

Birds & Worms News

the newsletter of the Newport Yacht Club, Rochester NY



One of the Laser Regatta Starts (AS photo)

What's Up?

8/16,17 – Snipe Briody Regatta

9/1 – Brown Jug

Since the Last Newsletter – J. Boettcher

Can't believe we are at the midpoint of the sailing season already. Jim Cuddihee reports that the Lasers

had a good regatta on June 21st. I missed the general membership meeting on the 25th but I understand that the Cruising Fleet put on great Lasagna dinner preceding the meeting. At the meeting, four new members were voted into the Club and disclosure of recent thefts at our docks. Read all about it in this newsletter.

Thieves Strike NYC

Lynn and Denise Bluett's boat suffered the worst of it with the thieves breaking into the boat taking radios, electronics, gas cans and lines, life jackets and other boat equipment. The Doc Mac was also entered and jackets emblazoned with NYC Race Committee were taken. Go figure what the thieves had in mind for these. Entry to the docks was obtained by unbolting the hardware holding the fencing to the gates. For what it is worth, the Newport Marina was also targeted with serious vandalism accompanying the thefts.

Rear Commodore Remarks – Steve Leach

It's our turn to host the Brown Jug Regatta. To review, this event is open to ALL sailboats on Irondequoit Bay and is alternately hosted by NYC and the Rochester Canoe Club. It's held on Labor Day which this year will be Monday September 1st. The races start at 1:00 and you must register by 12:30 in order to participate. Registration forms will be available in the Club.

After the races, there will be a reception and awards ceremony at NYC. All members are encouraged to come to the reception and please bring appetizers or munchies for the table. The club will provide beer. Also, if you have a perpetual trophy from last year please get in touch with me and make sure you bring it.

Vice Commodore Thoughts – A. Smith

There have been a couple of musings or rumblings around lately about simple courtesy at NYC. Through the years we have had a handful of unwritten "rules" regarding various activities that maybe some of our newer members have not been made aware of.

Some basic rules: if you get it dirty, clean it; if you unlock it, lock it back up; if you break it, fix it, or at least tell someone on the Board so it will get fixed. Respect the Club facilities as you respect your home.

At the Quarterly General Membership Meetings, both this spring & Summer I spoke of the club being able to be reserved by club members for private parties. This is something I feel is a great benefit for members, and should be cherished. We have a fine facility which is the envy of many other clubs. Let's try to keep it that way.

When some event, like a private party, (be it a grandsons birthday party, or a wedding), or a fleet regatta is scheduled, it is expected that other members will respect this event and give some room, or keep their club activities to a bare minimum. If you show up for a day of sail-

ing, did not check the calendar, and find a big event is ongoing, just get in your boat, leave, and enjoy the water. Remember not to block in cars or trailers that may already be in place for the scheduled event.

Other club activities that are on the club official calendar are open to all. And on days when nothing is scheduled, enjoy the facilities that are available. Remember the basic rules and be respectful of others that may also be using the club grounds.

A dog running loose on Club property has been a no-no for a long time. Dogs must be leashed, and are not allowed inside the clubhouse. If we all remember to treat each other with the courtesy we would like afforded to us, and treat the facilities as we would treat our own homes, NYC will be a safe and happy place to visit and enjoy. See you there!

Membership Committee Report – J. Boettcher

At the July meeting, four new members were voted in. Thanks much to Lynn Bluett for presiding over the inductions.

Pat Korpar comes to us after docking his 23 ft sailboat at the NY docks on the west side of the Genesee River in 2007. He has been sailing since he was 10 and is joining NYC so that he can be around people that like to sail. He lives in Rochester and lists his occupation as roofer. Seems like we might put him to use around the Club.

Bruce and Pat Olson taught their kids to sail on Canandaigua Lake using wood Lightning #654. That boat has been restored and they want to keep it at NYC in order to introduce their grandchildren to the sport. They live in Churchville and have a 36 ft sailboat at Youngstown for more extended sailing. Bruce and Pat have bare boat sailed in the British Virgin Islands several times. Bruce is an executive at Orcon Industries Corp. in LeRoy.

Bill Howard comes to us from the Pultneyville Mariners where he was membership chairman. He has sailed a number of boats in his long sailing career and comes to us with 15 ft Chesapeake Bay Sharpie which can be rowed or sailed. Bill has found a home for his boat on one of the Snipe racks. He is the owner of Howard's Wholesale a distributor of fabrics, foam, and supplies. Bill and wife Jeanne live in Irondequoit.

