

# Birds and Worms

P.O. Box 17193 694 Seneca Road Rochester, NY 14617 (585) 266-1170

## Newport Yacht Club – January 2014

Upcoming Events	
1/24	NYC General Membership Mtg – dinner hosted by the Cruising Fleet
4/26	Spring Work party

### Commodore – Paul Riordan

Hard to believe 2014 is upon us, but that means we are getting a little closer to the next sailing season, so cheer up! I hope that each of you and your families had a safe and happy holiday and Christmas season and I wish you all a safe and happy new year.

Your newly elected Board has been hard at work keeping a close eye on the Club's finances, ensuring all our bills and other obligations are properly attended. Our Vice Commodore John Dentinger, has been making some assessments of our Clubhouse and has made some recommendations for upgrades to the building which will enhance our enjoyment of the Clubhouse this year. Our Harbormaster, Phil Morse, and Race Chair, Steve Leach, are on top of things in their respective departments to ensure that we hit the ground running when the sailing season opens in the Spring. In that regard, Steve has already distributed to the Board a hard copy of our sailing schedule for the entire sailing season, including dates of the three Regattas we host at NYC. Great work Steve! We'll be getting that to you all at the general membership meeting in January. We also hope that 2014 sees the return of our signature Lighthouse which was badly damaged by Hurricane Sandy in 2012. Thanks to Rear Commodore Don Taylor and member John Wiesenthal for taking that project.

The Finance Committee of the Board has prepared our annual Budget for your approval at the January meeting. The Board has worked hard to keep expenses trimmed to the bare minimum without limiting the essential functions of the Club which make it so worthwhile to be a member. That being said, in order to keep our dues at a reasonable and competitive level, we need to grow our membership. So when you are with friends and colleagues take every opportunity to advance and promote NYC as a great place to be.

The Board is also promoting a volunteer initiative with you this year involving the race committee. Twice a week, as you all know, we offer racing to the entire club. On Sunday afternoons and Thursday evenings we hire young men and women to conduct our races and operate a safety boat. These are paid employees of the club and the associated expense of their work exceeds \$7000.00 per season. The Board has directed each fleet hosting a regatta to either plan on volunteer race committee or bear the financial cost of hired race crew for their event. This will result in a four day savings on race committee to the general membership.

However, we need to do more. So this year we will be asking each able bodied member of the club to volunteer to work on the race committee for one day of racing this season. This will work out to be about a four hour commitment one time this year on either a Sunday afternoon or Thursday evening. It's actually not a bad gig. You can hang out on

the Doc Mac and learn about running a race or serve on a safety boat watching the races up close and personal. Again, this is a voluntary commitment, but if we all do our part, it could result in a significant savings to the club.

I'll be talking more about this at the January meeting and throughout the Winter. In the meantime, I look forward to seeing you soon.

## Fleet Reports

### **Laser Fleet - Kenny Fourspring**

First off I'd like to take a chance to thank all the folks responsible for cups and flags this year. It was great fun, with good food, well organized and also well attended. I was slightly disappointed I wasn't the only one who had the idea to wear a turkey hat as my required piece of headwear. Regardless, it was a blast. During the dinner I handed out the lasers awards for the 2013 sailing season. For the fall Sunday series, Steve Leach took first. Thursday night's, I really enjoy sailing, and we generally have nicer sailing conditions, due to the limited boat traffic on the bay. Griffin Orr took first place in this year's TNS. Kenny Fourspring (myself) ended up winning the summer Sunday series. Finally Steve Leach won our fall series with a strong finish. Shown below are a few photographs from this year's sailing season. Although we had a few race days cancelled due to weather and burst pipes, we still had an excellent sailing season. It wouldn't be possible without the race committee, race chair, the harbormaster etc., and well almost every hard working member at our club.



Left John Boettcher  
Right Kenny Fourspring



Landy Atkinson

A fair amount of work has to go into rebuilding the floating portion of the laser ramps this year. It was apparent that they were starting to fall apart at the end of last sailing season. At this time we are in the planning phase to fix the ramps. Once we further take them apart, we'll determine if a quick fix such as cutting off the ends and making them a little shorter is possible. Our laser regatta is tentatively scheduled for June 14<sup>th</sup> (flag day) this year so we should be able to have the fleet in good working order this year. Perhaps we can have a patriotic theme to our regatta this year? I look forward to getting back on the water as soon as the polar vortices subside and the ice melts.

## **Snipe Fleet – Ted Horvath**

The Snipe Fleet's first off-season pot-luck was hosted by Carol and Phil Morse in December. We had a really fun time. Charlie and Lisa Courtsal started our sing-along with a special song that's really hard to describe. Of course Phil provided the accompaniment.

The Snipe Briody Regatta will be held at the Club this year on August 16 and 17.

### **A Sailing Story From the Newport Chronicles By Jonny Cahuenga**

There I was, lashed to the mast as twelve foot waves swept the deck and gorged the cockpit of the 40 foot sloop, Dagger. Who would have guessed that a margarita and a queer look could have sent me out into such a life-threatening situation? It was wounded pride. Not being much of a drinker I didn't think for a moment that a pink margarita could provoke such derision from woman, especially one who was so much younger and, how do you say, "hotter" than me. Well, life is cruel and it seems that there's no one really looking out for Number One, especially in a waterfront watering hole.

