
Birds & Worms News

Volume 5 Issue 2

June 2001

NEWPORT YACHT CLUB

ROCHESTER, NY

MEMORIAL DAY PARADE



Sterling Bush waves the flag along with Ryan Atkinson, Dylan & Taylor Gawinski-Stern in the Irondequoit Memorial Day Parade.

What's Up?

The Club calendar gives you a full listing of the year. This features events of the next few months and gives you some additional info.

June 9th - East High Sailing Club Fund Raiser

This started after Club racing was over. Club members were invited to join in this event with proceeds going to support the high school club. Boat rides, dinner and live entertainment were wonderful and over 75 people attended. The Lightning Fleet gave

rides to about 25 people from East High and several expressed interest in NYC. Phil Lange was the sponsor.

June 16th - NYC Open House #1

Invite potential members, friends and acquaintances who might be interested in sailing. Food and boat rides will be provided. Call Pat Waringer for details. Cruising fleet pictures at 11:00.

June 19th - Adult Sailing Lessons

These will be held on Tuesday and Thursday evenings through July 10th. Contact Sterling Bush for information.

June 25th - Junior Sailing Lessons

Afternoons Monday through Friday until July 13th. Contact Sterling Bush for information.

July 7th - Moonlight Sail

Cruising Fleet sponsored. Contact Tom Henderson for details.

July 27th - General Membership Meeting

August 4th - Moonlight Sail

Cruising Fleet sponsored. Contact Tom Henderson for details.

August 11,12 - Snipe Regatta

Want to help? Call Fleet Captain Charlie Courtsal.

August 19th - Open House #2 and Cross Bay Swim

Swim is at 9am. Open House after races. Cruising fleet pictures at 11am.

Since the Last Newsletter . . .

The April General Membership meeting (4/27) was a meaty one. Asst. Treas. Dave Skolnik reported resignations from Eric Rueckwald, Dale Hamilton and Dan Koretz (since then he's received a resignation from Steve Donohue). Charlie Courtsal presented the results of a survey conducted by the Long Range Planning Committee. According to this survey the Club is doing most things right (dues, racing costs), but some attention should be paid to the clubhouse (replacement?) and the docks (unsafe?). An amendment was passed (second vote) to establish a new category of membership with the specific name of the category to be discussed and decided by the Board. The meeting was preceded by a salad and pizza potluck sponsored by the Laser fleet.

The Spring Work Party the next day (4/28) had fine weather but a light turnout of members which meant overtime for others. The Laser ramps got new float barrels and carpeting prior to their launch thanks to Laser fleet captain Dean Clayton.



Rear Commodore Alan McReynolds had planned a small reroof job for the snackbar. The job got a lot bigger with the finding of some rotten joists. Much thanks to Dave Skolnik, John Boettcher, Bob Weatherup, and

especially Todd Schumacher for getting this job done.



Signs and fleet emblems were removed from the south wall and replacements are being constructed.

The Launch Party Brunch held 5/5 was a success with around 25 people or so chowing down on eggs, pancakes, bacon, etc. . Thanks to Rosemary Dahl, Ed and Jeanne Bell, John Boettcher and Norma Platt for putting this together from the great shopping list that Joanne Vaughn provided.

Four new picnic tables were donated to the Club by Sally Atkins and her brother in memory of their father Allen Hamilton who passed away last fall. The tables with attractive plaques will serve as a fitting reminder of a member who did so much for Newport.



Within a week of getting the above tables, one of them was given a baptism in the bay by vandals. Norm Dahl rescued them with the help of the police. The tables have since been cabled together with a lock responding to some well known numbers.

Far more serious was the theft of the outboard from the back of the Schmidt's boat. The vandals used bolt cutters to cut the chain on the

dock and free the outboard from the boat. This had the look of a job done by professionals. The Irondequoit police took a report and will increase night patrols this being the second incident in one week. Our neighbor, Mike Allen, is sympathetic to our security problem and will call police if he sees any suspicious activity. Signs will also be ordered making it clear that the Club is private property.

Neal Smith died on May 15th. He was a member of the Club for 27 years and will be greatly missed by the Lightning fleet and general membership. Neal was responsible for the acquisition and maintenance of most of the Club's powerboats. Being one of the most outgoing and friendliest members, he was frequently the first contact that prospective members had with the Club. He endorsed the applications of new members more often than anyone else. The Club will be a little less cheery without Neal. Our sympathy to his wife Eva and brother Andy.

