

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



John Odenbach sailed *Rampage* in the Port Huron-Mackinac Race from 1973 through 1976 scoring third and second in Class in 1974 and 1975 respectively. Robfogel and Clarridge also raced the 1976 Port Huron Race.

THE RICHARDSON CUP

The Yacht Racing Union Cup, more popularly known as the Richardson Cup, was originally intended for competition in P Boats. However, only the 1912 race was held in this class. After a lapse due to WWI, competition was renewed in 1922 in R Boats. Even though RYC boats competed regularly, the first Club victory was by Phil Farnham's *Kathea II* in 1934 in Toronto. By then the Cup had become emblematic of the R Boat Championship of the Great Lakes. Farnham repeated in 1936.

In 1940, RYC was the Host Club for the Richardson Cup series with Phil Farnham, one of RYC's all time finest racing skippers, competing with *Ardelle* from Chicago Yacht Club and *Cotton Blossom*, representing Cleveland Yachting Club. Sherm Farnham who crewed with his brother in *Kathea II* tells how the series was decided at the finish line of the final race with *Kathea II* losing its air to the *Ontario II* car ferry that crossed the finish line along with the contenders. This cost Farnham the Cup.

Following another hiatus during and after World War II, Richardson Cup competition resumed in 1951, using borrowed boats. The following year Kendall and Newton Castle on *Shadow* returned the Cup to RYC. A decade later, in 1962, Wilmot V. (Jerry) Castle with the crew from his 6-Meter boat *Stork* won the Cup again. This 1962 series was held on a "match race" basis with crews shifting among boats.

Beginning in 1967, Richardson Cup competition was sailed in borrowed cruising class boats and in subsequent years races were held in Cal 40s, Redline 41s, C&C 35s, Black Watch 37s, etc.

In 1970 the Cup series was held in Rochester and was won by John Odenbach, Sr., who went on to represent the Great Lakes in the Congressional Cup in California. Two years later, John Odenbach, Jr. was the LYRA representative and he placed second at Rocky River, Ohio.

A coloring book with a latent image...

"Ever since I was a kid, I liked to draw three-masted sailboats in any book I was reading and always wanted to sail," says **Diane Ainslie**. "My first chance came when I was 20 and a college student at the University of Toronto. That boat was a little drifter. After I graduated and moved to Rochester and Kodak as an industrial engineer, I bought my own boat, a sunfish."

That boat went everywhere behind her MG. Learning seemed to come naturally to her. With friends Diane would watch the RYC Memorial Day parade wistfully. Eventually, she graduated to Ed McKee's 30-foot Knarr, which had no engine. Subsequently, the two of them bought John Odenbach's *Rampage*, a C&C Redline 41, joined RYC, and joined the racing crowd.

Rampage was renamed *Latent Image*, a term used in photography which means "slow in developing and not sure of the outcome." Having had no formal instruction, it's amazing what can be done," she said. Although their boat was the oldest in the fleet, it was a frequent winner.

