

Birds & Worms News

the newsletter of the Newport Yacht Club, Rochester NY



Scenes from the 2008 Cups and Flags (SA photo)

What's Up?

1/23 – General Membership Meeting (7:30) with dinner (6:00) hosted by Cruising Fleet

Editor's Comments – J. Boettcher

This issue has the details of the Cups and Flags Celebration and the fleet summaries for the year. Vice Commodore Andy Smith tells us how to operate the new door lock and also passes along an article about racing rule changes. Commodore Cindy McReynolds gives us

some news about NYC photographers. Phil Morse wraps up his advice regarding cruising in the BVI.

The General Membership Meeting on January 23rd will have us vote on a budget for 2009. There will be dues changes and also projects that need funding. For details about the latter, see the Long Range Planning Committee report below.

See you on the 23rd.

Since the Last Newsletter – J. Boettcher

The Lightning Fleet hosted the dinner preceding the General Membership Meeting on October 24th. The Lightnings provided a variety of pasta dishes with salads and desserts brought by the other members attending. Vice Commodore Andy Smith reported that a new lock for the main door to the clubhouse has been installed thanks to the efforts of Jim Geiwitz (Door Empire 266-7440) who is a regular crew for Mike Trenkler. The new lock incorporates a touch pad eliminating the chronic key problems encountered by members. Treasurer Ted Horvath announced that the Club will finish the year with a several thousand dollar excess. In view of the dismal forecast for the next day, the fall work party was postponed to 11/1. Lori Foster presented the list of things the Long Range Planning Committee has been working on. See separate section in this newsletter. A new member was voted into the Club. See details below. The Nominating Committee (Tom Lee, Bob Shanebrook, Paul Riordan, Alan McReynolds, and Dan Pope) presented the slate of candidates which were approved unanimously. Commodore: Cindy McReynolds (2), Rear Commodore: Dave Skolnik (2), Race Committee: Eric Schoenhardt (2), Treasurer: Don Curran (2), Director at Large: Bill Andrews (1). The number in parentheses is the years of the term.

The Fall work party took place on 11/1 and the usual list of stuff (ramps pulled, boats winterized and covered, and Club and grounds readied for winter) got done. Thanks much to those attending.

The Cups and Flags on November 15th was attended by 51 people. The appetizers were great and the company wonderful. After eating much, the attendees quieted down for the always entertaining awards presentations by the fleets (see below). Rear Commodore and emcee Steve Leach presented Commodore Cindy McReynolds with a sailing motif vase for her service the last two years. Cindy then announced that she is postponing the awarding of the Whittenberg Trophy until the January meeting when the recipient can be present. Thanks to Steve and Sue Leach, Lynn and Denise Bluett, John Boettcher, and Norma Platt for the food, drink and decorations.

Vice Commodore Words – Andy Smith**FRONT DOOR LOCK:**

For those that have not had the chance to master the keyless front door lock, let me explain it again by the numbers:

To enter: Push the small button on the top to turn on the light (optional). Then simply press the 4 number code. Turn the tumbler counterclockwise (top away from the jam) to unlock within 5 seconds. The security

system will beep just as always. The two are not interconnected. Enter the same code there also to unarm.

To Lock: Do the security thing then exit and close the door. Push the single button at the top. Pull the door closed tight against the weather stripping, and rotate the tumbler clockwise (top toward the door jam) within 5 seconds. Your old key will continue to work in the other two exterior doors as always, provided the storm door is unlocked.

There are serious thoughts to changing the security pass code in the Spring with the new membership dues. So far, no 4 digit number has been identified that is easy for 60 some folks with fading memories (like mine) to remember. I am open to suggestions. The only suggestion so far is the Commodore's birthday. Do you have a better idea? Please let me know.

Next time you see Jim Geiwitz of Door Empire, thank him for installing this fine upgrade. He has been around the club a lot this season crewing with Mike Trenkler.