The annual Newport Laser Regatta was held May 19th. Only 10 boats participated with five of them being from Newport. Marc Sertl won for the second time in as many years. Thanks to Jim Cuddihee for bringing the event off and John Atkins for serving as Race Committee. More details elsewhere in this newsletter.

The first races of the 2001 season came off on May 20th with both the Snipe and Lightning Fleets participating. See elsewhere in the newsletter for results.

Club Security

The Club has already had incidents of vandalism and a major theft. Several steps have been taken to lessen future problems but the membership has to help.

The Irondequoit Police have recommended that we call 911 for ANY TRESPASSERS and let the authorities deal with the situation.

Our neighbor, Mike Allen, is being especially vigilant with regard to the Club grounds and suspicious activities.

Several new signs are being put up stating the Club and grounds are

private property, members only, no trespassing, etc.

Members are not to give anyone freedom to use the Club and grounds for any reason. Fisherman love to use this excuse.

Irondequoit Memorial Day Parade

Sterling Bush

Had a great time at the parade with good exposure. Great community activity and I encourage that we as a club continue with this parade participation.

It sprinkled a little and there was a little wind. Andy Smith let us use his boat trailer with a closed in area for people to stand and we utilized the space for two Optimist. He also had sides on the trailer to hang decorations. It was a great float trailer. We had one Optimist sail up but were not able to put the web site address of the club on the sail as originally thought. The address went on the sides for decoration instead. We will have to make those letters bigger I think. Of course Landy and Debbie could walk faster than the parade went and so got pictures from several places along the parade route.

Lots of waving and my arms were sore.

{Editors note - Thanks to Sterling for getting the float together and all the people who helped and participated. Landy took the photo.}

Writing Contest "Why I will always sail"

Sterling Bush

There is a program via Sunsail to get our youth in North America to write their feelings about sailing in a writing contest. You may enter via the Internet or by mail. Prizes will be given out for the best selection of writing works that are submitted by July 31. The prizes range from a sailboat, a vacation, a life jacket and a promotional free T-shirt for the first

300 entries. Writers must be of the age of 8 - 18 at the time of entry. There are various age categories and prizes for each category. Please find time to write your thoughts down and send it off. Fire a copy to the Club's Commodore, so we may use it for our next newsletter. We are proud that you love to sail. Details are on a poster on the Club's bulletin board with a letter attached. Copy the information down and have fun writing.

Send entries to: Sunsail Writing Contest 2001, 980 Awald Road, Suite 302, Annapolis MD, 21403. Please include a self-addressed, stamped envelope along with your essay. The three age categories are: 8 - 11, 12 - 15, and 16 - 18. Entries will be evaluated on the basis of creativity, grammar and adherence to the theme. Remember "Why I will always sail" because?

Lightning Fleet Report

John Atkins, Fleet Captain

Lightning Racing started on May 20 with 5 boats. We were able to convince the race committee that the Lightnings wanted longer courses and as a result the RC has started to set a mark below the bridge opposite the Newport House. This has provide the Lightnings with approximately 1 hour races. I hope the this will continue as everyone enjoyed the longer races.

Over Memorial Day weekend we had three out-of-fleet boats show up and provide some good competition to our fleet members. I wish to remind members that the Club Lightning is in the water (Yellow Lightning at the end of the West Dock) and is available to sail. The sails and equipment are in the upstairs front room in the north corner. If you use the boat and find something wrong or broken please let me know. We will be sailing on Saturdays during June and then switching to Sundays in July for the remainder of the season. I wish to encourage all members to join us for racing, the more boats on the line the more fun it is.

28th Newport Invitational Regatta on June 2/3

John Atkins

19 Lightnings from Central New York District and Lake Erie District showed up for our annual Lightning regatta. The weatherman's predictions of 100% rain and 15 - 25 mph winds did not materialize. Although the wind gods were not on our side as the winds ranged from 0 - 10 knots from the southeast to the northwest and 45 degree wind shifts were not uncommon. We did have some rain on Sunday morning during the first race but it was light and stopped part way through the race. Since the Canoe Club was not racing till Sunday PM we able to use the south end of the bay for our race course.

