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D.C.

# Alloy! Want to Watch Canada Cup Races?

By PAUL TANNER

ONE of the biggest things (literally) that will be missed at the renewal of the Canada Cup series opening on Lake Ontario here a week from tomorrow will be the car ferries Ontario I and II.

Twenty years ago when the last race was held, the car ferries, or at least one of them, went out loaded with spectators each day. Folks made a day of it, took their lunches, watched the race between Canada's best 8-Meter Class yacht and America's best from the Rochester Yacht Club.

Everybody on the Ontario's decks became an expert. The guy from Main St. was spinnaker conscious all week. He could tell you exactly why Rooney Castle's Conewago crew beat Invader II from Toronto the first day, the second day, and the third day—three straight. He saw the races himself from the Ontario car ferry.

Well, the car ferries aren't around any more, but the RYC is going to do its best to see that the "man and woman in the street" who wants to see this year's racing between the American Iskareen and the Canadian Venture can do so. And they don't mean by walking out on the piers and looking through glasses, either.

Latest word from Rooney Castle, chairman of the Canada Cup Committee, is that arrangements have been made to bring three fairly big sightseeing passenger launches here for the series. Two 50-passenger boats will come from Olcott, and another from Oneida Lake, if the advance reservations show sufficient interest.

These reservations, which will go for \$17.50 for the whole five races, with a \$3.50 refund for each race over three if the series is shortened by one boat winning the required three sooner, now are being taken at the Rochester Yacht Club office by Miss Marian Webb, the club secretary. Single tickets for individual races will be available for \$4 each if there still is room on the boats.

These special spectator boats will follow the racing sloop's around the 18-mile course (twice around a triangle 3 miles long on each side or twice up and down a windward-leeward course with 4½ nautical mile legs) and they'll be right in for each finish. They'll go out each morning about 10:30 or so in plenty of time for the 11 a.m. start, and come in after the race, which could be around 2:15 if the wind is good, or 3 or 4 if the wind is light. All in all a good three or four hour cruise on the lake is promised. And of course you can take your lunch.

In addition to these special boats, it is expected that a spectator fleet of about 100 or more sailing and power craft will be out from the RYC, the Royal Canadian and other Canadian yacht clubs, and other yacht clubs on the American side of Lake Ontario.

**YOU WON'T FIND** any finer or more sportsmanlike sailor than the chairman of the Judges' Committee for the Canada Cup races, incidentally. In our memory Alex (we wonder if they've stopped yet calling him Sonny) Winton always will be at the tiller of an R-boat hard on the wind in a 25-mile-an-hour Lake Michigan breeze.

Winton's craft was on the starboard tack and we were on the port. It was in the 1943 Barthel Series. The wind was strong and the seas were rough and plenty of Lake Michigan was sloshing around in the cockpits of the Chicago Yacht Club's R-boat fleet in which the Lake Michigan, Lake Erie and Lake Ontario crews were racing.

We were ahead in this particular race but not by much. And we were on the port tack, the wrong tack; and Winton's Lake crew was on the starboard, the right one. And we were converging swiftly in the Lake Michigan wind and waves, heeled way over and everything hardened down on both boats. Would we make it across their bow?

It was going to be close. It might even be closer than close. Winton had the right of way, of course. But if we could cross his bow with a couple of yards to spare, we could hold our lead. We were within two hundred yards of him—150 yards—100 yards—50 yards. Add Skipper Earl Snyder held the tiller firmly as he peered through the wind and spray.

"Hold your course! Hold your course!" Snyder yelled at the other boat through the noise of the rushing air and water as he decided yes, we could make it. "Hold your course!" We crossed Winton's bow with plenty to spare—at least four or five yards. We could have reached out and touched them as they went under our stern. And after we got ashore we asked him, "You did hold your course, didn't you?" If we had forced him to alter course, while he was on the starboard and we on the port tack, he could have claimed a foul, as we well knew.

So, "You held your course, didn't you?" we all asked. "Well," Winton answered in his friendly, always unruffled and calm manner, "I may have laid off just an inch or two, but not enough to matter."

**ROCHESTER**, which almost had a driver, Paul Sawyer, in last year's Gold Cup speedboat race on Seattle's Lake Washington, as of right now will have the same Paul Sawyer in this year's 47th renewal of the classic, according to word from Detroit. George Simon has named Sawyer to drive his Miss United States in the premier boat racing classic to be run Saturday, Aug. 7. Miss United States was damaged and Simon injured when it overturned in the Maple Leaf Regatta June 19, but it is being rebuilt and will make the trip to Seattle.

If Sawyer does get to start in the big race, he will have a chance to avenge a personal grievance with Stanley S. Sayres, whose Slo-Mo-Shuns have won the trophy for the Seattle Yacht Club the past four years. Sayres will defend the title with both of his champion Slo-Mo's, the IV and V.

It will be remembered that Sayres last year designated Sawyer, who has raced in international competition, as driver of one of his Slo-Mo-Shuns in the big race on Lake Washington. After several weeks at Seattle, however, Sawyer suddenly was dropped off Sayres' team as a driver. There were many conflicting reports of what happened between the owner and the driver, but at any rate, Sawyer did not drive.

So this year the Rochesterian (he and Mrs. Sawyer reside here with the latter's sister and her husband, Dr. Charles J. Guzzetta, the dentist, much of the year) will have a chance to drive against the Sayre boats. Miss United States will be one of eight challengers from Detroit. The others are Horace E. Dodge's My Sweetie, the 1949 Gold Cup winner, and two others; Joseph Schoenith's Gale IV and Gale V; Miss Great Lakes II; and What Happened Too, the former Gale II. Three other boats have been entered from the Pacific Coast.

**HALF-HITCHES** — If you have a moment from your life, at sea these days, you might like to know that the 45th annual National Motor Boat Show will be held next Jan. 14-23 in New York City's mammoth Kingsbridge Armory. There will be two Sundays in the show week.

Don Phelps has his new rudder on Peggy Wee and she's back in the Star boat races at RYC. . . . Marsh Tobin, who got something like 16 bags of sails when he bought the 8-Meter Fun, has just bought a new dacron jib from the West Coast.

A bill has been introduced in Congress to provide for the issuance of a special postage stamp in commemoration of the 50th anniversary of the recreational boating industry in America. . . . Which means they were sailing for the Canada Cup eight years before it became recreation. . . . Or something. . . . The Coast Guard Auxiliary still is eager to examine any un-examined motor boat, so if yours still hasn't been gone over for safety equipment and such, give them a ring at their River St. Base. Top examiner in Commander Alban Greenlar's flotilla so far seems to be Walt Kennedy. . . . We agree with Mrs. William Blair and Dr. Merritt C. Vaughn, a veteran sailorman, that you can't tell a sailboat without a number. . . . And from now on we'll try to get those numbers right in there. . . . Members of the Rochester Power Boat & Racing Club will have an important meeting at Bay View Hotel Thursday night to discuss future races here. . . . And you sailboat skippers, have you got your entries in for the Central New Yorks at Red Jacket Yacht Club on Cayuga Lake yet? If not, shoot them in to the club at Seneca Falls right away, because July 30 will be here before you know it.