around the Club property.

The old storage sheds adjacent to the clubhouse were removed and a large shed of much greater capacity was built in the unused southeast corner of the Club property.

The freeing up of the land near the clubhouse made it possible to install two tennis courts and an attractive lawn over a substantial area, greatly improving the appearance of the Club. Finally, the clubhouse itself was almost completely rebuilt, nearly doubling the size of the second-floor dining room and the first floor lounge and trophy room.

The result of this program provided members with an enviable yachting facility with its protected slips, parking almost adjacent to the boats, convenient large lockers, a clubhouse with fine dining, a pool and tennis courts. While RYC might not be the most lavish or elegant club, its convenience, safety and comfort made it a favorite cruising layover.

The expansion of facilities was accompanied by a substantial increase in membership, which in December 1976 was about 550, an all-time high.

Changes in the bylaws and constitution eliminated any

distinction between the sexes and the barriers were removed for any woman who wanted full membership in the Club.

1973 Aerial View. The swimming pool and boat storage shed can be seen as well as the effects of high water.



A Laker for life...

"I was preconditioned to join the RYC," **Peter Woodams** said. His father, a U of R college student, while working as a conductor during the summer on the Braddocks Bay train, spotted what he thought was ideal waterfront property. He later built a cottage there where Peter and his family spent their summers. Now, he and his wife Maryanne, live there year round.

"My first boat was a 12' rowboat sailboat." As he practiced sailing in his front yard, Peter could see the RYC races in the distance.

"My last two years of high school we lived year round at the cottage and while at Charlotte High School, I met Wes Dawes and Miles Bliss, who had access to Penn Yann Phantoms, about 14' with much more dynamics than my boat."

On break from Cornell or his naval duty on a destroyer, he and his girlfriend, Maryanne, would paddle a canoe out to view the Lake Ontario International regatta with its "breathtakingly beautiful sailing machines." Eventually, with Maryanne as permanent crew, Peter bought a Star boat and joined RYC for many years of "terrific racing with super serious sailors."

Peter Woodams (member since 1961)
Commodore 1981, 1982

Major regional, national, and world regattas continued to make Club history.

AFTER MORE THAN 50 YEARS, THE CUP LEAVES RYC

1954

Even the longest reign must end.

RCYC challenged RYC in 1952 for the Canada's Cup in the 8-Meter boats of the 1930 races. By the time July 1954 rolled around, there were two 8s at RYC. One was the venerable *Thisbe*, returned to the Club from Detroit by Scoop Palmer and bought by Howard Klitgord.

Second was *Iskareen* snatched out, by a timely cable from Herb Wahl, from under the nose of George Cuthbertson who had flown to Scotland to buy the Swedish-built Sparkman and Stephens boat for RCYC.

Trials determined that Howard Klitgord, aboard *Thisbe* should defend the Cup in the first challenge in 20 years, but the sportsmanlike Wahl offered his newer and more highly regarded boat for the occasion, *Iskareen*. With Wahl as skipper and John Odenbach, Alan Hickok, Art Chappell, Bus Warden, Ernie Coleman and Chuck Lee as crew, *Iskareen* was to meet Norman Walsh's *Venture*, skippered by Dave Howard.

For weeks before the races, newspapers were full of accounts of the minutest details of boats, crews and preparations for the races. The demise of the car ferries *Ontario I* and *Ontario II* made it impossible for the public to see the match from grandstand seats as they did in the 30s.

For a short time it seemed as if the triumphs of earlier races were to be repeated as *Iskareen* got the gun in the first race. "The boats," *Democrat & Chronicle* reporter Dave Warner said, "were so close at the start that you could pass a match from one to the other. But within 15 minutes *Iskareen* started to draw ahead, and widened the gap at the finish." "I guess the only way to beat them," Warner reported Canadian skipper Dave Howard as saying, "is to get out front at the start and stay there."

At the start of the second race, Howard initiated a tacking duel shortly after the start and worked out a lead, which he maintained to the weather mark even though sending a man up in the rigging to repair a sagging spreader. *Iskareen* drew slightly ahead on the downwind leg, but sharp jibing put *Venture* again into the lead. *Venture* crossed the line ahead.