So there I was, doused and swallowing eau de Lake Ontario by the pint with every surprise wave. No way to spend a cold, late October afternoon. "Had enough?" called that bikini-clad vixen steering the boat below deck, and me too dumb to cry Uncle had to just yell back, "You kidding?" Suddenly I was blinded by a spotlight as a Coast Guard helicopter whuff-whuff-whuffed down on us. A loudspeaker drove through the rain: "Tonya, we know you're in there. Drop your sails and come out with your hands visible. An armed boarding party will take you into custody and, by the way, who is that clown tied to your mast?"

(To be continued)

## **The Big Freeze at the Big House! John Dentinger**

Back in September I asked my Snipe sailing buddy Matt Heywood (he won the Briody in '93) if he could get tix for the Winter Classic, and he said "Heck, yeah," or words to that effect. So, on New Year's Eve day I set out for Ann Arbor at 8, drove through two whiteouts and a lot of boring, flat Ohio, and got to Matt's house about 6. We tried 3 eateries before we found one that wasn't completely filled with hockey fans, and got our trash talking out of our systems--replacing that stuff with steaks. Happy New Year!

The next morning we spent a lot of time trying to decide what clothing to wear. I had borrowed the gear from my brother-in-law that he uses when he volunteers for the Iditarod, so I was concerned that I might be too warm. Uh, no . . . . We parked at the house of a "friend" of Matt's who (the day before) had assured him that he could park for free--and then charged us \$30 when we arrived. Yikes.

A quick walk of 3 blocks, and I got my first view of the Big House, Michigan Stadium. It was less than impressive, because most of it is way below ground level. As soon as I walked through the tunnel, though, I was blown away by the immensity of the joint--there was plenty of room for Matt, myself, and 105,000 of our closest friends, about half fans of the Toronto Maple Leafs (like me) and half of the Detroit Red Wings (Matt's buddies). I think Windsor, Ontario must have been closed for the day. Detroit is always closed.

Our seats, at a corner of the end zone and about halfway down the bowl, were surprisingly good--I could actually see the puck, even though the snow was constant. It was a balmy 13, but everyone in the stadium seemed happy to be there. Of course, there were at least 1,000 no-shows, which meant that the record-setting attendance for a hockey game was slightly

smaller than it could have been. Where we sat, everyone was brushing snow off the person in front, and I think the snowfall dampened down the crowd noise, as it wasn't as loud as I thought it would be. Lots of "let's go Red Wings," followed immediately by "go, Leafs, go." It was pretty funny to hear the dueling chants.

The game ended in a tie--and then went to a shootout which the Leafs won. I really hate shootouts, but I'll take the extra point in the standings, especially since the two teams were tied when the game began. The weather then proceeded to get worse, and when I woke up the next morning I decided to stay another day. While Matt was at work, I amused myself with counting his sailing trophies, but I gave up somewhere around 50. Then I got an oil change--for some reason there were a lot of cancellations, so what the hey. Bonus: the warm auto garage melted all the snow off the car!

The trip home on Friday was uneventful, but when I walked in the door I realized that I had just driven almost 900 miles to freeze my butt off watching a hockey game: no, John, you're not in Florida any more.



## **Kayak Safety Practice Sessions at NYC – John Atkins**

As both a member of Newport YC and the Adirondack Mountain Club (ADK), I have reserved the club for 8 Tuesday evening starting in May and ending in August for practicing Kayak safety.

These are scheduled ADK Waterways events but are open to everyone, but will be run under the rules for ADK event (signed waivers, PFDs required, stay together as a group, etc.). If you kayak and wish to practice wet exits, self and assisted rescues then you are more than welcome to join us for any or all evening. This is practice of learned skills not training as none of us are certified instructors. If you need instruction then check at any of our local Paddle shops. Each session is scheduled to start at 6PM

The present outline is as follows:

May 6 & 20 - Boat Maintenance - The water will still be cold at this point so we will start the season with maintenance on our kayaks - checking and replacing worn shock cord, safety lines, skeg and rudder operation, learning about cleaning and polishing the hull, etc. If conditions allow possibility a short paddle.

June 3 & 17 - Safety Practice - Depending on the water temperature, we will start our

safety sessions with wet exits, self rescues as well as the different assisted rescues. If the water temperature is still on the cold side, we will practice our paddle strokes with both Euro and Greenland Paddles.

July 8 & 22 - Safety Practice - these sessions will continue practicing wet exits, self-rescues as well as the different assisted rescues. In addition there is always the possibility of Eskimo roll practice.

August 5 and 19 - Safety Practice - these sessions will continue practicing wet exits, self-rescues as well as the different assisted rescues. In addition there is always the possibility of Eskimo roll practice.

Please contact me if you have any questions as well as letting me know if you plan to attend any of the sessions. The above is subject to weather permitting.

John Atkins - [jhatkins@me.com](mailto:jhatkins@me.com)

## Cups & Flags Photos – John Boettcher



