

Birds & Worms News

the newsletter of the Newport Yacht Club, Rochester NY



What's Going on Here?(jb photo)

What's Up?

8/22-23 - Snipe regatta

9/7 – Brown Jug Regatta (RCC's turn to host)

Since the Last Newsletter – J. Boettcher

See Andy Smith's article for the poop on the bridge work.

The Lightning and Laser Fleet regattas at NYC have come and gone. As I write this, the Lightning NA's are underway at Sodus with the NYC Lightnings providing help and competitors. In a week or so, the Snipe Fleet will have their regatta at NYC which will have a much greater attendance than normal.

The July Membership Meeting was held on the 7/24 with Commodore Cindy completing the meeting in a record 30 minutes. Three new members were inducted into the Club. A Nominating Committee to determine the slate of officers for the October election was approved by the membership. Prior to the meeting, the Laser Fleet hosted a Pizza dinner with a salad/dessert potluck.

Thursday night sailing winds down in a few weeks with the last session being 8/20. The Brown Jug is coming up on Monday September 7th with RCC hosting. Get out there and enjoy the prime of the sailing season.

Brown Jug Race 9/7

This event is hosted by NYC and the Rochester Canoe Club on a rotating basis. It is open to all sailboats on the Bay and frequently has 50 plus boats participating. There are staggered starts based on a handicap formula with prizes for the different fleets and overall winners. This year RCC is hosting and we will retire to their facility for a nice party and prizes. You can also find out who you've been sailing with all afternoon. Racing usually starts around 1:00. If you need more information about the race contact one of the fleet captains.

Vice Commodore News – A. Smith

Good news and bad news from your Vice: A while back the microwave died. We stored it in the dumpster for a while hoping for a reincarnation, but alas... so I put out a feeler in a previous B&W for a used one from any one of the members. We now have 3! This should be a big help warming up those appetizers. The bad news is that the one in the storage area off the galley (on top of the second frig) is missing the plastic button to open the door. Just stick a pencil in the hole and the door pops open.

Well, there is more good news and bad news. During the stairs moving project, the club vacuum cleaner became overworked, and now it sucks like a screaming maniac. It works OK, but the high pitch scream of the motor is enough to drive all the fishermen away. The GOOD news is we now have a nearly new, very good one. It is a Dirt Devil brand with the HEPA filter. I obtained it for the cost of a new belt. Only 3 bucks – don't ask where! Now if we only had a complete rug, and someone who knew how to vacuum.

Membership Committee Report – J. Boettcher

At the July 24th General Membership meeting three new members were welcomed into NYC. Look for their photos on the Club bulletin board.

Graham Leonard joins us as an associate member. He was given a new Lightning for this year as part of the

grant program of the fleet association and he is actively campaigning this boat throughout the district and beyond. Graham has been sailing Lightnings since he was a little boy and reports the members of NYC to be very friendly and welcoming. Graham is an attorney working for Americorps at the Western NY Law Center in the Buffalo area. One of his crew is Liza, the niece of our NYC Lightning Fleet captain Dan Pope.

Dan Groth comes to us with a Zuma which is a Laser-like craft. His sailing experiences go back to the 60's to a Lightning sailed in the Adirondacks with Warren Duerr, a former NYC member. Dan also used his father's sunfish at the same location. For some years, his sailing interest remained dormant until a friend with a Hobi Cat revived it. Dan is an engineer with Xerox and lives in Irondequoit with his wife Kathleen.

Bryan Jerman has recently moved to the Rochester area with his wife Amy and two grown children. Brian began sailing at age 5 in Optimists and was racing a Finn at age 10. In school, he gained experience in racing keel boats. Brian has experience campaigning in the Laser, Snipe, Lightning and Thistle classes and even DN iceboats. He joins the Club as a non-boat-owning member at present but is looking for a Lightning.