The third race, twice around a triangle, started in fluky air with three 15-minute postponements in the hope that the wind would settle. Both yachts were above the line at the gun and had to dip down; *Venture*, unfortunately, miscalculated and tacked to cover *Iskareen* too soon, and was over the line early while *Iskareen* sailed on.

The wind, however, was so fluky that at one point the boats were sailing at a 30-degree angle to one another while only a few boat lengths apart. *Iskareen* maintained her lead until a brief fouling of a jib sheet on the fourth leg allowed *Venture* to go ahead. *Iskareen* seemed to lose her ability to tack sharply and *Venture*, splitting tacks, caught a favorable shift and rounded the mark ahead.

The Club's hopes were now pinned on tying the series in the fourth race, a leeward-windward that turned into a windward leeward on the first leg. As the wind came forward it freshened, and *Venture*, in the lead at the start, maintained her position, staving off the best efforts of Skipper Klitgord through tacking duels. On the last leg, *Iskareen* went off on what appeared to be a flyer in the last attempt to close the gap. Her efforts were unsuccessful and the victorious *Venture* finally regained the Canada's Cup for the country of its origin.

An exhaustive survey of Club opinion determined that a 1956 challenge would find insufficient support, so no immediate effort was made to set up a new series. At RCYC, feeling was solidified that the Cup should be raced in cruising boats under the Cruising Club of America rule.

RESULTS OF CANADA'S CUP COMPETITION (as of 1999)

- | | |
|------|--|
| 1896 | <i>Canada</i> RCYC defeats <i>Vendecor</i> Lincoln Park Yacht Club, Chicago. |
| 1899 | <i>Genesee</i> RYC representing Chicago defeats <i>Beaver</i> RCYC. |
| 1901 | <i>Invader</i> RCYC defeats <i>Cadillac</i> , Chicago, Illinois. |
| 1903 | <i>Irondequoit</i> RYC sailing under her own colors, defeats <i>Strathcona</i> RCYC. |
| 1905 | <i>Iroquois</i> RYC successfully defends the Cup against <i>Temeraire</i> RCYC. |
| 1907 | <i>Seneca</i> RYC defeats <i>Adele</i> RCYC. |

FROM ROCHESTER RACE TO LAKE ONTARIO INTERNATIONAL

No Rochester Race was held in 1954 because of the Canada's Cup competition, but the following year it was sailed again over a shortened 270-mile course. From 1956 through 1964 the Barrows Race, finishing in Toronto, was sailed in even numbered years alternating with the Rochester Race.

The 1959 race was won by Frank Shumway who reported after the race "the weather was heavy for as long as in any race I have sailed – for 24 hours, squalls and thunderstorms raised 20-foot waves."

Following Shumway's 1959 victory, RYC skippers were not to win again for 10 years. The popularity of this one-time premier event waned and in 1961 there were only three entries.

Many felt the race was doomed. Complaints that were voiced included "too late in the year," "no more vacation time," "weather too heavy," and "selfish to start and finish in Rochester every year." Frank Shumway and Jon Heinrich, believing there was still room for the Rochester Race, experimented with different courses for the 1963 and 1965 races and entries increased to nine and 14, respectively.

In 1966, with Shumway's encouragement, a group of U.S. and Canadian skippers met in Niagara Falls to discuss the future of long distance racing on Lake Ontario. This group decided that Lake Ontario did in fact need a distance race of two night's duration and so the Lake Ontario International Race was born. It was sailed annually over a fixed course from Toronto, around R2 buoy at Youngstown, around Stoney Island, leaving it to starboard, and finishing in Rochester. Island Yacht Club and Royal Canadian Yacht Club were to alternate as host Club for the start and Rochester Yacht Club was to host the finish.

The first Lake Ontario International in 1966 saw 20 yachts at the starting line. In 1967, 24 boats completed in a rare light air race with only three arriving in time for the awards banquet. A Canadian boat again won the 1968 race. But this year the team title was regained by the U.S. RYC boats finished second and third in Division I, and first and third in Division II. The following year RYC returned to the winners' circle.

Bernie Herman of IYC won in 1970 and 1971, but four RYC skippers were flag winners. An ever-growing fleet of 27 boats started the 1972 race, which was won by Frank Shumway by an incredible five-hour margin.

