

Birds & Worms News

the newsletter of the Newport Yacht Club, Rochester NY



Jno and Karen Disch – Winners of the 2010 Briody Regatta

What's Up?

Sept. 25 - Bay Cleanup

Oct. 10 - End of racing season

Oct. 22 - GM meeting and Lightning Dinner

Oct 23 - Fall work party

Nov. 13 - Cups and Flags

Since the Last Newsletter – J. Boettcher

Prior the General Membership Meeting of July 23, the Laser Fleet hosted the dinner with a no-frills "bring your own meat to grill" theme. People brought a variety of things to both grill for themselves and contribute to the table. The General Membership Meeting that followed had some meat to it also. There were some cost overruns with the clubhouse renovation that required more borrowing from the General Fund. In a joint recommendation of the Long Range and Capital

Planning Committees, a motion was proposed to borrow \$3000 from the GF. This was approved by the membership. The Board presented the slate for the Nominating Committee (see article) comprised of Bob Shanebrook, Charlie Courtsal, Al McReynolds, John Parker, and Virginia Cumine which was approved also. Finally, four new members and one returning member were proposed by the Membership Committee and approved (see article for details).

Seems to me the sailing season was pretty good. Thursday Night Sailing had mostly west wind and some of it pretty light especially toward the end of the season. The Snipes always had a few boats and the Lasers fielded as many as seven. The Lightning attendance was kind of spotty. The Briody had good winds and you can read all about it in Norm Dahl's article. The Brown

Jug had good weather and a turnout of 43 boats (see detail in article).

There was one mink seen on August 5th and a pair on the 12th. Since then there have been regular sightings at the north end of the Snipe haulouts and the Laser ramp area. Most often they are seen scampering along the seawall. Neighbor Mike Allen thinks they might have their den on his property. I checked on the internet and the DEC says that mink are doing fine in the area. According to my references, mink are mostly nocturnal and eat fish, muskrats, voles, and salamanders. They live in burrows that they dig or appropriate.

Commodore's Report – Lynn Bluett

Hi fellow sailors. Something that happened recently on the Bay made me want to stress safety for this edition of the Birds and Worms. As you all know, a sailboat under sail has right of way over power boaters. I have a feeling that a lot of power boaters don't know this as I have heard many of you tell of near misses with power boats. They may also know the rules but get distracted and not yield right of way, too. That is what happened when the boater hit the channel marker at the north end of the Bay. The channel marker had the right of way too.



Powerboat "mated" with Bay Channel Marker (lb photo)

See the picture below to see the result of the boater being distracted. For us, the rule that makes the most sense is to "avoid collisions no matter who has right of way". So, be safe and keep alert while you are sailing because someone else might not be.

Vice Commodore News – Dorothy Drahzal

Members continue to enjoy the renovated clubhouse and I am doing my best to make sure it stays well kept. Of course, this depends on your cooperation. I made a big deal about security in the last issue but it didn't really have much impact. There have been incidents where the Club was left unlocked at the end of the day and even one time when the door was left open. What are you thinking????

On a happier subject, I've been working with John Boettcher and Rosemary Dahl to come up with what should be displayed on the walls of the clubhouse. There will probably be less stuff than in the past but the quality will be higher. If you are interested in helping get in touch with me.

Membership News – Andy Smith

At the July General Membership meeting we had one member rejoining, and four new members approved by the Membership. John & Gail Dentinger rejoined with a new/refurbished Snipe. He was an active sailor for 15 years at NYC until retiring and moving to Florida in 1995 where he still lives. David Maier brings his Laser and his computer experience as a software engineer with a local company. He has extensive experience sailing competitively on several types of boats including J24, 40.7, 420, 505, Snipes and Lightnings. He is a promoter of sailing as he is the founder of the RIT Sailing Team. Ken Fourspring is welcomed with his Laser. As a student at RIT this year, he joins at the Associate member level. While on the Sailing Team at RIT, he has brought other sailors interested in the Lightnings and Lasers to our club. He has crewed regularly at NYC (with John Atkins) and has participated in many regattas including the North Americans. Richard Finley brings his 16 foot power boat. As project manager for the CP Ward bearing replacement project, his boat is used as a Safety boat under the bridge, and to ferry personnel. This is the second year of a 2 year project. It has been a while since we have had any members with a power boat, but this uses the otherwise empty boat slip for the year. John Hancoski joins us with a Compac 16. John and his wife Deborah are nurses at the Rochester Psychiatric Center. He has previously sailed a Javelin and a Holder 14 on Irondequoit Bay.

