

through the Bay of Quinte to Kingston, past Clayton to a finish in Rochester. This race, for a cup presented by Rudder Magazine, is related in considerable detail later in this chapter. It was one of the longest fresh water races up to that time, and an exciting spectacle.

During the 1920's and 1930's, small speed boats and hydroplanes were the rage with races held throughout the area. Many of these proudly carried the RYC burgee. In 1939, the LYRA Long Distance Race included a predicted long event from Hamilton to Port Credit and return which was won by RYC Commodore Harold Field in his cruiser, *Musketeer II*.

One interesting characteristic of power boating in this region is that not many years back, a sizable part of the RYC fleet was built right here in Rochester. Initially, the principal boat builder was the Miller Brothers yard across the river. This was followed by the Rochester Boat Works located just outside the main entrances to the Club and, more recently, by Triangle Marine at the same site. The owners of each of these yards were RYC members.

The Power Boaters are a cohesive group at the Club, coordinated by Don Connors, Fleet Captain. A few of their activities include well attended monthly fleet meetings, the annual Putt-Puff Race in which they challenge the sailing fleet to a race in sailboats (power boaters have won once in the three year history of this event), and the season closing Props 'n Shafts banquet.

The following is a list of members of the Power Boat Fleet:

ADJOURNMENT - Charles Kenning
AT LAST - Phil Cichanowicz
AUDOLOWA - Don Potter
BONAVENTURE - Paul Sarbou
DEAR II - Al Mauser
DONNYBROOK - Ed Carson
DUNDAVOE - Henry O'Neill
ELUSIVE - Henry Cshette
EMDEE II - Don Clark
FASCINATION - Bob Roth
FOTO - Bernie Wahl
GAYLE - Mark Van Dussen
GERRIE SUE - Steve Foti
HI-LITE - Walter Chappelle
KOR-TEZ - Bob Korts
LISA - Tony Comparato
LOS SABADOS - Don Connors
MY PRIDE - Jim Vernille
NEAGA - Webb Sheehy
R-D-S - Dick Krausucki
RAY-MAR III - Ray Lander, Jr.
RE-COOPER-ATE - Paul Cooper
SEA ROGUE - Nelson Poirier
SEA SPRAY - Emmet Molz
SEA WOLF - Jack Staud
SEVEN SEAS - Don Kohler
SILVER BEAVER - Wes Dawes

TIME OUT - Bob Warren
TRANQUILLITY - Doug Burkhardt
VENTURA - Joe Tomaselli
WESTERLY - Herb Heil

Though power boats may not have the grace and serene beauty of a sailboat, they do have comfort and convenience beyond compare. How envious must the sailors be to watch a skipper step aboard his power yacht on a hot summer evening and be underway in minutes without the fuss of raising canvas and hauling lines, to see him out on the lake with no waiting for the tardy breeze, to see him snuggled up close to shore enjoying a quiet supper in the lee of the piers.

Interest in power boating has surged in recent years along with the great growth in all phases of the sport of yachting, and it can be expected that this will continue.

The Long Distance Power Boat Race of 1909

Rochester Yacht Club sponsored a race which the 1909 Club Yearbook described as follows: "The 300 mile power boat race in August will be the first long distance race for motor driven craft ever held on Lake Ontario and no doubt will attract entries far and wide." Clute E. Noxon, long time secretary of Rochester Yacht Club reminisced about this race in the June 1925 issue of THE COMPASS. These excerpts are in his words:

Sixteen years ago one of the longest power boat races ever held on fresh water was run under the auspices of the Rochester Yacht Club. The course was laid from Summer-ville to Oak Orchard where a buoy was turned, thence across the lake to Presque Ile Bay, through the Murray Canal and down the Bay of Quinte. From the eastern end of the bay there was a short run that took the racers past Kingston and some of the islands of the upper St. Lawrence river to Clayton. Here another buoy was turned and then a long homeward stretch back to Summerville, making a total distance of nearly three hundred miles.

