Eight enter outboard marathon

SEATTLE—Eight entries have been received for the second annual Alaska-Seattle outboard marathon, a 737-mile speed and spray test from Ketchikan, Alaska, to Seattle.

Among them are Norm Boddy and Al Martin of Seattle who last year roared across the finish line at Shilshole Bay to win the event with an elapsed time of 28 hours, 39 minutes and 40 seconds.

This time Boddy will team with his brother, Jerry, in a 17-foot Larson Sea Lion powered by twin West Bend 40's. They represent Vesoja's Marine of Seattle.

Martin, racing under the same colors, will go with a 19-foot Larson Surfmaster powered with twin 80 horsepower motors. Martin has not yet decided on a racing partner nor the type motor he will use.

Bob Richards and Bill Simmons of Seattle have picked a power package of twin 75 Johnsons and will drive a 21-foot Norseman. They are representing University Boat Mart, Seattle.

Orin Edson and Don Reed of Seattle, representing Advance Outboard, Seattle, have chosen twin Mercury 80's and a 17-foot Sabrecraft for the grind.

Bill Zavales and Jim Kawase will pilot an 18-foot Fibrecraft powered by twin Mercury 70's. They represent Pacific Plastics Company of Seattle.

Pete Peterson of Seattle will jockey an 18-foot Reinell pushed by twin Scott 60 horsepower motors. He has not yet chosen his racing partner. He operates Lake City Marina.

The other two entries are Oral Freeman, Ketchikan, and Lee Roy Sherack, Seattle. They have not yet decided on racing partners and are still searching for the best combination of boat and motor.

The starter's gun sounds the morning of August 18 at Ketchikan when the outboards head out to open sea for a 90-mile run to Prince Rupert, B.C. Estimated time for this leg is 3 hours, 35 minutes and Prince Rupert will be the first overnight stop.

Things get tougher the second day when the outboards clip off a 110-mile leg to Butedale, B.C., a fuel stop, and then repeat with another 110-mile run to Namu, B.C.

Namu is another overnight stop before the boats tackle the tough 90-mile run to Alert Bay, B.C. over treacherous Queen Charlotte Sound.

From Alert Bay, the outboards face a 90-mile run to Campbell River, B.C., a fuel stop and then roar another 85 miles to Nanaimo, B.C., third overnight stop.

On August 21, the boats barrel another 120 miles to Everett, Washington, where all boats will group for a 23-mile dash to Seattle's Shilshole Bay and the finish line.

The entry list is still open for the second annual race which is under the sponsorship of the Northwest Stock Outboard Marathon Association, Inc., of Lynnwood, Washington.

DEIDRE ANN DERRY and her dad Frank Derry were as busy as bees Wednesday afternoon, giving the "Milady" a belated paint job. This was the year the Derry family were going to Juneau in their 28-foot converted gillnetter. Son Ricky changed their plans by breaking his leg. However, the plan is just deferred not shelved entirely. In the meantime the "Milady" is being readied for shorter trips. —Photo by Gladys Baldwin.

PROPWASH

As many as 15 boats seen for cruiser race

By GLADYS BALDWIN

There will be between eight and 15 boats in the International Capital-to-Capital cruiser race, the latest report from **Frank Morris**, chairman indicates.

Dr. J. A. Macdonald, Prince Rupert Rowing and Yacht club secretary said that **West Vancouver** is the host for the first leg of the biennial race from Washington State to Juneau. **Pender Harbor** is the starting place for the second leg. The cruisers will leave there July 18.

Among the boats are some Canadian entries and between 75 and 100 persons will be scattered throughout the flotilla.

Expected here on July 23, the City of Prince Rupert will welcome the guests and the Prince Rupert Rowing and Yacht club is staging its customary whopping smorgasbord and it sounds like fun.

The yacht club has a reputation for its friendly atmosphere so it will undoubtedly be a success.

From reports received so far there will be a couple of really big yachts in the race.

Tickets for the dinner, at which City and Jubilee trophies will be presented, are not restricted to yacht club members. Anyone is welcome to join in the good time.

