

Crescent History

1943

In spite of the heavy financial obligations related to the 1942 season's activities, Ed Dunn, who had taken over the Treasurer's duties from Dick Hill, reported that the Club income for the year was \$500 in excess of expense.

In December 1942, with this positive financial position in place, Commodore Fredrick turned over the Club affairs to Dave Davenport, assisted by Vice Commodore Ed Kemey and Cal Sutton, and newly elected Rear Commodore Bill Phillips. Joe Vance was elected to the Board.

Facing another year of war rationing in Detroit, the Club, and its 100 percent windjammer fleet, found itself in luck for sailing. The use of powerboats at other clubs was sharply restricted by the maximum 125 gallons allowed for a three-month period. However, further rationing of gasoline for cars included four gallons per week with only two gallons for other than necessary driving and this created a hardship for those living a distance from Crescent. Food rationing made it difficult for Mrs. Shaper to feed Crescent sailors. As spring ripened into summer, some Club families appeared at the Club on bicycles, each carrying their lunch. Because of these rationing restrictions, it was necessary to abandon the Annual Commodore's Ball, which had come to be a Crescent social fixture.

Some of the Club's most active supporters, including Directors Gene West, Steve Takas and Fred Schelter, donned uniforms for the armed services. Occasional letters showed Crescent sailors scattered all over the globe and Crescent's Honor Roll lengthened week by week.

Many of the outhauls in the North Harbor had been down for six to eight years. The Directors looked for a means of raising them. Tom Yaxley, who had proved his skill in the building of "Vixen", a beautiful 25-foot Pacific One Design, volunteered to provide the Club with a scow for the purpose.

After much Club debate, it was decided that two smaller scows would be much handier in the Club's harbors. Single-handedly, Tom Yaxley completed the first scow. It became the model for a crew of Club Members to build its twin. Two other Club Members presented the Club with a cable hoist and during one Sunday in early spring a number of old outhauls were raised and found to be in good condition.

Racing in the river through the summer suffered somewhat by the departures of sailors to the battlefronts around the globe. Nevertheless, the season's Sunday regattas, (Saturday was a full working day for most Detroiters in 1943) produced a respectable fleet. Eighty-one starters turned out for Crescent's regatta. Owners of auxiliaries found themselves in luck and although Detroit sailors stayed out of the steamboat channels and seldom crossed to Canadian waters by request, Coast Guard had little fault to find with yachtsmen's observation of wartime regulations.

Coast Guard Lieutenant Macfarlane's ambulating "Peggy", the most worthy craft in Crescent's

harbor, grew moss at the waterline for the first time in many seasons. Coast Guard reservists took complete charge of many of the patrol boats and stood 24-hour shifts. Sirens shrieked each Friday at noon. Blackout practice was held once or twice a month. Detroit waited for what might come, but the preparation both ashore and afloat proved effective in preventing sabotage.

The Club became a bit overgrown during the early part of the year because so few active Members showed up for Workdays. However, a high water emergency and more careful planning of work by Club officers and committee chairmen made things hum again. Fifty to sixty Members donned dungarees on Sundays throughout the summer and accomplished wonders.

Fall found the Clubhouse and harbors in better condition than ever before. Although Crescent's Membership was officially all male, affiliated Crescent woman always turned in an amazing effort. During one Workday, Crescent's broad lawns were mowed and raked by Crescent mothers and youngsters. When it was decided that sailors would be fed at Crescent's Regatta, wives turned to it with a will. Not only was food abundant for all comers, but also, the woman turned in a \$50 surplus to the Regatta fund from the sale of (strictly prohibition) refreshments.

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