Jesse Scuderi recently bought his first sailboat from a former member and was told that NYC was the place to keep it. He is fairly new to the Rochester area and lives

a short distance away. Jesse has experience in Sunfish, Snipes and several large cruising boats. He has recently started crewing for Ricky Trauscht on his Snipe and looks forward to being part of the NYC community. Jesse works as a senior environmental technician for Fisher Associates.

Newport Laser Regatta – J. Cuddihee

Fourteen Lasers participated in the regatta on June 21. Andy Smith ran the races on Lake Ontario with Dean Clayton and the NYC race committee assisting. Initial winds were 3-5 mph from the south, shifting to 10-12 from the East. A thunderstorm precluded the fifth race.

Mark Sertl won the regatta with 1 1st place and 3 2nd place finishes for a total of 7 points. Next overall was James Moran (12 points) and a tie between Kirk Reynolds and Tim Jones (15 points). Mark Sertl, James Moran, Luke Miller and Merritt Moran took 1st place in the Master, Open, Jr. and Women's Jr. division.



Downwind Form of M. Sertl (AS photo)

Much thanks to Eva Smith and Carol Cuddihee for staffing the registration table. Norma Platt provided the after-race barbecue aided by Sue Leach. Bob Shanebrook managed the parking lot and helped with launching and retrieving the Lasers. With all this help the regatta went well and we made a \$40 profit.

Snipe Stuff – Norm Dahl

What event would inspire champagne, music, yummys, and a wet T-shirt contest? Only the christening of Charlie Courtsal's new Snipe on July 20th. Charlie showed the generosity to supply all the bubbly and the good judgment not to actually break a bottle on the bow

of his boat. Lisa brought an assortment of Japanese umami-flavored rice creations. Guests had brought several other yummys, too. Phil led us in a song of his own creation, designed to inform and inspire the entire Snipe fleet. As for the wet T-shirts, they went with the wet shorts, shoes, hats, sails, etc., acquired during the deluge that began halfway through our only race. The penultimate presentation was a recounting of the names proposed by well-meaning fleet members. Then Charlie announced the chosen name, "What's Up DOCK?" and poured champagne over the bow of his boat. We each wiped a tear from an eye and fell into an awed silence.

Charlie and Brendan Courtsal won the Snipe Spring Series. Bill Vaughn and Samir Dixit are leading the Official Series.

Now we turn our attention to the forthcoming Briody Memorial Regatta, scheduled for August 16-17. We expect boats from Canada, Massachusetts, Pennsylvania, Michigan, Ohio, and elsewhere in New York. Peter Allen will be PRO, so we will have well-run races. Everyone comes expecting good competition and warm fellowship, and that is how it always turns out.

Official Series Standings(Place/Skipper/Races/Points):
1 Vaughn 4 1601, 2 Courtsal 3 1577, 3 Horvath 2 1502,
4 Lee 4 1446, 5 Dahl 2 1390, 6 Trauscht 1 1306

TNS Snipe Standings(Place/Skipper/Races/Points): 1
Lee 7 1658, 2 Cumine 1 1610, 3 Dahl 4 1581

Long Range Planning Committee Report – L. Foster

The Long Range Planning Committee has two items they are working on.

The first is the monitoring of the hoist area. Eventually we will need to fix the concrete slab. What we are trying to determine is if this is a project that needs to be worked on in Fall 08 or if it is a 2009 project. Estimated costs are \$3000-\$10,000 depending on what we find is causing the problem and how it can be fixed.

The second is the rehabbing of the clubhouse. Long Range Planning committee member and licensed architect Dan Pope has draw-up a floor plan showing the suggested improvements. The improvements can be made during the off-season and in stages over the course of a few years. Our new septic system provides for the installation of showers. Showers have the obvious use but also provide a facility that can aid someone if they 'take a swim' accidentally when the water temperatures are dangerous. Cost and work schedule will be

determined after the plans have been solidified...hopefully by the end of the year. Member participation in the execution will help to keep costs low. A list will be compiled for items that can be donated. Possibilities may be: kitchen cabinets, bathroom vanities/counter tops, industrial refrigerators/cooler/freezer, mirrors, etc. Please take a close look at these plans and make your comments directly to Dan <dpope15250@gmail.com>.

NYC at the 2008 ADK Expo – J. Boettcher

Norm Dahl, Norma Platt and John Boettcher represented the Club at this year's Adirondack Mountain Club Outdoor Expo on June 14th at Mendon Ponds Park. Turnout was low due to the threatening weather but the rain held off until later in the day.