Membership Committee Report – J. Boettcher

Welcome **Dave Curry** as a member of the NYC Cruising Fleet. He was voted in at the October meeting. He has been sailing on and off for the last 5 years but really got the bug in 2007. Bought a Hunter 22 this year and kept it at Southpoint Marina (next to Basil's). Dave is looking to broaden his knowledge of sailing and participate in racing as crew. He remodeled his house including carpentry, plumbing and electricity and has a pilot's license. Dave lives in Rochester and works in the telecommunications industry.

On the sad side, we received resignations from secretary Ellsworth Bahrman, Stirling and Bob Bush, Charlie Roemer, Jim McIntosh, Chris Reynolds and long time member Bill Wright.

Long Range Planning Committee – J. Boettcher

I'm writing this for chairman Lori Foster. The Committee has had near monthly meetings for the entire year with a lot of things on its plate.

First off is a concern about the hoist area. The concrete pad is cracked and settling. This is due to wave erosion of the underlying support. Perhaps related is the leaning of the hoist which complicates launching boats and is a safety concern. After research, it was decided that the repair should be done professionally and would cost approximately \$10K. Financing this could come from dissolution of the Junior Sailing Program and selling assets from the program. This would require a vote of

the membership which is planned for the January meeting.

Next is the roof of the clubhouse which is over 20 years old. We've had leaks in the recent past. Professional estimates give the roof another 5-10 years with a replacement cost in the neighborhood of \$20K. The LRP Committee proposes that the Club start saving for the repair by putting aside some money each year starting with 2009.

The final big item is a remodeling of the clubhouse interior to stabilize the structure and make the interior more useful. The project would take place over several years and would start with the moving of the stairs to the second floor against the west wall. Next would be the movement of the kitchen to the present bar area and reworking of the bathrooms.

Snipe Stuff – Norm Dahl

The keeper trophies for Snipe Fleet Champions Charlie Courtsal and Julie Clayton were framed copies of a Bob Shanebrook photo of the 2008 Briody Memorial Snipe Regatta, well earned. Bill Vaughn and Samir Dixit finished second in our Championship Series. The Spring Series was won by Charlie Courtsal and the Fall Series, by Norm Dahl.

The Fleet Captain presented the Novice Trophy (less than four years in the fleet) to Ricky Trauscht, the Master Trophy (skipper or crew has a Medicare card) to Norm Dahl and Virginia Cumine, and the Grand Master Trophy (both skipper and crew have Medicare cards) to Ted and Barb Horvath. Tom Lee and Todd Calvin won the Thursday Night Snipe Trophy.

Tom Lee won the Most Improved Trophy and Norm Dahl and Virginia Cumine, the trophy for Most Races (30). With a record-setting five capsizes for the season, Ricky Trauscht was over-qualified for the Tip-Over Trophy. We wonder to whom he will award the crew's keeper trophy.

On behalf of the fleet, retiring Fleet Captain Norm Dahl thanked the many people who made our season so successful, especially Larry Hill and Eric Schoenhardt.

Cruising Fleet Report

Lynn Bluett stood in for the Fleet Captain Paul Riordan at the Cups and Flags and presented the following fleet awards. Most times sailing on their own boat or/and others - Peter Allen. Most times sailed on their own boat - Rob and Genie Rebres. Longest distance sailed - Lynn and Denise Bluett

Lightning Fleet Year Roundup – Dan Pope

The 2008 sailing season at Newport Yacht started out with the election of a new fleet captain to replace outgoing fleet captain Lori Foster who held the position for I believe more than the required 2 year term. With a little enticement I was honored to take over the helm. Not knowing really what my responsibilities were going to be, Lori Foster pointed me in the right direction and I must say the duties went very smoothly.

The sailing at our club started out a bit slow, mainly due to weather with only 4 boats and 3 races sailed for the spring series. Dick Hallagan took the honors with 1st, Dan Pope 2nd and Logan McReynolds 3rd, followed by John Boettcher in 4th.