Diane Ainslie – member since 1972

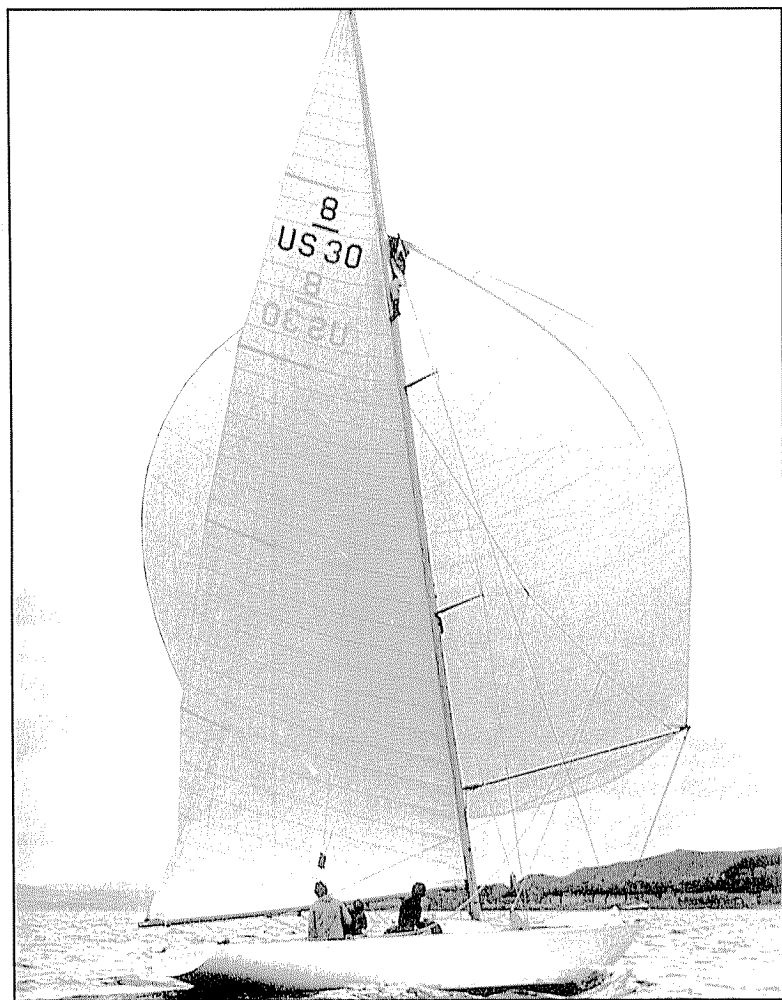
RYC COMPETES IN WORLD REGATTAS

8-METER WORLD CUP

Regattas of the 8-Meters are always premier events. Since Eugene VanVoorhis spearheaded organization of the first World Cup event in 1970 in Rothesay, Scotland the graceful, slim, heavy ballast crafts have drawn spectators and media like no other class of yachts at RYC. In Eugene's words;

While sailing in Scotland in the summer of 1969 with the *Iskareen* (Cheetah), where I thought I was simply delivering the boat for sale to a Scottish purchaser. After the deal fell through, a group of the Scottish 8-Meter sailors, mostly from the Royal Northern Yacht Club, and I were having the "Other half" as they say in a local pub when we decided to put 8-Meters back on the map by organizing the following year a regatta, which we modestly called the 8-Meter World Championship. Upon returning to the US, I went to Tiffany's and tried out several silver bowls to see if you could drink out of them. One was satisfactory, so I bought it and presented it to the Royal Northern Yacht Club as Trustee for the 8-Meter World Cup."

Cheetah in 1969 at Fifth of Clyde, 8-Meter World Cup off Rothesay, Scotland, Eugene VanVoorhis at the helm.



In 1970 off the island of Rothesay in the Firth of Clyde, six Scottish and one American 8-Meter yachts gathered, for the first 8-Meter World Cup. It blew very hard, sometimes in excess of 40 knots, mostly misty rain, and except for the large number of spinnakers that blew out, it was a wonderful time. *Iskareen* finished second behind *Wye* from the Royal Northern.

The next two World Cups were held in Helsinki, Finland, and Sandhamn, Sweden, but no American boats participated.

1956 RHODES BANTAM WORLD CHAMPIONSHIP

The Rhodes Bantam Worlds held at RYC in 1956 was a large regatta (72 boats). It attracted boats mostly from the northeast United States. A number of young club skippers sailed in this series, and, although not placing well, further demonstrated RYC's interest in and ability to compete at a national and world level.

Wooden Rhodes Bantams - Hulek Regatta 1962.