NYC folks at ADK Outdoor Expo (SA photo)

Sailing Experiences

(This is a new feature of the Birds and Worms where a member of the club shares a particularly notable sailing experience with some instructional value. If you have such a tale please get in touch with me. editor)

Our July Adventure - Peter Allen and Peggy Crevey, Bullseye #337 Last Wednesday (July 23), while the rest of the members of Newport Yacht Club were preparing for the July membership meeting, Peggy and I pointed our tow car and boat toward Mystic Connecticut. We stayed there for Wednesday and Thursday nights. We launched the boat at Noank, CT on Friday morning. A total of twelve Bullseyes were towed across Fishers Island Sound to Fishers Island, New York. It was no big deal, as Fishers Island, New York is only 2.5 miles off the shore of Connecticut near that state's border with Rhode Island. Strange, but true. We, and all those other Bullseyes were heading to the 2008 Bullseye

National Regatta, hosted by Fishers Island Yacht Club. Together with the Bullseyes at the host club we had 23 boats in the regatta. (www.bullseyeclass.org)

The Roundtrip to Mystic and Back I'm not going to complain about the rain, but I do suspect that most of those who shared the roads with us thought we were prescient for bringing a boat with us. Otherwise it was just a slow ride. The rain made us slow down, as did an over-warm bearing on one of the trailer's two wheels. We got there and got home with no problems, but it was a nagging worry. The Explorer, towing the boat, averaged 13.4 mpg. Ugh! At least the ride home was in sunny, warm weather.

Fishers Island The island was first privately owned by Governor John Winthrop, of Massachusetts Bay Colony fame. His last survivor sold the island to two brothers around 1870. In the manner of the day, resort hotels as well as luxurious private "cottages" sprouted up on Fishers Island. Concerned (I suspect) with commercial and "common" sprawl, the "better" residents of this island formed an association in the early Twentieth century. The association was concerned that Fishers might go the way of Block Island, so they strictly limited commercial and cheap residential development. As a consequence today there are only about 400 year-round residents, no hotels on the island and only one guest house, offering only five or six rooms. The island is little known to the public. So, all the visiting participants in the 2008 regatta were housed in homes of the members of Fishers Island Yacht Club. After staying in Mystic for two nights and launching our boat with the others on Friday morning we were glad to finally reach our objective.

Our Hostess About a week before the regatta we were told that we would be put up in the home of Lady Barbara Gorham, the widow of Sir Richard Gorham, who was knighted for his service during World War II. He was a native of Bermuda (where they lived), and had flown an observation plane for the British artillery during the war. Lady Barbara grew up in Englewood, New Jersey. Her father was a stockbroker on Wall Street. Her family had summered on Fishers Island since the 1920s. She and Sir Richard bought their own home on Fishers in 1976. He died a year ago. She was most gracious and welcoming and insisted we call her "Bobbie." She was full of wonderful stories. What a lovely, delightful person!

Parties and The Regatta Until Friday morning we had never seen another Bullseye sailboat in the water. Simply seeing how experienced owners sailed and raced the boat was one of our main objectives. We

wanted to see how the boats were equipped, how they were handled, and how they were sailed in competitive conditions. And learn we did!

A Spot of Trouble Friday afternoon the Bullseye Class Sail Measurer had to measure each of our sails. I expected that our ancient spinnaker and ancient genoa would not "measure in" as they had seen much use and were probably stretched out beyond the limits. Unfortunately I was correct. The good news is that the regatta chairman had an old but legal spinnaker we could borrow. And the class vice president offered us an older but legal genoa (the larger of the two jibs) we could use during the regatta.

I was aghast when our new jib measured in as being a tad too short on the hoist! Not by much, but it was too small and being a little too small is like being a little bit pregnant. With no sailmaker available, the measurer added a bit of duct tape to the lower edge of the sail and pronounced the sail "legal." Grrrr.

Our newish mainsail measured in OK. The previous owner had not been a racer, nor do I think he was much of a sailor, for that matter. Our mainsail was the only one in the regatta that had a row of reefing points. Pretty funny. Reefing points certainly don't add to the speed potential of a sail!

Anyway, sail measurement was over and we had a complete suit of sails. We were now eligible to race on the weekend. We went to our home for the weekend to refresh, returning to the club for a welcome reception. Then it was on to a delightful lawn party/dinner at an 1889 mansion belonging to the sister of one of the competitors. The mansion has been in the family since it was built. We were treated to a beautiful sunset over Long Island Sound and a Mexican dinner.