Also reporting in this week is **Robert E. Henning**, editor of **The Alaska Sportsman.** Ten boats are starting out from Seattle in the outboard caravan. Two are cruising up the coast while eight are trailering boats north through British Columbia.

Prince Rupert Outboard Association will be holding its fourth scheduled boat races on Taylor Lake, 14 miles east of the city starting at 1 p.m. Sunday, July 24.

Referee for the races will be M. J. Saunders, timer Tom Masich, announcer Len Harrington and in charge of the crash boat will be Ron Sampson.

The water-skiing section of the association under the direction of Henry Seppa is expected to perform between races.

Mike and Pat Crowley aboard the 50-foot "Escape" out of Ketchikan enjoyed a feed of "good American crabs" in a Canadian port while tied up at the Yacht Club floats. The crabs were caught in Shoal Cove, Alaska. The "Escape" is on her way to Seattle and "maybe further south." Weather was a little rough in Chatham Sound.

D. G. Martin, energetic **Prince Rupert Outboard Association** commodore won't be cramming his lanky length into a hydroplane at the races July 24. He and his family are leaving on holiday today for Shuswap Lake. The deadline for their getaway is 12 noon. Mrs. Martin says 1:30 p.m. and Mr. Martin says 3:05 p.m. We'll see! No—they are not traveling without a boat. They'll be trailering their "Martin-built" runabout and Shuswap Lake is due for some exploring by the Martin family.

The 50-horsepower motors give the motorboat fan more speed and power when on the water but they aren't much fun to try to take off the boat when under water as **J.H. (Bud) Schumar** found out last Tuesday. **W. E Bond** found the Schuman 17 footer under water early Tuesday morning. Mr. Schuman went swimming but as he says "there wasn't anything with which to take hold." The crew of the **"Blue Ocean"** gave a helping hand and the huge motor was finally pulled out of the water.

I watched a turbo-jet craft perform up at Lakelse Lake two weeks ago. Turning on a dime is a figure of speech that seemed to come true.

Looking up turbo-jets, I found they are powered with an inboard engine and a three-stage water compressor. The compressor develops more than 700 pounds pressure at the transom and this jet of water, drawn from beneath the hull, is passed through a pair of small water vanes and discharged at high velocity at the stern of the boat. The boat can be turned standing still.

An important factor is the safety factor. The elimination of the propeller means there is no danger from it to the swimmer, ski ropes. There is no propeller to lose, no shafts to break and no danger of hull damage from broken or bent shafts, struts or rudders.

Built of fibreglass the boat rides high, needing less than three inches of water. The only outside installation needed for the propulsion of the boat, is well above the bottom of the craft.

MOVIE COLUMN

Competition grows less with age in Hollywood

By BOB THOMAS

HOLLYWOOD (AP) — "The nice thing about growing older in the acting business is that you don't have to worry about competing. You come in and do your work, knowing that you bring a certain competence to it and receive a certain acceptance."

These were Claudette Colbert's reflections upon returning to the movies after a five-year absence. Her last film was "Texas Lady," a western she admits was "not very good."

Now she's back to play the mother of teen-age idol Troy Donahue in "Parrish." It's a role that suits the longtime Colbert charm, and she looks fine. The same trim figure, the smooth, high-cheeked face, the ever-present bangs, the mellow voice. You wonder why she has been away from the screen so long.

IMPORTED FOR TALKIES

Claudette was one of the stage stars imported from the theatre to films for the talkies, and she has seen a lot of Hollywood history pass by. I asked her what changes she detected in recent years.

"In the actual shooting of a picture—nothing," she said. "We're making this picture the same way we made them 20 years ago."

One change she deplores in Hollywood: The new kind of star.

"I just don't dig the dirty sweatshirt approach to stardom," she said. "Perhaps we leaned too far in the other direction in the old days. The glamor routine can be overdone. You don't have to dress in minks and sables all the time. But you can be presentable in public."

FAMED MAGICIAN

Harry Houdini, the American magician and escape artist who died in 1926, left his great library on magic to the Library of Congress at Washington.