Lightning News – J. Boettcher

Sodus hosted the NA's with NYC Lightnings helping and competing. The Womens, Juniors and Masters portion of the event had nine races with no NYC sailors in the W or J part of things. In the Masters competition, Hallagan was 5th with Lange and Aktins close at 15th and 16th in the 23 boat fleet. Sixty-six boats, divided into two fleets, competed in the six race Championship series. NYC sailors in the 35 boat Blue fleet were Pope (24th), Hallagan (27th) and Lange (35th). McReynolds (11th), Atkinson (20th) and our new associate member Graham Leonard (27th) sailed in the 31 boat Green Fleet. I'm sure we will get a more extensive report for the next newsletter.

Snipe Stuff – Tom Lee

The Snipe Fleet has enjoyed six Sunday events for the 2009 Summer Series Championship. Only one Sunday has been canceled due to weather. Charlie Courtsal and crew are pulling away with five first place finishes and a single second place finish for a point total of 1646.83. Norm Dahl can lay claim to stopping Charlie's attempt at a clean sweep. The quest for second place is being hotly contested by three boats. Bill Vaughn with crew Samir Dixit currently hold second place with 1553.3 points. Ted and Barb Horvath are in third with 1532.33 points. Close behind Ted and Barb, Norm Dahl and crew Virginia Cumine have fourth place with 1528.14

points.

The 2009 Snipe Special Series, which includes races sailed on Thursday's and other events, is extremely close. Todd Calvin and crew Steve Lee have a slight edge with 1640.5 points over Norm Dahl and Virginia Cumine at 1634.2 points.

Snipe District I Championship and Briody Memorial Regatta – Norm Dahl

We expect the best turnout in decades for the Snipe regattas August 22-23 -- around 25 boats. Local hotels are surprisingly full, so we hope to lodge some visitors in private homes. Contact Housing Coordinator Virginia Cumine (544-3206) or vcumine@rochester.rr.com if you can contribute to Newport's hospitality.

During the week before our regatta, our parking lot may accumulate some visiting Snipes. These will be boats which spent the previous weekend at the NAs in Erie, PA. Be alert to any security issues. Also, please remove all non-Snipe trailers from the lot.

Cruising Fleet Picture Day – P. Riordan

The fleet got together on July 25th for a sail and a dinner for our annual 'Picture Day' event. A scary forecast kept us on the bay but numerous great pictures of our boats under sail were taken. Thanks to John Boettcher for coming down to photograph us from shore (see some of the photos on the last page of this newsletter – ed.). A fun dinner followed the sail. Thanks to the Rebres, Bluett, Andrews, Leach, Allen and Riordan/Drazal family for attending. Glad we stayed on the bay as a tornado hit western NY that evening!

On other fronts, Peter Allen and Peggy attended the North American Bullseye Championships in Rockport, MA on 8/1 and 8/2. No results from them as of press time. Also, on our way to Cape Cod, Dorothy and I paid a visit to former club members Ellsworth and Jean Bahrman in Barrington, RI. Sailed twice with Ells on his Rhodes 19 which he purchased from Andrew Hintenbach last year. We 'flew' around Narragansett Bay on this very stable, responsive boat. Great fun! Dorothy got to hold the twins so the trip was a success. Ells and Jean will be visiting for the Brown Jug and look forward to seeing you all.

TNS Experiences – J. Boettcher

Bill Topping has been doing a great job as PRO. He is much better than the volunteers we've been using in the past and has provided a consistent direction for the race committee personnel. Thanks also to Bob Shanebrook for doing the grilling all summer as well as being "suds master". What follows is my remembrance of a few

weeks of racing my Laser on Thursdays.

7/23 – Winds 15+ from the south which died to 12 by race start. One start for everyone with five Lasers and about that many Lightnings. Bill T. had us racing twice around a very long course. The windward mark was close to the bridge and the leeward mark was north of the first set of channel markers. Some strong gusts but generally manageable winds. Skies opened up at end of first lap, a real soaker. My cockpit had several inches of water. Wind dropped to less than 5 mph. I rounded the windward mark in first place but when I heard a crack of lightning I retired. Most others finished the race in a dying breeze.