Nominating Committee

There are four offices that need to be filled for the next season: Commodore, Rear Commodore, Race Chairman and Treasurer. A description of the duties can be found in the Constitution which is in the member area of the website or you can contact any of the members of the Committee. This is a volunteer club and everyone must pitch in. As of the writing of this article, only one office had a candidate. The election will take place at the October General Membership Meeting. We need your help! Now!

Bay Cleanup 9/25 – J. Boettcher

This is a yearly affair organized by an ad hoc committee. It usually lasts the morning and lunch might be provided. I've been to a few of these and they have made a real difference in the south end of the Bay where work is really needed. There has also been some effort in the North. Wear old clothes and bring gloves and trash bags. Meet at the small parking lot/boat put in on the West side of the Bay (South of Sutter's marina) at 9:00 AM. Help make the Bay a prettier place.

Brown Jug Race Report – J. Boettcher

Forty-three boats participated in this year's Brown Jug Race held, as tradition calls for, on Labor Day which this year was Monday, September 6th. There was abundant sunshine and initially a nice SW wind. Being an "even" year, it was NYC's turn to host the race. This year marks the 58th anniversary for this event. Peter Allen, assisted by Peggy Crevey, ran the race and, anticipating

a dying wind, specified a one-lap race. The starting line was just north of NYC. The boats were grouped into eight fleets and had staggered starts reflecting a handicap system.

Overall winners were the Mastrandrea family sailing a Tempest, followed by Howard Stickney helming the Rhodes 19 of Steve and Sue Leach. In third place overall was Doug Kaukeinen in a Sunfish. The fleet winners were Cruisers (Stickney), Juniors (B. Kaukeinen), Sunfish (D. Kaukeinen), JY-15 (Simpson), Laser (Boettcher), Snipe (Dahl), Lightning (Atkinson), and Thistle (Gesner). Complete race results and more photos are at the back of this newsletter.



*Steve and Sue Leach flanking Howard Stickney
1st Cruiser and 2nd overall (sa photo)*

Rear Commodore Dave Skolnik did a great job of organizing the after-race refreshments and program at NYC with members bringing exceptional appetizers for the table. Dave also presented the awards assisted by Commodore Lynn Bluett.

Snipe Summary – Tom Lee

The Snipe Summer Championship Series has concluded. As promised, the champion Snipers was not decided until the final day of fleet racing. Charlie had to show and perform well to hold off a charging Bill Vaughn. The two races could not have been any closer. Bill took the lead by the first weather mark in each race. In the first race, Charlie got position on Bill at the final mark and edged him out on the rounding, was able to pull away and win. The second race was just as exciting with Bill leading through the final rounding, but Charlie

came charging out of that turn at max speed and edged Bill out again. Congratulations to all the leaders, Charlie and Dean 1st Place, Bill and Samir 2nd Place and Norm and Virginia 3rd Place. Our new addition, John Dentinger, hailing from Florida, placed a respectable 4th Place. I can't wait to see how this rivalry between Charlie and Bill develops next year.

Other awards are still being vied in continuing competition. Charlie could sweep the three series of Spring, Summer and Fall, but prefers to crew on the Fall Series with the less experienced skippers and do some coaching. We less experienced sailors have appreciated the tips and advice from Charlie. It is successful. Rick Trauscht has the lead for the Most Improved trophy. Rick, so far, has improved his score over last year by ~100 points. Very nice performance! But, Bill Vaughn may challenge that by the end of season, currently having ~80 point improvement. Bill can still accrue bonus points, Rick cannot. Keep up the good work Skippers!

Norm and Virginia ended up owning the Snipe racing at the TNS for our Special Series trophy placing #1 Snipe in each event they raced. Congratulations! Todd Calvin was #2 Snipe. John Dentinger was 3rd Snipe. Norm and Virginia look to be locking up the Masters and Grandmasters Trophies, but there is still some racing left.

Jno and Karen Disch Win the 2010 Briody Memorial Snipe Regatta - Norm Dahl

Team Jno and team Harri (see cover photo) battled for seven races until the winner of the 2010 Briody Memorial Regatta was decided. Having one throwout, Jno and Karen Disch were crowned champions. Only three points behind, Harri Palm and Molly Kurvink took second.