1930	<i>Thisbe</i> RYC defeats <i>Quest</i> RCYC.
1932	<i>Conewago</i> RYC defeats <i>Invader II</i> RCYC.
1934	<i>Conewago</i> RYC defeats <i>Invader II</i> RCYC.
1954	<i>Venture</i> RCYC defeats <i>Iskareen</i> RYC.
1969	<i>Manitou</i> RCYC defeats <i>Niagara</i> Cleveland Yachting Club.
1972	<i>Dynamite</i> Bayview Yacht Club defeats <i>Mirage</i> RCYC.
1975	<i>Golden Dazy</i> Bayview Yacht Club defeats <i>Venture II</i> RCYC.
1978	<i>Evergreen</i> RHYC defeats <i>Agape</i> Bayview Yacht Club.
1981	<i>Coug</i> RHYC defeats <i>Black Majic</i> Bayview Yacht Club.
1984	<i>Coug</i> RCYC(RHYC bankrupt) defeats <i>Stars and Stripes</i> BYC.
1988	<i>Challenge 88</i> BYC defeats <i>Steadfast AT&T</i> RCYC.
1994	<i>Eagle</i> BYC defeats <i>Absolute</i> RCYC.

Fifteen years passed between cup competitions until 1969. RYC has not issued a challenge since 1954, nor has anyone for the past six years. The Cup is currently held by the Bayview Yacht Club of Detroit.

Canadian boats and skippers dominated the series from 1973 through 1976 although there were many creditable finishes by RYC boats. Despite the physical demands of a 218-mile race, the probability of bad weather somewhere along the course, this test of "men and gear" continued to be a premier long-distance racing event.

ONE DESIGN AND CRUISING FLEETS GROW

Since the early 60s, and throughout the 70s, one-design racing at RYC was principally in the Star, Dragon and Soling Classes. Lesser activities were in the Rhodes Bantam, Knarr, Jolly Boat, Lightnings, Tempest, 505, 420 and Ensign classes. A Laser fleet was started in 1975. In the early 70s, the newer Soling fleet attracted many Star skippers. By 1976, there were 14 Solings in the Club.

Star & Soling returning to base.



Art Schuster & Ted Goodwin accepting trophy for NY State Star Championship, 1969.

A wild ride to Sodus...

Nineteen seventy was the first year of Soling class competition at RYC. **Gordy Murphy** and **Bernie Wahl** were both enthusiastic about their boat and confident of its capabilities. As Labor Day approached it seemed only fitting that they should get the boat rated and race it against the rest of the cruising fleet. They were denied a rating, as they did not carry the proper equipment. They were knowledgeable of the fact that the Sodus Bay Yacht Club gave a flag for the first boat to finish regardless of class. They were confident they would have a very good chance of claiming that flag.

Their first setback came sailing out to the starting line. Wind speed was a steady 30 knots with gusts to 40, producing 8 to 10-foot seas. The heavy seas kept them from reaching the line on time. However, they did clear it only five minutes late and had 30 miles to overtake the fleet, boat by agonizing boat.

Their original plan was to change helmsman every hour. That plan was soon discarded and the two sailors played it as they saw fit for the rest of the race.

The soling, *US373* broached the first time, as they romped dead downwind, about a mile offshore of Webster Park. They got her back on her feet and sped on. Having already passed a few larger boats, they adjusted their rig as best they could to ease the pressure on the mast, which was rocking very hard on its step.



They broached four more times and decided not to change positions for safety sake. Bernie was "in the groove" at the helm and Gordy was busy with mechanical stuff trying to hold on to the rig.

Pow! The spinnaker blew apart and they doused the tapes and a few tattered pieces of the sail. They immediately put up their other spinnaker and sailed on. One by one they passed the boats until only the black one (*Rampage*, of course) and the red one (*Madame X*, of course) remained.

Slowly, they overtook the black boat and sailed to a position slightly ahead of the red one, which was about a half mile inshore. The "red boat" jibed, a fatal mistake in the huge seas, and lost their mast. Gordy & Bernie were in the lead!