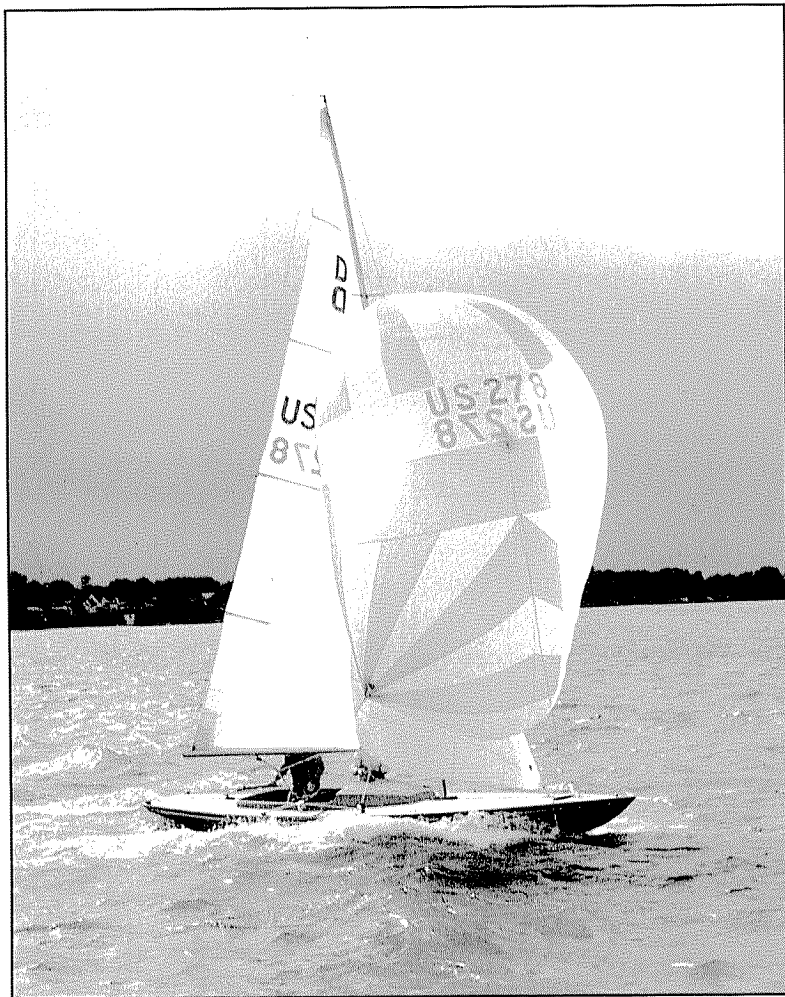
1973 FLYING DUTCHMAN WORLD CHAMPIONSHIP

Rochester Yacht Club proudly hosted the Flying Dutchman Worlds in the fall of 1973. The Flying Dutchman, an exciting, high-performance 20-foot centerboarder, is a super light sloop weighing only 373 pounds, including its mast and two sails. The seven-race series began on September 8, and the final two races were completed on September 12. Twenty-six entries, representing 13 countries, vied for prizes over the twelve-mile course. The Prince of Bavaria sailed for Germany.

Hans Fogh, the Great Dane, then residing in Toronto, sailed his *Dandy Lion* to a stunning first in the opening four races to clinch the title immediately. In the final races, he took two seconds and a seventh and was the undisputed champion.

1975 DRAGON WORLD CHAMPIONSHIP

The Dragon Fleet started at RYC about 1953. At its peak the Club listed 11 of this popular craft. Because of the interest, RYC hosted the 1956 Dragon Nationals and the Dragon World Regatta in 1975.



RYC provided an ideal setting for the 1975 Dragon World Championship, the first such championship held in the United States. Superbly organized, this beautifully run regatta further enhanced the Club's reputation in yachting circles.

The Dragon North American Championship immediately preceded the Worlds. This double regatta, spanning a two-week period, offered participants a feast of competitive sailing. The North Americans began with two races on a wild, exhilarating day with huge waves and 30-knot winds. The 20-boat fleet was reduced to eleven by the time the second race had ended. But the weather was mild, compared to the gale that ushered in the first race of the Worlds four days later.

