

#41 Power Squadron

Ahoy! Cruisers to Go To Rowing Regatta

By PAUL TANNER and CLIFF CARPENTER

ROCHESTER power boat owners are offered opportunity for an extraordinarily interesting weekend coming up June 21 on Onondaga Lake in Syracuse. They can go on a cruise and at the same time assure themselves a front-row seat for the Golden Anniversary Regatta of the Intercollegiate Rowing Association, the transplanted Poughkeepsie Regatta.

Syracusans in charge of the affair really are going all out to attract the boating fraternity for the weekend. Biggest thing they're planning is a 3,500-foot log boom for cruisers to tie up to. It faces the last mile of the 14-lane wide racing course, so those taking advantage of it will be able to sit in their cockpits and watch the races from the best seats possible.

Several boats from the Rochester Power Squadron will leave here Thursday night, June 19, and make the run to Oswego, where they will leave Lake Ontario and enter the Oswego Canal at 9 o'clock the next morning for the passage to Onondaga Lake. They'll have to enter the lake between 12:30 and 4 p. m. or wait until after 6:30 p. m., because during the week before the regatta the outlet from the canal into the lake will be closed so as not to interfere with the practices of the racing shells.

Of course even a 3,500-foot boom has its limitations, so reservations for space will be on a first-come-first-served basis. These are being handled by a Water Traffic Committee, Syracuse Regatta Association Inc., headed by Eric W. Will as chairman. All reservations should be in his hands on or before June 12 (just a week from Thursday) and checks for the anchorage fees (\$15 for boats under 7-foot beam and \$25 for those over 7 feet) should accompany the application.

They're available at the RYC office. Send the whole thing to Mr. Will at Will & Baumer Candle Company in Syracuse. Or if you're in the Power Squadron, get in touch right away with Past Commander Ken Castle Jr.

On Race Day all boats must be moored on the lake by 2 p. m. and there'll be no movement of unauthorized craft permitted after that time until the races are over. The outlet also will be closed that day from 10 a. m. to noon. The boom will be properly lighted and marked, yachtsmen have been assured. In addition to it, there will be mooring for craft on the west side of the lake where supplies, gasoline and services will be available as well as at the Onondaga Park Marina.

Fourteen colleges have been invited to send their crews to the regatta, which will consist of the Freshman Race at 2 miles, starting at 3 p. m.; the Junior Varsity at 3 miles at 4 p. m., and the Varsity Championship (with the University of Wisconsin defending) at 3 miles, beginning approximately at 5 p. m. There shouldn't be any delays for rough water as there were many years at Poughkeepsie. Onondaga Lake, lying southeast-northwest, and only 5 miles long, isn't usually swept by a lengthwise wind.

Onondaga Lake is quite shallow near the shore, skippers also should note, and safe cruising distance is 400 to 500 feet off shore. There are no hidden reefs or bars anywhere in the main body of the lake. One more word: Boat owners should be sure that equipment meets Coast Guard regulations for safety. The Coast Guard, assisted by the Coast Guard Auxiliary, will patrol the regatta.

THE SCOWS, absent from the Central New York Yacht Racing Association regattas for the last two years, should be back in the big "Central New Yorks" this year, what with the three day event (Thursday, Friday and Saturday, July 24, 25, 26) being set for Keuka Lake where there is quite a fleet of them. They can't help but lure some of the Chautauque Lake Scows there that weekend.

The regatta, which often draws well over a hundred boats from the size of Comets to Stars from surrounding yacht clubs, will be held off the Keuka Lake Yacht Club, just below the old Gibson's Landing House on the west side of the lake about half-way between Branchport and Hammondsport. Bill Tapley of Geneva, chairman of the CNYRA race committee, says the Keuka yachtsmen are working enthusiastically making preparations.

Besides the Scows, Comets and Stars, there will be racing for Thistles, Lightnings, Snipes and K-boats, of which there about 35 on Keuka Lake.