7/30 – Raced the Laser again with three others, and two Snipes and six Lightnings. Nice 8 knot breeze from the North for the set up but this died to a very light breeze with massive holes. The good side of the course was middle to right. Unfortunately I went left. The windward leg was very frustrating but the downwind leg was pure torture. Oh, did I mention that every power boat on earth was buzzing around the Bay. A slight breeze from the NE finally did arrive allowing everyone to finish. My race time for the one lapper was 1 hour and 20 minutes. I was once again amazed at how small the cockpit of the Laser is in light air. I took a few days before I was able to walk right and straighten my back.

8/6 – Five Lasers again, one Snipe, but only two Lightnings due to the NA's at Sodus. Light breeze to begin with that decayed to practically nothing. Bill T. wisely laid out short courses but they still seemed very long especially if one fell into a hole. I managed to do this a few times.

Long Range Planning Committee Report – L. Foster

This past spring members of LRP met with our two new neighbors and officials from the Town of Irondequoit with concerns of improving security at our entrances and protecting our properties from trespassers. Several solutions were presented on this complicated issue. The result was that no changes could be made at this time as one change here affects others down the line with unfavorable results. The good news is that the Town is aware we are open to solutions that would benefit all.

The Long Range Planning Committee will meet before the end of August to plan the short and long term needs of NYC. Two top items are the hoist pad area and Phase II of the club renovations. Decisions on whether to start the hoist project in the fall or wait until next spring will be discussed. Details on the cost of moving the kitchen to the bar area will be discussed then submitted to the Capital Planning Committee. Cap Plan

will then discuss and submit suggestions of how to pay for this to the Finance Committee. Other discussions for the long range are safety boats and docks.

Please attend the fall General membership meeting to hear of our progress on the short and long term plans.

Bridge Facts – A. Smith

John asked me if I could answer some questions about the bridge. Here goes....

My first day of work on this bridge was in the summer of 1962 or so when I was 12 or 13 years old. My older brother Neal was on a survey crew doing some preliminary measurements. My task for the day was to load the bundles of oak survey stakes into the canoe at the Newport House, and paddle them around the point to Big Massug Cove. This was a whole bunch easier for the crew than lugging them up and over the hill through the woods. An ice cream cone was likely involved for the day's work.

My second visit to the bridge was after dinner one summer evening. Neal & I walked out on the form work (all the hardhats were very big then) as the workers were sitting around picking all the debris out of the recesses of the forms and filling their 5 gallon buckets in preparation for tomorrow's concrete. Any old coffee cups, empty soda cans, stray nuts or washers, etc. would reduce the strength of the concrete deck, and had to be removed. I remember thinking at the time that this construction work did not look that hard.

The bridge is called a deck truss type structure. This is the same as the I-35 bridge that went down. The center 9 spans have 3 trusses, one at each side and one under the median that support 3 spans each. These support the floor beams, and the deck network of stringers and concrete. There is also one multi girder approach span at each end for a total of 11 spans.

Two big contracts were let to build the bridge. As there was so much steel work to be done the powers to be thought they could get a better price by separating out the structural steel work into a separate contract. The approaches and bridge foundation was built by Brookfield Const& Baylor Const. under a contract (4/20/1965 – 07/26/1968) for a measly \$5.1m. In the second contract (3/7/1966 – 1/30/1969) the US Steel Corp was paid \$4.8m to supply the steel and put it together. Remember, this is money from 40 years ago.