NYC has had a very successful summer series with 10 weeks of sailing on Thursday evenings, and this past season was one that followed suit. We had 11 Lightnings total that came out to sail and averaged around 7 boats each night. Andy Smith got the most races sailed with 15, while Logan McReynolds ended up with 14 races sailed and won the series followed by Dan Pope in 2nd place, with Andy Smith and his new boat #14605 placing 3rd overall.



Rainbow on Bay from East Dock (DP photo)

The fall series had 6 boats competing with a total of 4 races. Dan Pope ended up 1st overall with Logan McReynolds 2nd and Landy Atkinson 3rd. After tallying all the series scores for club champion, Logan McReynolds ended up with the big honors, sailing a total of 21 races, followed by Dan Pope 2nd with 18 races, Landy Atkinson 3rd with 12 races total.

One must not forget to discuss our annual "Celebration of Spring" regatta held May 31st and June 1st. With the help of Mike Mincher as PRO and Dick Hallagan as

regatta chairman this past year's event went on with good success. With 13 boats entered, Saturday sailing on the bay proved to be quite a challenge, winds westerly direction were light and typical bay shifty. There were times you would see big position changes, boats once leading would end up at the tail end of the fleet and the boats behind would suddenly find themselves in the front. What good fun this was! One would wonder if you would ever get around the weather mark with such shifty and light conditions. Sunday morning we all arrived ready to sail only to notice our race committee sailboat was completely under water at dock side. Legend has it that the thru-hull plug had been bumped with some equipment below deck which took out the plug and water filled the inside of the boat sinking it. So it was quite a scene to see our 25 ft committee boat on the bottom of the bay dockside wondering how this happened. After failing to raise the good old ship with lots of manpower and lines we ended up getting two sump pumps working simultaneously to raise her from the bowels of Irondequoit bay. While this was underway the race committee decided to take us out using our whalers for the day of sailing. The wind velocity was picking up, direction was the dreaded westerly, so some folks decided to stay ashore to help raise our boat off the bottom of the bay instead of fighting the difficult shifty westerly breeze. In the end we all had a great time and the old Doc Mac is back floating again. Jed Dodge and crew ended up wining hands down with Dick Hallagan taking 2nd. Thanks to all that helped with this event which I'm sure will be one to remember.

Many thanks have to go out to Alan McReynolds who kept track and logged the scores for the season, Eric Schoenhardt for managing race committee and all the volunteers' who helped out the Thursday night series with all the great food, beverages and fun. Lets all look forward to an exciting 2009 season at NYC and the North American Championships just down the road at Sodus Bay Yacht Club.

NYC Photographers in News – C. McReynolds

The Democrat & Chronicle recently had a unique book project. Photographers were encouraged to submit photos of the Rochester area for submission into a coffee table book. The result was an overwhelmingly beautiful book entitled Capture Rochester. There were 1,166 photographers, 25,776 photos and 1,501,279 votes. What makes this more amazing is that we had three photographers from Newport Yacht Club submit photos: Annie Schoenhardt, Eric Schoenhardt and Sally Atkins. Both Annie and Sally had a photo included in the final hardcover coffee table book. It gets even better, Sally Atkins won the Grand Prize with her photo "Afloat on

Liquid Gold." This is a beautiful book and is available at any major bookstore for \$39.95.

No Two Boat Length Circle? - Andy Smith

The 2009 Racing rules are out with some major changes. The two boat length circle around the marks has gone the way of "mast abeam," and the dinosaur. There are also several other changes, all to prevent boat collisions, and fistfights in the parking lot. (Both seem like worthwhile causes to me.)

I have read over my copy of the new 2009-2012 US SAILING racing rules, and find many pages with paragraphs showing a black bar along the left margin. (These are the revisions). This is also available on line at www.sailing.org/rrs. One major change is the new **zone** around each course mark that is 3 hull lengths, and the new rules that go along with it. Do you know what "Mark-Room" is? It is not the same as the old "room at a mark" There are several other changes that are much too involved for me to go into here, but when we are on the water they will all apply.