IT LOOKS NOW as if the largest fleet ever to compete will start in the big ocean race from Newport, R. I. to Bermuda Saturday, June 21. With the entries closed, the list now stands at 63. The previous record was 54 starters in 1950. The race is held every two years. Yachts flying six foreign flags—5 British, a Canadian, a French, a Cuban, a Dutch and a Bermuda craft—are among those entered. The U. S. Naval Academy has 5 boats that will sail and the Coast Guard Academy one.

Chief local interest during the race, of course, will center on Wendell W. Anderson's big 72-foot yawl Escapade from Detroit, winner of last year's Rochester Race around Lake Ontario.

After the race to Bermuda there will be two other long sails in store for at least part of the fleet. The five British boats and at least one American craft, the yawl Caribe, will take off on a race from Bermuda to England. Another racing fleet will start from Bermuda and sail to Halifax, N. S. This event, being sponsored by the Royal Canadian Naval Sailing Association, already has two entries, the Canadian schooner Wanderer XI from Halifax and the U. S. Coast Guard schooner Teragram.

ROCHESTER YACHT CLUB's big boats won't sail for the Christy Trophy this year, it has been decided, mainly because the skippers want July and August free for cruising and also for the Freeman Cup Race, the LYRA Regatta and the Rochester Race. In other words, the schedule had just become too full those two months.

Instead the auxiliaries will sail on Sundays in June for the Robbins Trophy over the regular Christy Series courses of 18 miles (to Nine-Mile Point and back or to Braddock's and back). Previously the Robbins Series has been over smaller triangles. Then, after skipping July and August, there'll be a series of long Sunday races in September and early October for a new William P. Barrows Memorial Trophy.

HALF-HITCHES—Are the ex-Algonquin Lightnings going to take over completely at Newport Yacht Club? Or are the Newporters just naturally kind to newcomers? A couple of years ago Dr. John McIntosh transferred his Blue Jacket across Irondequoit Bay to Newport and now is champion. Now Ernie Hamilton, with Algonquin giving up its old clubhouse on the east side of the bay and its Comets moving to new and drier quarters, has become a Newporter and in the opening Memorial Day race sailed his red Quest home first. Who was second? Why, his old-and-new clubmate, McIntosh!

Paul B. Sawyer, the American speedboat racer who has just arrived in Italy to compete in three big Italian races, is the brother-in-law of Dr. Charles J. Guzzetta of 272 Orchard Park Blvd., Sawyer being married to Guzzetta's sister, Erminie. In fact, Sawyer gives Rochester as his address, Mrs. Guzzetta explaining that because he and his wife are traveling about 10 months of the year to races, he'd never get any of his mail if she didn't handle it for him. He also sends all his trophies here and there's a bunch of them at the Guzzettas'. Sawyer, whose "Alter Ego" is a 225-cubic-inch job, will race at Trieste next Friday, in Milan on June 22 and on Lake Avigliana, near Turin, on June 29. He hopes to bring his boat to Rochester sometime in August to work on it and may be lured into a race if the proper competition can be found.

A new Six-Meter boat is being built as a possible Olympic contender for Sweden. Which is quite an event, since you can count the new Six-Meters of recent years without using too many fingers. This one is for Sven Salen, and it's being built by Tore Holm at Gamleby in Sweden. It was Sven Salen who about 25 years ago introduced the genoa jib for the first time with one of his early Six-Meters, the "Maybe." . . . The new craft is from Sparkman & Stephens design.

Members of Rochester Power Squadron who have earned their coveted "N" (that's for Navigator and you can get it only by taking the various courses which extend over two or three or more years) have formed an N Club, with Al Hartsig as president; Adrian Leys, secretary; Gardner Huff, treasurer.

Bill Sprague will handle the races of the growing Genesee Yacht Club fleet, which assures that they'll be both well and conscientiously run. If the club's Lightning fleet continues to add new boats they'll have to hire a traffic cop for the Genesee River on the days they go out to race.

Sodus Bay Yacht Club still is keeping its feet dry, but you sort of need a local pilot to safely get you in the road to the club.