The heavy weather suited Bengt Palmquist of Sweden, a seasoned Dragon sailor who had crewed his boat to an Olympic victory 19 years earlier. Palmquist and his sons swept the North Americans and started the Worlds with a victory in the fierce 40-45 knot gusts.

For the remainder of the seven-race series, Robert Burgess of Vancouver posed a serious challenge to the Swedish crew. It was not until the final weather leg of the last race that the Championship was determined. Palmquist finished just ahead of Burgess to win the title, and, for a reward, received a dunking in the Genesee River by his sons Johan and Bjorn.

Friends in the Dragon World still speak with admiration of the way the regatta was run. More than 70 members from all divisions of RYC joined together to support the Dragon Fleet and the Club in this major undertaking.

Helen and Joe's 1962 & 1963 Dragon awards.



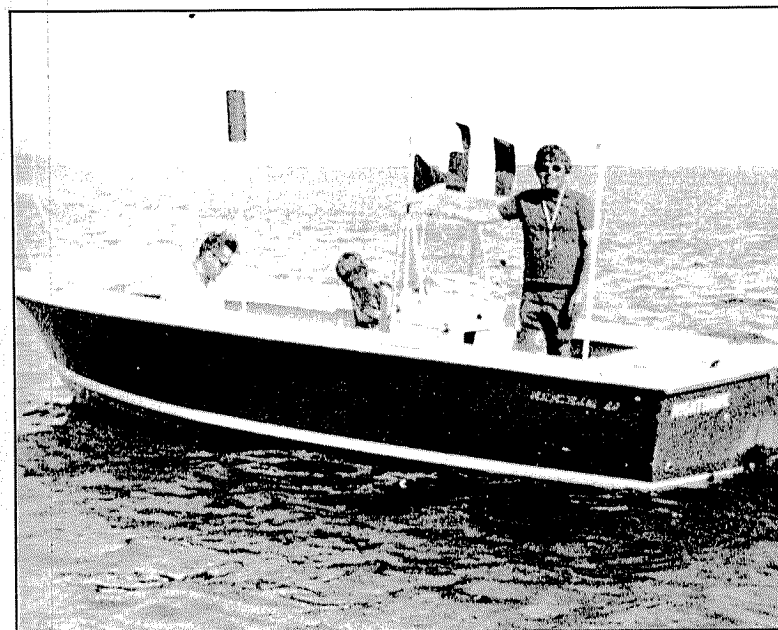
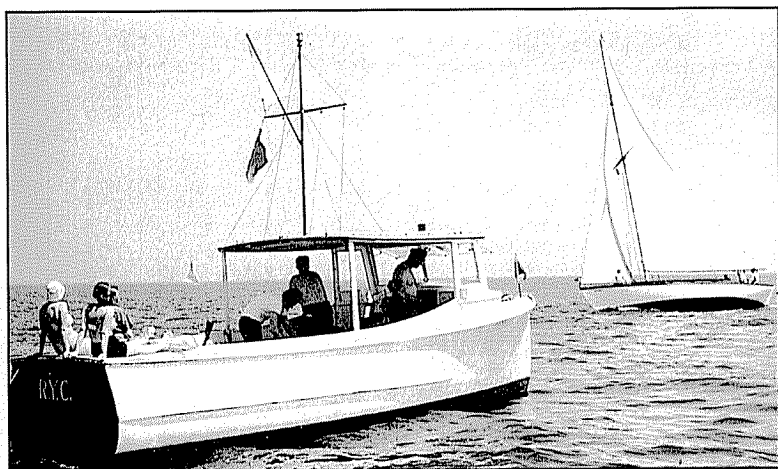
RACE MANAGEMENT

RYC has been blessed throughout the years with a group of Race Committee Chairmen and assistants who have been diligent, conscientious, dependable, and thoroughly competent in their job. During the earlier years, committee members ran races single-handedly and sailors always knew the compass bearing to pre-set marks. A few must be remembered who spent weekend after weekend, for year after year, in the bobbing boat running club races: George Culp, Alvin (Bed) Gorsline, Don McChesney, and Dick Kemp.