Saturday treated eleven teams to steady light south winds under an overcast sky. The Disch boat was incredibly fast and won the first races by big margins. We spent lunchtime speculating about their speed secret. Crew Karen was almost seven months pregnant. Maybe that was it. She had been muttering about "redress", but it was only because the old ones no longer fit. Sunday opened with light rain, which kept the powerboat wakes off our beautiful Irondequoit Bay. It stopped before the first race, which we sailed in a lovely light northeasterly. Consistent Canadian boats took third and fourth place: Chris Hains and Barbara Mann for third and Adrian and Emily Dangerfield for fourth. Norm Dahl and Virginia Cumine finished fifth, the top boat from the host club, Newport YC. Complete race results and some additional photos are at the back of this newsletter.

PRO Bill Topping and his crew did a great job running the races. Food Coordinator Rosemary Dahl kept everyone fed, while Drinks Wranglers Dorothy Drahzal and Paul Riordan kept us hydrated and happy. They

had lots of help from Carol Morse, Virginia Cumine, Sharon Trauscht, Lindsey Kislinger, Dave Maier, Dean Clayton, and the Horvaths. Of course, much was done prior to the big weekend (August 21-22, 2010). Eric Schoenhardt arranged for the race committee staff, Bill Vaughn made sure the powerboats could function, and Norm Dahl served as Regatta Chair. But by far the biggest pre-regatta project was the remodeling of the Newport clubhouse, accomplished by club members during twelve Saturdays over the winter. Now we have new restrooms with hot showers, a spacious new kitchen, and a vast open room on the first floor.

During the regatta itself, Phil Morse and Lindsey Kislinger registered competitors and sold regatta t-shirts to many. Barb Horvath had arranged for them to be made. Tom Lee handled the finances. Charlie Courtsal was the scorekeeper. Commodore Lynn Bluett took lots of pictures on Saturday and displayed them on his laptop that evening. To see all his photos and short videos, click [this link:](http://picasaweb.google.com/114399036955679832609/BriodyRegatta2010?feat=email#)
<http://picasaweb.google.com/114399036955679832609/BriodyRegatta2010?feat=email#>

Here's a nice note for you old-timers: Bud and Ellen Booth stopped by Saturday and watched some of the racing. Next week, Harri Palm and Chris Hains will compete in the Western Hemisphere and Orient Championship, to be held at the Buffalo Canoe Club. Good luck to both of them. Final note: Next year will be the 75th sailing of the Briody Memorial Snipe Regatta. Let's make it a real wing-ding.

Talk Like a Pirate Day 9/19 – J. Boettcher

I gather the Snipe Fleet decided to celebrate this at the urging of Virginia Cumine. When I showed up to race my Laser, I had to negotiate a bunch of disreputable characters such as shown in the photo below.



Snipe Pirates – (vc photo)

In addition there were tests such as what is the pirate's favorite vegetable. The answer is ARRRRtichokes. The NYC spin on this was that this celebration was merged with granddad – grandson sailing. There was judging of costumes and water fights during the races also. I good time was had by all. Great idea Virginia!

Laser Fleet – John Boettcher

The fleet has been very active this year. On occasion there have been as many as seven boats on the starting line. Toward the end of the summer, Todd Calvin joined the Fleet buying an unused boat that a former member had left on our racks. The Thursday Night Series was especially popular. Steve Leach won this series with John Boettcher well back. In third was Kenny Fourspring but Dave Maier and Bob Shanebrook were not very far behind him. In the Summer Series, Griffin Orr took first winning every race he participated in. Boettcher and Leach tied for a distant second place and Fourspring got third.

What is this Man Doing?

Rosemary Dahl took this photo of John Parker. You can see videos that start with images like this on YouTube. The main character says "Hey everybody, watch this!" and then something unpleasant happens. Nothing of the sort here. John was just checking a fitting on his mast.



Opinion - Peter Allen

Does Newport Yacht Club (NYC) have a future?

Of course it does, or does it?

Part One – Where We Are

Our Members - The average age of club members is rapidly headed north. The number of members is headed south. The number of participants in club races is moving south even faster. Balancing our club's budget gets more challenging every year. What will our club look like in five years? In ten years?