Their next problem was how to stop the boat and get into the shelter of the Sodus piers. First they collapsed the spinnaker against the main and slowly lowered it into the boat. As they approached the piers, they lowered the main and were with jib alone to enter the piers about fifteen minutes ahead of the next finisher.

Two hours and 39 minutes was the time posted.

It wasn't the fact that they won the flag that made it so wonderful, but more the trust that Gordy and Bernie developed for each other during the race, the fact that the boat held together, and the fact that they never gave up.

Gordy Murphy (member since 1967)

Bernie Wahl (member since 1947)

Nancy Kaiser on a downward leg in 1976.



International 14s with Ted Goodwin at helm (US22) & Howie Rekers, Tom Berry, & Bob Lawless in following boats.

US 373, winning boat of 1970 Labor Day race to Sodus, in calmer seas.



420s race in a blow.



Wes
Cana
Mont
lady p



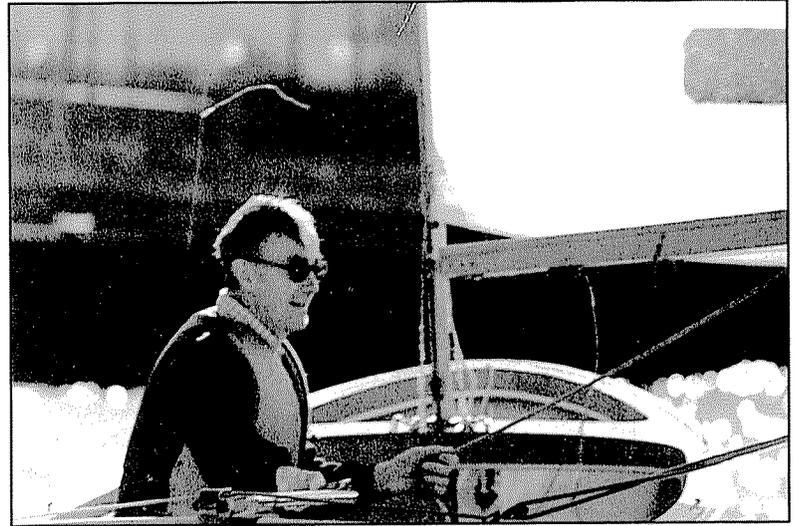
Roc
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Wes & Joe Dawes with trophies from winning the Jolly Boat Canadian Nationals at the Royal St. Lawrence Yacht Club in Montreal, Canada, 1962. Completing the crew requirement was the lady pictured - a local Canadian.



Bruce Cameron, Past Commodore & frost biter.



To sail an Interclub well is to enter an altogether different league of sailing. The boats are not “steered” so much as they are coaxed, ooched, rocked and kinetically spurred up the course. There is no time to consult a compass. The shape of the sail reveals little. The experienced know intuitively which tack is favored, and accelerate their boats out of each turn, filling the sail with a sharp “pop” after each tack, while deftly passing the tiller behind their back and sheeting in with their teeth. The term “seat of the pants” comes to mind when watching frostbiters sail.

Ken Teegarden, through his connection with the University of Rochester, was instrumental in borrowing some sailing dinghies to get the Frostbite Fleet started. Other pioneers were Bruce Cameron, Mike Doyle, Kent Hill, and Helen Ingerson. In the late 50s this group of “hard cores” began in earnest sailing interclub dinghies in freezing temperatures. This picture below shows this group about 1965. Most are unknown, but it is Benny O’Brien skippering the boat with sail #296.

Over the years some of RYC’s best sailors have done their time in Interclubs, often traveling to regattas every weekend.



Ben O'Brien recalls sailing near the back of the pack one day in Scituate, Mass., and seeing one of the lead boats capsize near the leeward mark. "I knew immediately it was Wesley," Ben laughed, "and he had a cast on his leg." It was true. Wesley Dawes couldn't ski with his broken leg, so he raced his dinghy instead. Howie Rekers was famous for his banter and cleverly disguised kinetics. Knobby Walsh could hold his tiller and mainsheet, hike out and light a cigarette at the same time, without ever shifting his smile.