The 100th birthday for the Club (1977) also marked Dick Kemp's 15th and last year with Race Management. That summer several Junior Sailing coaches assisted Dick through the end of the sailing season.

In the winter of that year Henry Williams, the Sail Fleet Captain, approached Tarry Polidor about helping the Race Committee. Tarry was a member of the Board of Directors as well as an avid racer. He had just sold his boat, and was having another built. Tarry said yes on the condition that for the 1978 season.

RYC Race Committee Boat in about 1960 with Don McChesney in charge.



Start of 1976 Laser Race. John Karpf, June and Bill Kaiser as Race Committee.

The Newell Committee boat.



TROPHIES

THE MADGE CUP GAINS EVEN MORE PRESTIGE

Many of the trophies awarded each year carry a tradition that goes back to the earliest years of the Rochester Yacht Club. By the end of the 70s, the most prestigious, and certainly the oldest trophy, was the Madge Cup. It was given to the Club in 1888 by the Wolter brothers and called the Moliers Prize Cup. It was to be awarded "to the yacht making the best record in the Club's fixtures" during the season. First won by the yacht *Madge*, it was presented by her owners to the Club and renamed the Madge Cup. It has since been presented each season to the yacht making the best record for the year, both in Club races and in outside regattas, and is emblematic of the Club championship, regardless of class.

Each of the skippers who have won the Madge Cup has demonstrated sailing skill of the highest caliber and should be so recognized. Records are incomplete for the early years, but the known list of Madge Cup winners are as follows:

Madge Cup Winners

1939	Ken & Newton Castle
1940	Norm Cole
1941	Phil Farnham
1942	W.V. (Rooney) Castle
1943	Cliff Baker
1944	H. Seeman
1945	William Calkins
1946	Oscar Marth
1947	John M. Odenbach
1948	W.V. (Jerry) Castle
1949	Charles Rogers
1950	W.V. (Rooney) Castle
1951	Peter Gales
1952	W.V. (Jerry) Castle
1953	W.V. (Jerry) Castle
1954	James Burns
1955	R.A. Bennett
1956	W.V. (Jerry) Castle
1957	R.A. Bennett
1958	J.W. Hayford
1959	Alan Goldstein
1960	Bruce Huston
1961	W.V. (Jerry) Castle
1962	W.V. (Jerry) Castle
1963	W.V. (Jerry) Castle
1964	Howard Rekers
1965	John M. Odenbach
1966	W.V. (Jerry) Castle
1967	W.V. (Jerry) Castle
1968	John M. Odenbach
1969	John M. Odenbach
1970	Denis Doyle
1971	John M. Odenbach
1972	Denis Doyle
1973	W.V. (Jerry) Castle
1974	John M. Odenbach
1975	Frank R. Shumway
1976	Henry W. Williams
1977	John M. Odenbach

Madge Cup winners are continued in Chapter Four. The cup and the boat for which it was named are pictured in Chapter One.

Past Commodores Cup

In 1962, 13 Past Commodores donated the Past Commodores Cup to RYC for racing in the Dragon Class. This Cup is now awarded to the overall champion in the Ideal 18 Class.

Heinrich Trophy

That same year the Jonathan Heinrich Memorial Trophy was presented to honor the memory of Past Commodore Heinrich. It is awarded to the skipper with the best racing record in the Junior Yacht Club.

Founders Cup

The handsome Founder's Cup was presented in 1972 to commemorate the founding of the Soling Fleet in Rochester. Donated by Frank R. Shumway, Jr., this trophy along with the Soling half-hull, the Iroquois Trophy, were top prizes for Soling sailors.

Ward Williams Trophies

In 1972, James and Henry Williams donated the Ward Williams Trophies. These matching bowls are presented to the RJYC skipper and crew with the best overall records for the season.

Lyke Trophy

Also in 1972, Commodore Ervin F. Lyke presented a beautiful pitcher to RYC. The Lyke trophy is presently awarded to the season champion in Division I.