Invitations were sent out to every yacht club on the Great Lakes for entries in this remarkable, long distance, non-stop race, but only three out-of-town yachts appeared for the event, which, with four entered from the local club made a magnificent total of seven, a decidedly poor showing for an inter-national invitation race of such ambitious character. As matters turned out however, the dearth of entries could possibly be explained by the absurd measurement rules of the American Power Boat Association, as by the rating given the boats under these measurements, there was abundant excuse for complaints and the loud pedal was given full play when the race was over. For instance, the thirty footer *Julugra*, with a 25 horse-power engine was allowed one hour by the *Santanita*, a fifty-foot boat with fifty horse-power. And to show how uniformly this

handicap worked out, *Satanita* beat *Julugra* by ten hours elapsed time.

The race was inaugurated under the stimulus of Thomas Fleming Day, who was at that time editor of *The Rudder* and who put up a beautiful trophy known as "The Rudder Shield."

The entries were:

Satanita - Thomas B. Pritchard, Captain, RYC

Virginia - William J. Graham, Captain, RYC

Julugra - Fred A. Mabbitt, Captain, RYC

Marietta of the Buffalo Yacht Club

Klatawa of the Queen City Yacht Club, Toronto

Helen of the Gananoque Yacht Club, Gananoque, Ont.

San Souci of Rochester Yacht Club

The race was started at seven thirty o'clock, Thursday night, July 18th, 1909, and five seconds after the gun Captain Mabbitt put *Julugra* across the line followed closely to *Klatawa*, *Virginia* and *Helen*. *Marietta* made a slow start as did *Satanita* to avoid crowding, but once the latter got sea room she began to move through the fleet like a real racer. Owing to delay in measuring the *Sans Souci*, she was not at the line for the starting gun but half an hour later she got away, and being of the express cruiser type, she streaked up the lake at great speed.

The fleet rounded the mark at Oak Orchard in good time and proceeded across the lake to Presque Ile.

Checking in at the registry office on the Murray Canal, it was found that *Satanita* was leading *Julugra*, the trailing boat, except the disabled *Sans Souci*, by two hours and thirty-five minutes. The run down through the Bay of Quinte on Friday was made under perfect weather conditions and the racers made good time — all but *Julugra*.

Down near Cressy the engine on this craft went dead as a door nail, whatever state of dissolution that may be. There was a quick hunt for trouble without results and then the mechanical experts on board set about to show their skill. In fifteen minutes the interior of the cabin looked like a machine shop blown up by a bomb. About every removable part of that engine was taken off and scattered about until it seemed that there was material enough for four engines. Putting these parts back where they belonged was like working out a cross-eyed puzzle, but a place was finally found for all of them and word was passed to start her up. She refused to obey the summons until finally the roving eye of one of the mechanics got a bead on the ignition switch. It was off. Exploding expletives with rapidity of a machine gun he threw it on and the engine sprang into life.

Julugra was now the next to last boat in the race, the *Sans Souci* being somewhere in the rear, no one knew where. Getting down below Kingston all doubts as to her whereabouts dispelled however, as a roar was heard astern and in a few minutes *Sans Souci* came into view. At Cold Bath Shoal she went whizzing by, her engines crowded to the utmost to make up her lost time.

The Fleet continued on rounding the Clayton mark and headed home toward Rochester.

It was a long all-night's drill up the lake for all of the racers except *Satanita* which arrived at the finish line shortly before eleven o'clock, the *Helen* and *Klatawa* coming in only a minute apart at half past four in the morning, the *Sans Souci* half an hour later and the *Marietta* trailing them by another half hour. *Virginia* checked in shortly after eight o'clock Saturday morning and *Julugra* made a magnificent last about nine o'clock. Corrected times altered these positions very materially and the losers had a good laugh when the mathematics were posted.

They were as follows:

YACHT	ELAPSED	CORRECTED TIME
Satanita	27:22:38	22:13:44
Virginia	36:53:10	22:23:44
Marietta	34:11:50	26:13:00
Helen	33:07:00	28:17:58
Klatawa	33:03:00	28:22:07
Julugra	37:44:40	31:03:05
Sans Souci	33:44:30	33:44:30

The 1910 Rochester Yacht Club Yearbook summarizes the race in these words: "Power boat racing is fast becoming a fixture in every yacht club and shall be encouraged wherever there is the nucleus of a fleet of gasoliners. We had our first experience in this line last season, holding the longest race ever run on fresh water and an international event at that. While there was some dissatisfaction over handicapping, it was in no sense caused by the Club, and the race was a success."