Saturday we enjoyed a continental breakfast at the yacht club, then were ferried out to our boat, which was on a mooring in the harbor.

The Racing At the gun we were over the starting line early (OCS) in the first race. Still, we were able to recover a bit and beat a few other boats (four, to be exact) and finished nineteenth, in light winds. At this point in the narration I must note that Peggy and I switched off on the helm. This was partly because I better understood how we were rigged, as we hadn't had much practice sailing together in the Bullseye. It was also partly because she's good on the helm and concentrates very well. In the second race we didn't do any better, scoring another nineteenth. No particular excuse comes to mind. But we were getting a feel for

how the boat should be raced, including how to set the spinnaker, among other things. And we were getting an idea of what we should expect to be able to do in terms of pointing, for example.

In the third race we got a great start and rounded the first mark in third place. Things were going too well. As we were about to set the spinnaker on the reach I discovered a minor but uncorrectable-on-the-water equipment breakdown. With **great** regret, we dropped out of the race and sailed back to the harbor. We thus failed to finish the third race and completely missed the last race of the day; two very black marks on our score in a matter of mere moments!

After changing we walked over to the Hay Harbor Club for a nice dinner, complete with a video loop showing the photos taken of the day by Chip Riegel, the official photographer of the regatta.

On Sunday morning, following breakfast at the home of our hostess, we went down and bailed the boat out after the overnight rainstorms. In the fourth race of the regatta, we got a good start. In this windward/lee race, twice around, we got to the first mark in good condition, with only five or six boats ahead of us. Today we were sailing with our self-tacking working jib, as the wind was a little stronger than on Saturday. The rest of the fleet was a mix of genoas and jibs. The self-tacking jib nicely flips out to let us sail wing-on-wing without any aid from the crew. We elected not to set our spinnaker on either run. On the first run we watched two boats with spinnakers *slowly* slide by us, but noted that they weren't all that much faster than us in the moderate wind. And we knew we could screw up our position with bad spinnaker work.

After two full laps we approached the finish line in tenth place. If that leg of the race had been a hundred yards longer, the next following boat would have caught us. But with no boat close behind on the second run (to the finish line) we left the spinnaker in its bag and got our tenth place finish, our best placing of the regatta.

The PRO for the regatta was John Burnham, editor of Cruising World magazine. He normally sails an International One Design (FIYC has a fleet of 14 IODs) and is a third generation resident of Fishers. After the first race on Sunday morning the race signal boat (even with such talent aboard) gave some ambiguous signs. Wasn't that a feint toward the harbor? Were they about to abandon the last race, due to the thunderstorms that were moving through Fishers Island Sound? With no great position to defend, we elected to not worry about the sixth and last race. We headed for the harbor.

Eventually the race committee was able to start the last race, a shortened sixth race. Meanwhile we were able to tie up to the mooring, neatly fold our sails, put the mooring cover over the cockpit, and get the club's tender to pick us up and return us to land. So we were able to stand under the roof of the yacht club's porch and watch the rain close in. We felt pretty smug as it poured on those who had raced the last race. The rain made it impossible for us to be towed back to Noank after the awards ceremony on Sunday. We called our hostess and were told we would be welcome to spend Sunday night at her home. She even invited us to dinner at the Hay Harbor Club.

Was It Worth It? Absolutely! We learned a lot about how other Bullseyes are equipped; where the hardware is located, etc. We also learned how folks are handling the boats on the race course and how they are doing things on shore; things like erecting and taking down the mast. That's not a trivial thing. I thought it was a one-man

operation and wasn't so sure I was one of those men. We found out that most owners do it in two person teams and we saw just how they did it. That alone was worth the time and money we spent. Isn't it amazing how sometimes little things are so BIG? But the people we met and the experience we had visiting Fishers Island were very real highlights. Hopefully we will see these folks again and again at future regattas. I wonder if we will ever get back to Fishers Island? Who knows? Anyway it's good to be back home.

Newsletter Contributions

Thanks to Andy Smith, and Sally Atkins for the photos. Eva Smith is responsible for turning the draft of the newsletter into proper English. John Boettcher is the editor. Next issue will be in October of 2008. Send contributions to J. Boettcher.

Calling All Irondequoit Bay

Sailors.....

Brown Jug Regatta-1pm

Monday, September 1st - Labor Day

*Participants must register by 12:30pm on race day
at Newport Yacht Club or Rochester Canoe Club.*

****Please remember to bring any of the perpetual trophies
that you may have won last year.****

**Hope to see you on the water or at the festivities
after the race at Newport!!**