Katie Grey Trophy

Ann Bartlett Weiss presented the Katie Grey Trophy to RYC in 1975, in memory of her grandmother. It is awarded annually to the female skipper with the best record in the RJYC.

VanVoorhis Trophy

The Commodore John VanVoorhis Trophy was presented to RYC by the Commodore's friends on the occasion of his 80th birthday. That centennial year (1977) it was awarded to the International Rule 8-Meter Yacht which attained the best overall record in five specific races started off Rochester. On subsequent years it has been awarded for "best overall" in regular RYC course racing, in whichever class is selected by the Board of Directors, following guidelines set forth in the deed of gift.

Trophies: Past Commodores, Heinrich, Founders, Williams (2), Lyke, Van Voorhis trophies. Not shown: Katie Grey Trophy.



A group of powerboats rafted in Massassagua Bay in 1975.



POWER FLEET

The decades of the 50s, 60s, and 70s saw growth of power driven yachts at RYC. An expanded venue, including organized cruises and the PUFF-PUTT race, provided a great variety of yachting for the Club.

CLUB CRUISING

Club cruising is described with detail in Chapter IV. This activity, however, become popular as a main stream organized club function during this era of the 50s, 60s, and 70s. The cruising aspect of yachting, both power and sail, was done

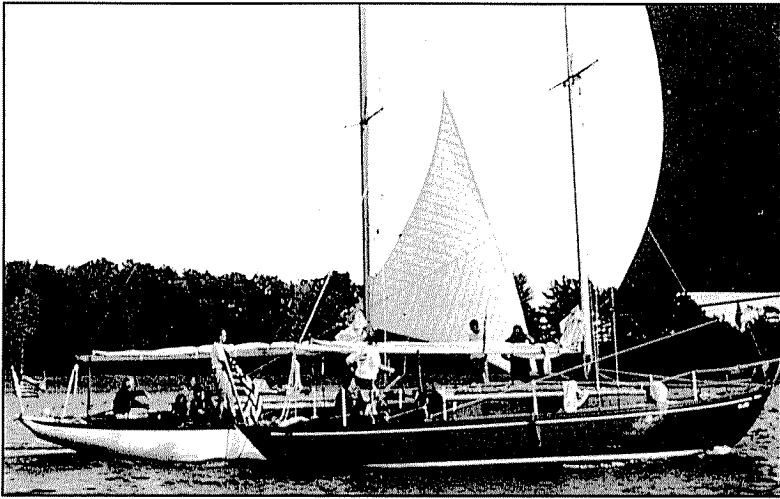
Ma Quick's Hotel in Presqu'ile Bay.