Now with snow on the ground, it is a good time to get acquainted with the changes. Some find the rules alone hard to read. There are several books and magazines available that explain everything in a manner that most of us should be able to understand. Get a copy and read. Our local Harstick Sailmaker has offered free seminars (and donuts) on Saturday mornings in the spring for the past few years. Take advantage of these and any other offerings as they come along.

So you want to know what "mast abeam" is? Ask almost any sailor with gray hair.

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)

Bareboating in the BVI – Part II – Phil Morse

This is a continuation of my interview with Phil Morse regarding Bareboating in the British Version Islands (BVI). The first part of this interview can be found in the October 2008 issue of the Birds and Worms News. In this interview, Phil covers picking a company, transportation to BVI, provisioning the boat, boat checkout, and finally his favorite restaurants and places for snorkeling.

Phil says to determine the dates you have in mind, the duration and the number of folks in your party. You then go to the website of the various BVI charter companies and look at what they have to offer. Don't be fooled by

what the companies say the boats will accommodate. This can lead to some very cramped conditions. For two couples, Phil likes a 40' boat with two staterooms. The "no-surprises" company is Moorings but this is also top dollar. Phil finds the second tier comparable and pretty good.

Flights to Tortola (actually Beef Island) originate in Miami or Puerto Rico. You will be met by a cab from the Charter company and taken to a hotel or the boat. Your charter starts the next day. For a fee (\$25/person/night), you can stay overnight on the boat which will give you a chance to get to know the boat. Phil recommends this. Make sure you have your passport. There is also an arrival/departure fee in BVI. Note that the currency of BVI is the US dollar which is handy.

Phil says it is most convenient to have a separate contractor handle the provisioning of the boat. Pampered Pantry is one. Both the charter company and the provisioning contractor will make suggestions as to provisions. Typical costs are \$20-25/day/person which generously covers all breakfasts and lunches and about half the dinners. This assumes you will go out for dinner half the time. No beverages are included. Water, soda and alcohol are handled separately. Ice can be purchased at the dock.

On the day your charter is set to start, the provisions will arrive and you will be checked out on the boat. Part of this is an orientation to the area which might be done in a classroom type setting. You will also be given a tour of the boat so that you know where everything is. This will cover gas, battery, engine controls, anchor and safety equipment, and tools you might need (hope not) to fix things. Phil says this takes several hours. So don't figure on a morning departure. Depending on your resume, a charter company representative may stay with

you until you clear the harbor just to make sure you are comfortable with the boat under power. With all that happens this day, Phil recommends that you aim for a place close by to spend the first night.

The charter company may suggest an itinerary for your stay. You are not obliged to follow this. You are free to set your own. Weather is a factor in terms of destinations only as hurricane season approaches (late summer). Note that St. John (AVI) is off limits unless you pass through customs inconveniently located at Great Cruz Bay. The area you are cruising in is not all that large. This is a comfort since, if you encounter trouble, help is only a few hours away by power boat. Phil recommends taking a cell phone and making sure your service works. This would be the way to summon help. Sort of related is the fact that theft is not a problem in BVI.

"The Indians" and "The Caves" off Norman Island were good snorkeling spots that Phil and Carol recommend. Other locations with good snorkeling are "The Baths" at Virgin Gorda, Gorda Sound, and "The Dogs" located west of Virgin Gorda. According to the the Morses, eating places come and go so names might not be of much use. Phil and Carol have had good meals at Marina Cay, The Bight (Norman Island), and Stanley's at Canegarden Bay.

Newsletter Contributions

Thanks to Sally Akins for the Cups and Flags photos and Dan Pope for the rainbow. Eva Smith is responsible for turning the draft of the newsletter into proper English. John Boettcher is the editor. Next issue will be in April of 2009. Send contributions to J. Boettcher.