

As boating increases, so do the number of regattas. Confusion began to be apparent toward the end of the '47 season. It was a known fact that many skippers flipped a coin to determine which regatta they'd attend.

Let's look at this season: Although many clubs run tuneup series as early as April and May, no regattas are scheduled until the July 4 weekend. Even then only two regattas are programmed: Snipes at Olcott Yacht Club, and now Curtis' Lightning championship, which is under fire.

Yet beginning July 29 and continuing through Sept. 6—just five weeks—there are already listed seven major regattas, all in the immediate Rochester area, and many of them open to the same class of boats. And the program isn't completed.

Lest readers dismiss this as one man's opinion, let's wind it up with this excerpt from an editorial in December's Yachting magazine, written by an old hand who has watched the yachting game for decades:

"Several things call for consideration. One of these, of primary concern in racing events, is the matter of overlapping and conflict of dates. With the growing number of racing events, it is inevitable that there should be a crowding of the racing calendar. This year many scheduled races were poorly supported because other events were fixed for the same date. What is needed is some central authority in every yachting area whose duty it is to supervise racing fixtures and synchronize dates to avoid as far as possible this conflict. This can best be done through local yacht racing associations. If every yacht club would clear its dates through such central authority much of this confusion would be eliminated."

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RYC Commodore Bill Calkins and his sailing committee chief, James G. (Jeff) Dale, settle down today to the serious business of promoting The Rochester Race, the 335-mile (world's longest) fresh water contest.

Printing presses are preparing Dale's neat and complete brochure, adorned with map, to be sent to yacht clubs everywhere. It points out that the big handicap event offers a test of sailing, piloting and navigation; tells how entrants from afar can reach Ontario through the Hudson and Barge Canal on the east and the Welland Canal on the west, points to Earl V. Snyder's offering of a sterling tea service to the winner, then goes on to the technical requirements:

Start will be at Port of Rochester Aug. 29 at 7 p. m.

Course is northeasterly 81 miles, rounding Stony Island; westerly 158 miles to Toronto and through Toronto harbor, then southeasterly 96 miles back to the finish at Rochester.

Dale and his committee have restricted entries to yachts having a minimum waterline of 23 feet and minimum combined overall and waterline length of 53 feet; enclosed cabin and self-draining cockpit; of sound condition in all respects; minimum crew of four of which at least two shall be amateurs.

Measurements and handicapping will be under the Royal Ocean Racing Club rule.

Auxiliary motors, radio telephones, transmitters or radar equipment will be sealed or locked before the race.

Highly emphasized throughout the announcement are safety precautions.

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HALF HITCHES: New officers of Rochester Flotilla, Coast Guard Auxiliary: Commander, Harry L. Fitch; vicecommander, Daniel M. Beach Jr.; training officer, Arthur G. Walton . . . past commander William H. Ingram has moved up to vicecaptain of the Auxiliary division of which the Rochester flotilla is a part . . . Coast Guard "brass" from Cleveland and Washington headquarters will be on hand for the now-famous annual Shakedown Party of the flotilla, set this year for Apr. 22 at Rochester Yacht Club.