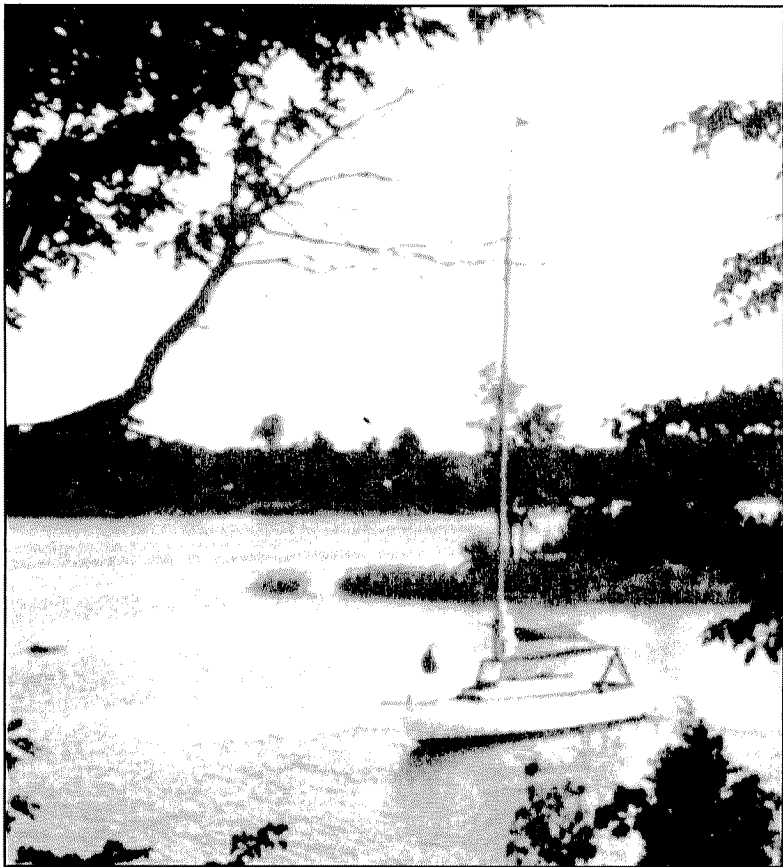
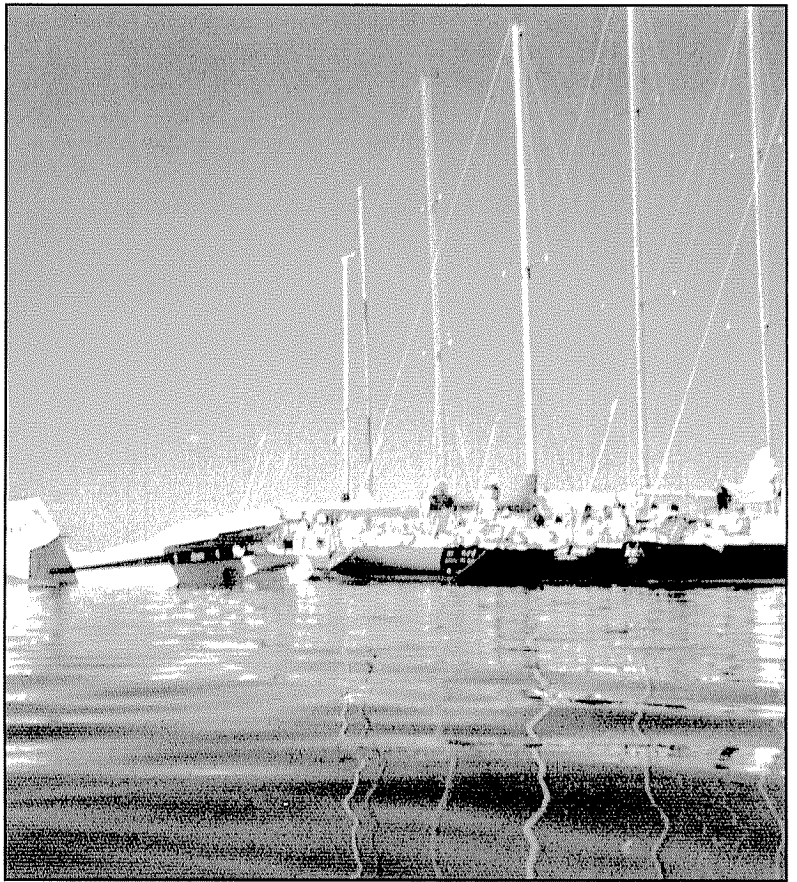
quietly, without fanfare or publicity but with great pleasure and relaxation. A few pictures follow which serve to summarize the activity.

Putt-Putt Crew, 1974. Rear - John Odenbach (Scrutineer), Mark VanDusen, Herb Heil, Jack O'Grady, Emmet Molz, Henry O'Neil, Bob Roth. Front - Ed Carson, Don Potter, Nelson Poirier, Don Clark.

Gil Barber's *Webfoot* and Alan Goldstein's *Madam* in the Murray Canal in 1958.



RYC rafts sometimes include unusual boats. Ray Hyland joins the RYC raft after landing his plane in Presqu'ile Bay, circa early 70s.