Tips on keeping flowers

This is the season of flowers Gardens are lit up with bright blooms and if you're lucky enough to have your own garden or have friends who do, vases around the house are filled with its colourful harvest. Unfortunately, once in the house, their lives are all too short. Here are a few tips that should help keep your picked posies fresh and blooming longer.

Never tear a flower from a plant. Make a clean cut with a good stout pair of shears. Never leave the stems out of water for more than a few minutes. It's best if you have a pail of cold water in the garden with you and plunge the blooms in as soon as they're picked. More flowers wilt as a result of the first few minutes of neglect than one would expect.

Cutting should be done early in the morning or late in the afternoon, never at midday nor in the wind. Don't submerge any more leaves than necessary for they soon decay and induce wilting. Each day, cut the ends of the flower stalks and do the cutting under water. The old ends tend to heal and cut off water entrance.

A clean vase is another must. Simply giving flowers fresh water each day isn't enough. You can either fill vase with water, add some soda bicarbonate (baking soda) and let soak while you're clipping the stems, or you can wipe out the interior of the vase with dry soda applied with a damp sponge. The soda not only cleans thoroughly . . . removing that slithery film from around the sides of the vase . . . but it removes all traces of odor. And don't overlook the frogs, if you use them. The simplest method here is to apply soda dry with a long, stiff-bristled brush. Rinse frogs and vases and you're ready to arrange your flowers.

Shareholders of phone firms approve merger

VANCOUVER (CP)— Shareholders of the British Columbia Telephone Company Thursday approved a proposed merger of North-West Telephone Company with B.C. Telephone Company.

North-West is a wholly-owned subsidiary of Anglo-Canadian Telephone Company of Quebec which has a substantial interest in B.C. Telephone.

Preliminary steps for the acquisition of North-West by B.C. Telephone, including changes in legislation affecting both companies, were taken earlier this year.

Under the terms of the merger, B.C. Telephone will acquire 900,000 ordinary shares of North-West Telephone, and then transfer the assets and properties of North-West to B.C. Telephone.

The merger will require the approval of the board of transport commissioners for Canada and the Public Utilities Commission of British Columbia. The former will hear B. C. Telephone's application for merger in Ottawa July 19.

LADY IN DISTRESS — With the great increase in boating in Canada during the past few years, several federal government regulations have been laid down to make boating a safe sport. One of these requires that pleasure craft 26 feet to 40 feet long must be equipped with pyrotechnic distress signals for summoning help when a boat is in trouble. Here, the young lady demonstrates the new distress flare just introduced by the ammunition division of Canadian Industries Limited. The flare burns with an intense, bright red flame for five minutes and can be seen to the horizon on a dark night. Such flares are also highly recommended for smaller boats which might venture out into open water.

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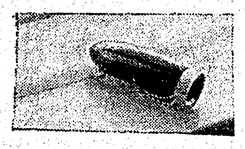

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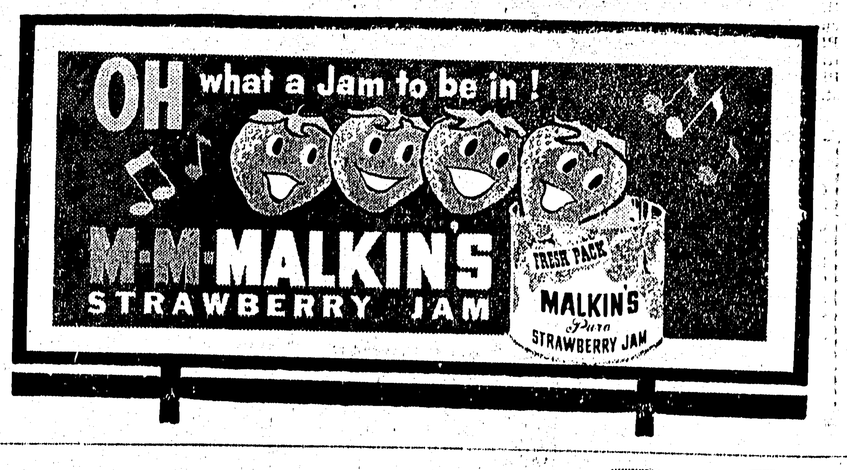

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