Our Fleets - Consider that our largest fleet, Lightnings, were designed in the mid 1930s. The Snipe was designed in the early 1930s. The Laser, our newest fleet and newest design, was born over 40 years ago. Both the Snipe and the Lightning have grown far more technical than their designers ever envisioned. Even used, competitive boats are expensive. Yet neither is a boat that is especially attractive to young men and women coming out of college sailing programs, unless those kids grew up in a Snipe or Lightning family. They want fast, exciting, modern boats like the expensive Melges 20 or 24. Even the Laser, now an Olympic

class, has gotten pretty technical and is most appealing to really buff youngsters in top physical condition with bodies of pretty specific type and size. Others may apply, but they will mostly be cannon fodder to those hardened bodies with Olympic aspirations. The cruising fleet is a collection of small boats. Most of those boats have minimal accommodations. For the most part they don't race. They don't cruise. They daysail and may experience an occasional overnight at the NYC docks. They would benefit from having electrical and water service at the dock. And we can't accommodate any larger cruising boats. Yet we can't afford to enlarge or otherwise enhance our docks.

Our Clubhouse - Thanks to the Herculean efforts of dedicated members, the clubhouse is in the best condition it's seen in many years. Yet it will need a new, (read 'expensive') roof soon and certainly has other needs. Our members leave the clubhouse unlocked as often as not. The clubhouse is little used. Yet there is resistance to leasing it out to caterers or others outside the club.

Our Docks - Our docks are generally in reasonably good condition, again thanks to the efforts of a few members. Yet we can't seem to fill either the Snipe haulouts or the Lightning haulouts. The spaces available will accept only a limited number of short, narrow cruising designs, as the slips are short and narrow. Changing the configuration of the slips is virtually impossible, as we don't have the funds to pay for such work as it is beyond the abilities of our members as volunteers.

Our Fees - Our fees for dues and boats are at the upper limit of what is reasonable or possible. For example, it would cost me considerably less to dock my 16 foot keelboat at Genesee Yacht Club. And that would be in a much nicer dock, with no powerboat wakes with which to contend, and with both electric and potable water at my dock. GYC's docks are lighted for safe, easy access after dark. The GYC clubhouse was built in the early 1980s and is very comfortable. GYC has a large parking lot, plus a garage and their own travel lift, travel trailer, and large dry sail hoist. The latter is capable of accommodating keel boats to 27 feet, with a draft of up to five feet. In my own case, I would rather keep my boat on Irondequoit Bay, so NYC is a good answer for me, despite the disadvantages. As for others, GYC has only 47 docks, with 150 members, so we are not likely to see members moving to GYC. Our dues are higher than those of GYC (and GYC doesn't yet have any boat fee), although much less than those of Rochester Yacht Club. Dues for the Rochester Canoe Club are about comparable with ours, but their boat fees are lower. And they don't have any docks. Everyone at RCC drysails from their trailers.

Our Events - The sailing side of NYC seems to be barely holding on, although each year we host three regattas for each of our three classes. And in alternate years we host the Brown Jug Race and party on Labor Day. The social side of NYC seems to be fairly well attended. Or maybe the new configuration of the main floor of the clubhouse makes it seem so.

Our Name - The Name "Newport Yacht Club" projects a

stuffy image to the public, one that is far from the reality of our club.

Part Two – What Does The Future Look Like?

An especially bad flu season could drastically reduce the membership of our club. That would probably spell the end of the club, as market pressures limit our ability to raise dues and fees much from their present levels.

Compared to What? - We aren't especially attractive to younger families. We don't have a beach. We don't offer sailing lessons. We don't supply baby-sitting. We don't have an economical one-design class, such as the JY-15 (new, around \$5,000). So we don't stack up very well against the Canoe Club. Our clubhouse is certainly nicer, but they have far more parking available.

Promotion? We aren't doing a thing to market NYC. Canandaigua Yacht Club advertises in at least one of the weekly newspapers. I assume those ads are paid for, but maybe not. Both Canandaigua YC and the RCC hold annual open houses. RCC doesn't levy an initiation fee for the first year, which is promotional in a different way.

The Escape Clause - Not! - I find that some members believe they would receive a share of the proceeds if we were to disband and sell our attractive property on the shore of Irondequoit Bay. While I'm neither an attorney nor an accountant, it is my understanding of New York State laws governing organizations such as ours, dictate that such proceeds cannot pass to the members, but must be distributed to other, similar, not-for-profit organizations, such as GYC, RYC, or RCC. Those who look on their continued membership as an investment might get a rude awakening.

Part Three – The Challenge

How do we attract younger members and families with young children? That, plain and simple, is the challenge. Do we select and promote a new one-design fleet? Do we offer sailing lessons? Do we hold open houses? Do we advertise? Do we make the Doc Mac available to members to rent on non-racing days? This was part of the original premise, but has never been implemented. Do we allow select caterers to rent the clubhouse and grounds on a limited basis, to generate some sorely needed, albeit taxable, revenue? Do we just give up? Obviously we need to find some answers, or even just develop the right questions. Do we change our name to "Newport Sailing Club" to project a more casual, open, and inviting image? Those who don't agree with the preceding thoughts are invited to respond, but naysayers are not welcome to this conversation. Whatever we do, the *status quo* is not the answer.

