

THE fourth annual Rochester Race, programmed to take the starting gun off the Port of Rochester on Aug. 19, will be the world's longest fresh water race with a vengeance.

Shooting for a total eclipse of any other fresh water marathons on this battered globe, the Rochester Race Committee of Rochester Yacht Club has reversed the course around Lake Ontario and stretched it to a hard-boiled 377 miles.

Here is the new course of the giant grind:

From Rochester west to Hamilton at the westward tip of the lake, 114 miles; Hamilton straight eastward the entire length of the lake to and around Stony Island near the mouth of the St. Lawrence, 181.6 miles; Stony Island back to Rochester, 81.6 miles.

This is not only 42 miles longer than last year's huge triangle for racing and cruising yachts, but reverses the direction of the course of the past three years.

Committee Chairman William S. Calkins looks at it this way:

"We have not only the world's longest fresh water race—but we have the most interesting. That's a point we are stressing more than ever this season. A great triangle like this gives skippers a shot at all points of sailing.



W. S.
CALKINS

"The race will be more rugged than ever; no show for day sailors—and that's the way it was first envisioned, a test of men and gear, a trial of a man's ability to handle his boat. This could be tougher than even the famous Bermuda race, for if the wind on the ocean is just right some of those Bermuda classics are a long slide on a broad reach."

In charting this year's course, and deciding to swing it clockwise, Calkins' committeemen, all veteran sailors, came up with a shrewd piece of reasoning. Prevailing Lake Ontario winds in August are from the west. So the course affords a whopping and less arduous 181-mile run with the wind from Hamilton to Stony, sandwiched between the two bucks

into the wind, the opening Rochester-Hamilton leg and the closing Stony-Rochester stretch.

This arrangement, the committee expects, will help make the race attractive to some of the heavier boats such as schooners which are slower on weather work, but depend on runs and broad reaches in heavy winds to make up their time.

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BEHIND the committee's decision to stretch the Rochester Race to the limit lies a tale. The race always was intended as the world's longest on fresh water—but last year the planners discovered that their 335-mile Rochester-Stony-Toronto-Rochester course happened to be an exact tie in distance with that venerable fresh water classic, the 43-year-old Chicago-Mackinac Race.

In fact—and we cannot tell a lie—the Chicagoans were forced by a civic exposition or some such fete to move their starting line back last year, and wound up with a race some 3 or 4 miles longer than Rochester's.

Whereupon RYC tackled this year's race with a they-can't-do-that-to-us attitude, and came up with the 377-miler. If the Chicagoans decide to stretch their course to whack down the upstart Lake Ontario gang, RYC will have a problem in future years, for the present course already is bumping the east and west ends of the lake. But then again, maybe Calkins & Co. can send the fleet twice around the course!

On the committee are Earl Esty, Bud Gorsline, Phil Hoffman, Herb Wahl and Jerry Castle. Now the chores are being parceled out among them—arranging patrols, stake boats, measures, invitations, moorings and the other items that make up the pleasant headache of a major regatta.

Just for the record, the opening Rochester Race in 1948 was won by Fred Temple, the brilliant Toledo skipper; the 1949 affair by the late Bill Barrows of RYC, and last year's race by George Ford, also of RYC, in his handy new yawl.