RYC raft, location unknown in peaceful 1000 Islands.

THE JUNIOR YACHT CLUB

Prior to 1950 there was virtually no formal RJYC activity. The Junior Sailing Instruction Program began that year, but was separate from the Junior Yacht Club. Then, in 1972, under Commodore Ervin Lyke, Orion Schupp and Kitty Castle rekindled interest in the Junior Yacht Club, open to children between the ages of 13 and 18 years who shared interest in boating.

This new Junior Yacht Club was open to the children of members as well as non-members. They held car washes, pool parties, get-togethers at Ski Valley, dances and a Monte Carlo Night. The RJYC was allowed to use the top floor in the building that housed the senior club's offices. During the 1974-75 season they held their first Commodore's Ball in their

1967-68 -
Jonathan
C.
Heinrich,
Commodore



1969-70 -
Henry M.
Klein, Jr.,
Commodore



1971-72 -
Ervin F.
Lyke,
Commodore



clubhouse and later added roller-skating and pizza parties to their activities. The first Laser regatta sponsored by the Junior Yacht Club was held while immediate Past Commodore Bruce Cameron was the RJYC advisor.

since an organized, democratic selection process is absolutely forbidden.

At this ceremony the presentation of **THE IF WE'DA** is a hilarious event. The early winners and the reason for their "glory" follows:

RJYC COMMODORES & ADVISORS

	<u>Commodores</u>	<u>Advisors</u>
1973	Kitty Castle	Orion Schupp
1974	Doug Phelps	Orion Schupp
1975	Heidi Schwenk	Bruce Cameron
1976	Anita Fisher	Bruce Cameron
1977	Jim Mayer	Jim Moran

START OF THE "IF WE'DA" AWARD

We've always taken our sail boat racing seriously at the Rochester Yacht Club. That's to be expected with the commitment necessary for each boat owner to make in order to sustain a competitive boat. Fresh sails and a currently maintained boat are required to compete successfully. Some would say that's the easy part. Managing a consistent, committed, but volunteer crew can be even more challenging.

RYC folklore says in 1973 that Frank Shumway discovered during one of his frequent travels to the southern Keys the painting that will probably forever be a "monument" at RYC. One story goes that Frank spotted the "nontechnical" painting in an art gallery; another story goes that he found it in a bar. (Readers' choice.) Frank and Shirley donated the painting to RYC and it has added great balance to the seriousness of our racing awards ever since.

The painting is a beautiful blend of colors in a great frame. All the rest is downhill. Many obvious errors are immediately evident to a sailor. It looks like the artist may have had a "Chinese jibe" in mind when he picked up the brush. To delineate here all the deficiencies would defeat the award the painting represents. Each year it seems an additional "sailing no-no" surfaces.


Therefore, during the very festive but serious Cups 'N Flags ceremony, this award is presented to the most deserving skipper. The criteria each year is set only by the previous year's winner,

<u>YEAR</u>	<u>WINNER</u>	<u>REASON</u>
1974	John Odenbach Sr.	"If we'da" finished the Main Duck Race in Fairhaven instead of Sodus we would have won.
1975	Erv Lyke	Becalmed at the starting line of the Scotch Bonnet Race, after two hours the race committee asked "what are your intentions Audacity"?
1976	Frank Shumway	"If we'da" been just a little bit closer to shore at Pt. Petre, we would have caught the breeze and not finished 12 hours after everyone else.
1977	Henry Williams	"If we'da" not snagged our spinnaker on UmiTaka's masthead, I wouldn't have had to take the protest appeal all of the way to USYRU.


At the Century Mark the "If We'Da" was off to a great start, which doesn't make much sailing sense, but then, that's the "If We'Da"!

+ (See the editor for an explanation of the above, if you really want one.)

1973-74 -
Bruce M.
Cameron,
Commodore



1975-76 -
Frank R.
Shumway,
Jr.,
Commodore



1977-78 -
Robert R.
Rae,
Commodore