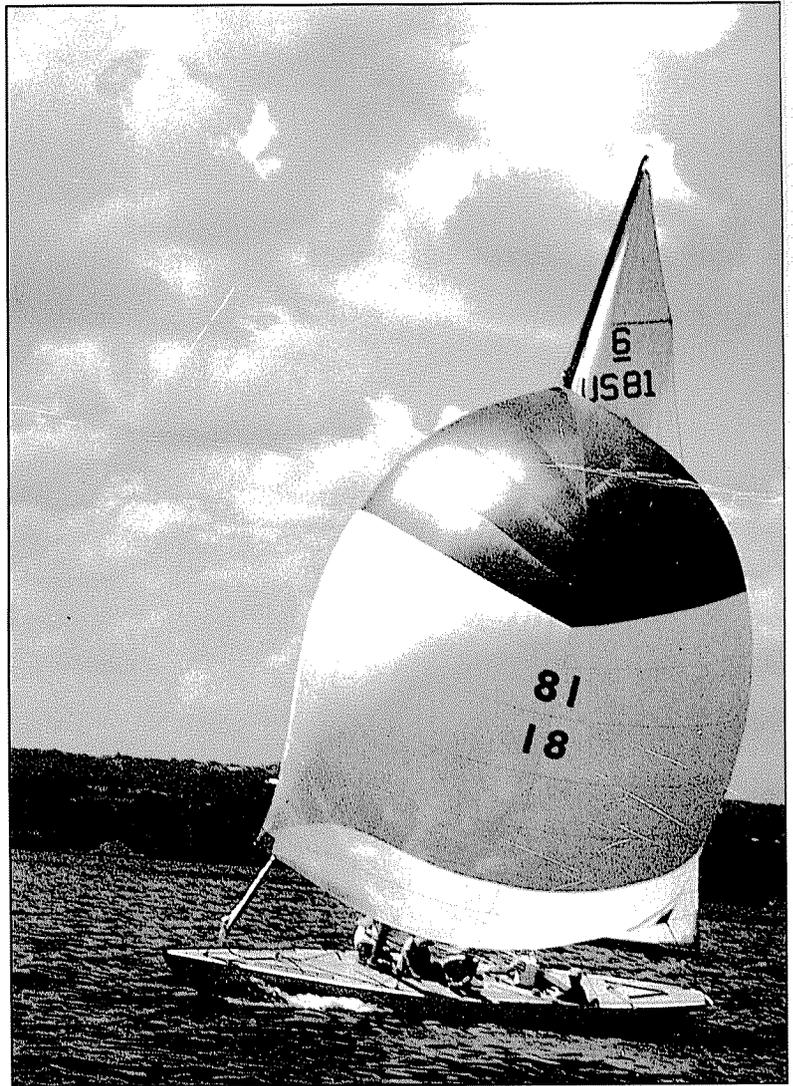
The venerable 420, still used for sail instruction at RYC.



In 1957, the first Lake Ontario 6-Meter Association Race Week was held at RYC with 21 6s participating.

By 1976, the Cruising Division was the Club's largest racing fleet. On a typical Sunday morning more than 40 boats frequently came to the starting line. Counting skippers and crew, as many as 300 sailors with family and friends could be racing in this division at one time.

Jerry Castle's *Stork*.



OFF-THE- LAKE RACING

When RYC skippers venture off the lake to race it can hardly be described as a vacation. During the 60s and 70s, RYC sailors took on the challenge of vast amounts of planning, effort and expense required to put a boat and crew together ready to sail in a remote port. Some risked chartering while others shipped or sailed their own boats over long distances. Even though competing against formidable national and international competition, frequently in strange waters, RYC sailors turned in impressive results, bringing much credit to the Club.

1955-56 -
Gilbert L.
Barber,
Commodore



1957-58 -
Russel D.
Hay,
Commodore



1959-60 - Turner F.
Dow, Commodore

SOUTHERN OCEAN RACING CIRCUIT

The SORC, or Circuit as it is called, is a demanding series of six races that attracts many of the world's best skippers in their "gold plated" specially designed racing machines. Even though individual races vary from year-to-year, the Circuit usually includes the tough 184-mile Miami-Nassau Race and the gear-busting 370 miles St. Petersburg-Ft. Lauderdale Race. Rochester Yacht Club's participation in the SORC dates back to 1961 when Chuck Angle sailed his Rochester built *Halcyon* in the Nassau Race. However, the major Club effort in this prestigious series was the result of a syndicate consisting of John Odenbach, Sr., Frank Shumway and Alan Goldstein who went to Florida eight times to carry the RYC Burgee. Rotating the skipper assignment from race to race solved their approach to the question of "Who's in charge?"