Newsletter Contributions

Thanks to Lynn Bluett, Sally Atkins, Virginia Cumine and Rosemary Dahl for the photos in this issue. Eva Smith turned what was submitted into proper English. Next issue of the newsletter will be in December. Send contributions to J. Boettcher, editor

Results of the 2010 Briody Memorial Snipe Regatta

August 21-22 at Newport Yacht Club, Rochester, NY

Sail No.	Skipper	Crew	#1	#2	#3	#4	#5	#6	#7	Points	Place
29968	Jno Disch	Karen Disch	1	1	1	2	1	1	(5)	7	1
29317	Harri Palm	Molly Kurvink	2	2	2	1	2	(2)	1	10	2
27055	Chris Hains	Barbara Mann	3	3	(4)	3	3	3	3	18	3
25678	Ade Dangerfield	Emily Dangerfield	4	4	5	4	8	4	(9)	29	4
28443	Norm Dahl	Virginia Cumine	6	8	(10)	5	5	8	2	34	5
28441	Phil Morse	Jan Perena	7	6	6	(8)	7	7	4	37	6
29008	John Dentinger	Amy Dangerfield	5	5	7	9	6	9	(NF)	41	7
26456	Bill Vaughn	Samir Dixit	(NS)	NS	NS	7	4	5	6	46	8
29017	Charles Courtsal	Dean Clayton	8	7	3	6	(NS)	NS	NS	48	9
25729	Rick Trauscht	Dan Groth	9	(10)	8	10	10	6	10	52	10
26160	John Kislinger	Dave Maier	10	9	9	(11)	9	10	7	54	11



Crowd at windward mark (lb photo)



Fleet coming downwind (lb photo)



Crowd at leeward mark (lb photo)



One of the starts (lb photo)

Brown Jug Results – September 6, 2010

Cruising Fleet

- 1 – Rhodes 19, Howard Stickney, Steve and Sue Leach
- 2 – Catalina 22, Lynn Bluett, Denise Bluett and Heather Goerlich
- 3 – O'Day Javelin, Leo Balandis
- 4 – Catalina 22, Rob Rebres, Eugenie Rebres
- DNF – Alacrity, Don Taylor, Norma Platt
- DNS – Ensign, John Parker, Sandy Baker, Dick Phipps

Jr. Sailors (Sunfish)

- 1 – Britt Kakeinen (6th in Sunfish Class)
- 2 – David Morse (8th in Sunfish Class)

Sunfish

- 1 – Doug Kakeinen
- 2 – Per Stampe
- 3 – Allen Orr
- 4 – Tracey Weider
- 5 – Lynne Orr
- 6 – Britt Kakeinen
- 7 – Dave Larson
- 8 – David Morse

JY-15

- 1 – Ralph Simpson
- 2 – Estella Loftus
- 3 – Jeff Scott
- 4 – Joey Gerard

Laser

- 1 – John Boettcher
- 2 – David Maier
- 3 – Matt Lawless
- 4 – Adam Morse

Snipe

- 1 – Norm Dahl, Virginia Cumine
- 2 – Phil Morse, Carol Morse

Lightning

- 1 – Landy Atkinson, Deb Wight
- 2 – Dan Pope, John Bloom
- 3 – John Atkins, Lori Foster
- 4 – Logan McReynolds, Cindy McReynolds, Al McReynolds
- 5 – Dick Hallagan, Sally Hume
- DNF – Phil Lange

Thistle

- 1 – Eric Gesner
- 2 – Bill Dexter
- 3 – Gary Skillman
- 4 – Bill Bradburn
- 5 – Sail # 3510
- 6 – Jim Tompkins
- 7 – Paul Owens
- 8 – Todd Bogumil
- 9 – Stehle
- 10 – Chris Connelly

Overall

- 1 – Tempest, John and Michael Mastrandrea, Jane Mastrandrea
- 2 – Rhodes 19, Howard Stickney, Steve and Sue Leach
- 3 – Sunfish, Doug Kakeinen



Variety of Boats at Starting Line (rd photo)



Group Photo of Winners (sa photo)



PRO Peter Allen and Peggy Crevey (sa photo)

2010 NYC Officers and Board

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