Some numbers: 2321' long, (max span 357') 89' wide, 11,510,000 lbs of steel, 5916 cubic yards of concrete, 56' clearance at East end. The center 8 piers are

founded on steel pipe piles that are 5' in diameter, driven in to depths over 300 feet, cleaned out and filled with concrete. The tops of these piles are tied together with a concrete cap over 8 feet thick. The top surface of this cap can be visible during low water periods. The bridge goes up hill as one travels East at 0.75% grade. This converts some 17 feet difference in elevation over the bridge length.

Regarding the recent activity, the DOT is replacing the bearings (see photo below) that allow the bridge to expand and contract with the seasons. The bridge must be jacked up off the bearings in order to allow for the replacement. The colored beams against the concrete will transfer the weight of the bridge to the concrete pads at water level.



Bearings on Bay Bridge (as photo)

ENRICH YOUR EXPERIENCE – L. Foster

There is no "I" in TEAM, but there is an "I" in DIRECTORS. Meaning that as a member of the Board of Directors of Newport Yacht Club, you can contribute to its success.

The 2009 Nominating Committee has several positions to fill this Fall. Up for the two year positions are: Vice Commodore (interior of club), Harbormaster (caretaker of the Doc Mac and two rescue boats), Secretary (recorder of BOD meetings and other correspondence) and Vice Treasurer (dues collector). Commodore (overseer of all) is a one year position, then will be a two-year term. Terms start in November.

Job descriptions have been emailed and interested individuals should express their interest to anyone on the committee by Sept. 1. The committee submits their proposed slate of officers to the club secretary thirty days prior to our October meeting when the elections will

take place. Committee members are: Lori Foster(chair), Norm Dahl, Jillian Stokes, Dan Pope and Paul Riordan.

Thanks to all who want to be involved in the direction of NYC.

Regatta Travels – Norm Dahl

Report from the Canadian Snipe Nationals Mon, 6 Jul 2009 – Norm Dahl

It was pretty windy on Saturday. We capsized and turtled before the first start and had to be towed in upside-down because the primary board tie-down failed. The back-up tie-down worked, so we didn't lose the board. Two other boats dropped out before the start and one came in after completing the first race. The eight still sailing had six more capsizes, but all recovered and sailed on, even the guy whose tiller extension broke.

Virginia got sick last week, so my crew was Michael Green, an eleven-year-old kid who had never been in a Snipe before. He was pretty good, though, because of his experience in the Opti program. Hamilton Bay was full of whitecaps when we started out. We did some practice tacks, then headed downwind with the pole up. A strong gust put us up on the fastest plane I had ever experienced. Then a much stronger gust just overpowered us. Young Michael was entirely comfortable in the middle of Hamilton Bay by our turtled hull, and thought we would just right the boat and wait for the second race. However, only an inch of the board projected beyond the keel, so we couldn't right the boat there.

The wind on Sunday was very good, but the first race was abandoned half a leg before the finish because of the 180 degree shift caused by the arrival of their thermal. We sailed two more races in the thermal and finished second to last in each. Overall we finished eleventh of the twelve boats -- top finishing US boat.

I was so tired and incompetent driving home that I couldn't find a restaurant between the border and Rochester. Actually drove through the Tuscarora Indian Reservation. Ended up at Newport, where the pot luck event was just winding up. Dorothy fixed dinners for Rosemary and me. It was good to be home from our adventure.

Optimists for Sale

The Club's three Optimists are for sale.. Asking price for each is \$700 or so. Perfect boat for a small child just getting into the sport. Contact Alan McReynolds



One of 3 Optimists for sale (rs photo)

Newsletter Contributions

Thanks to Andy Smith and Bob Shanebrook for their photos in this newsletter. Eva Smith is responsible for turning the draft of the newsletter into proper English and catching the dumb mistakes. John Boettcher is the editor. Next issue will be in October of 2009. Send contributions to J. Boettcher.



Rob and Eugenie



Lynn and Denise

Picture Day

NYC Cruising Fleet

July 25, 2009



Peter and Peggy



Bill and Gail



Paul, Dorothy and Howard

2009 NYC Officers and Board

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