The first attempt in the Circuit was in 1965 in Alan Goldstein's Columbia 40 *Madame*. His best finish that year was ninth in class in the Nassau-Cup Race. The following year the group chartered the Nevin's 40 *Sula*. In the Lipton Cup Race they had first Division and third in Fleet, and a second in Division in the tough Miami-Nassau Race before splitting a headstay in the next race.

Alan Goldstein took the Cal 40 *Madame* to Florida in 1967 sailing the complete Circuit for the first time, and finished a creditable 10th in a fleet of 88 boats in overall results.

In 1968 and 1969 John Odenbach took the Redline 41 *Rampage* to the Circuit. The results included a remarkable eighth in the overall final standings the first year and a victory in the St. Petersburg-Venice Race the next.

A new Derector-built 40-footer named *Madame X* was Alan Goldstein's entry in 1970. A dismasting in the Lipton Race, half way through the series, prevented a high finish even though repairs were completed in time to sail the final two contests.

The group went the charter route again in 1971 in the Morgan 42 *Firefly* owned by Russell Firestone. Heavy weather forced 25 of 92 entries to drop out of the hard St. Pete-Ft. Lauderdale Race, but *Firefly* went on to take second in Class. For the entire Circuit she placed second in Division 4.

John Odenbach returned to southern waters again with his C&C 43 *Rampage* in 1973 and 1975 and finished third and second respectively. The Odenbach/Shumway/Goldstein effort

in Florida/Bahamas waters has been a great one that enhanced the racing reputation of the Club.

Another RYC attempt in SORC competition was made in 1970 and 1971 by a syndicate headed by Helen Ingerson and Bill Stolze. They sailed the chartered Bermuda 40 *Heather Honey* in the four East Coast races in 1970. The following year they chartered the Soveral 37 *Apollo*. A cracked centerboard that dragged under the boat in the tough Miami-Nassau race took them out of contention.

BERMUDA RACE

The Biennial Bermuda Race has attracted RYC entries on five occasions. The 600-mile race starts at Newport, R.I., and ends in Hamilton, Bermuda. Herb Wahl and a crew of first-time ocean racers entered his 42-foot *Lorelie* in 1950, finishing in the middle of the fleet. Arthur Hughes in his beautiful 40-foot sloop *Lady Linden* sailed the Bermuda Race four times in 1960, 1962, 1964 and 1966 winning first in Class and 15th overall in 1962. *Lady Linden* was destroyed by fire at Essex Boat Yard several years later.

MACKINAC and LAKE ERIE RACES

The Lake Erie Race ran from Buffalo Yacht Club westward for 230 miles to the North Cape Yacht Club in LaSalle, Michigan, as a feeder to the Macs. Henry Williams raced to a third in class in 1975 in *Margaret* and a second in class in 1976 in *Susan B. Anthony*. Jim Robfogel's, *Ping* and Chester Clarridge's *Panache* also did the 1976 race against severe winds and wild thunderstorms.

RYC participation in the 285-mile Port Huron-Mackinac Race dates back to 1960 when both Frank Shumway and Alan Goldstein sailed to good finishes. In 1963, Jonathan C. Heinrich, Chuck Angle, Alan Goldstein, and Arthur Hughes raced the "Little Mac" with Heinrich's *Fair-Wind* placing best of the group.

During a five year stretch the RYC burgee flew from at least one contender in the Macs each year. Henry Williams brought *Margaret* to Lake Huron in 1972 and 1975 and *Susan B. Anthony* in 1976 scoring third in class the first year. He also placed first in class in the longer 1972 Chicago-Mackinac Race.

1961-62 -
Wilmot
V. Castle,
Jr.,
Commodore



1963-64 -
Robert R.
Dobbin,
Commodore



1965-66 -
John H.
Bushfield,
Commodore