Mark Sertl won the regatta with Bob Wardwell (Henderson Harbor) in Second, Bob King (Sodus) 3rd, Jack Jones (Henderson Harbor) 4th and Dick Hallagan 5th. This year we ran a Fierce Competitors Series which handicaps the boats by their hull number with the oldest boat with a handicap of 0 and the newest boat with a handicap of one less than the number of boats. Dick Doherty won this sailing with a handicap of 2. Logan McReynolds with sister Erin won the Junior trophy and Dave Sprague won the 1st Canadian. I wish to thank Bill Farmer for bringing his 32 Cris Craft for use as the RC boat and Andy Smith who helped with Race Committee on Sunday when he didn't have crew.

NYC Members Invade Italy in July

Sterling Bush

Follow along with four of our members in the World Lightning Championships in Italy in mid-July of this year. Please log onto the web site of the International Lightning Class Association (<http://www.lightningclass.org/>) and see the action first hand. Watch Dick Hallagan and Bob Bush race against the best in the world. Lori Foster and Sterling Bush will be along as

foredeck coordinators for their respective skippers. Hopefully, with NO yelling at the foredeck crew. Over twelve countries will be involved with the event and there should be lots of pictures submitted via digital cameras to the web site. We want you all to be a part of it too. If it is possible, we will send the club our own NYC member pictures to be circulated to the membership.

Snipe Fleet News

C. Courtsal (Fleet Captain)

(culled from the email "Birds and Worms Bugle")

Launch Day 2001 (May 5th) was truly spectacular! A perfect blue sky with a constant north breeze of 5-10 knots greeted us this morning. The morning started with some last minute rigging and a hearty breakfast (provided by John Boettcher, Norma Platt, the Bells, Rosemary Dahl and numerous others not currently coming to mind) of eggs, bacon, sausage, donuts, muffins, pancakes and beverages. Norm Dahl had his inaugural voyage (ie. shake-down, shake and shiver, shake-your-boaty cruise) on his hot new Snipe. All seemed to go well with Carol Morse as experienced crew. Phil Morse inaugurated the new name of his boat, "This Side Up". He also showed his skill at haulout repair as his extensive renovations of my haulout turned out beautifully (only minor tuning of the rig needed). Norm stated that my haulout was slow - it just did not rock-and-roll like his! Todd Calvin stepped his mast after closely examining his rig (with the tuning guide highlighted in yellow!) Watch out! Dorothy Drazal joined me for a beautiful sail as we cleared the cobwebs from my boat. The boat she owns with Paul also arrived today and will be placed on the haulout soon.

The Spring Series has begun with three beautiful races on May 20th! Ted Horvath won all three with Phil Morse accumulating two 2nd place finishes. Norm Dahl seems to be working on his learning curve with his new boat. Here are the Race Scores: Horvath - 1, 1, 1 - Morse - 2, 3, 2 - Dahl - 3, 2, 2.

Race Results for May 26, 2001: With a close field of racers, the sunshine increased all afternoon (as did the wind velocity!). By the end of the afternoon, I think there were gusts over 25 knots! We saw white-caps out of the Southeast (of all directions). Close racing (and an especially close finish for 2nd, 3rd and 4th in the first race) led to the following results:

Horvath 2, 3, 3 Morse 3, 4, 4 Dahl 4, 1, 2 Courtsal 1, 2, 1.

Here the final standings of the Spring Series:

1 Courtsal	1603.67
2 Horvath	1594.83
3 Dahl	1543.17
4 Morse	1504.67

Laser Report

Might not be hearing too much about this Fleet in terms of regular racing since there are only four members. The annual Newport Laser Regatta was held Saturday, May 19th graciously organized and run by Jim Cuddihee. John Atkins. acted as race chair. The Schmidts graciously offered the use of their boat as a platform since the Pen Yann was out of commission. Ernie, Sterling, Bob, Almac and an iceboater formed the volunteer committee. Only ten boats turned out for the event. The day was clear with a light, oscillating thermal. Mark S. won the event for the second time in as many years by narrowly beating a visitor. Third and fourth place were similarly close. Other than Mark, the Newport sailors (Dean, Todd, John and Logan) anchored the rear of the pack with Logan turning in a reasonable performance for his first time in a Laser regatta.

Cruising Fleet Activities

Tom Henderson, Fleet Captain

The Fleet has two moonlight sails scheduled for July 7th and August 4th. The plan is to sail out on to the Lake and enjoy the early evening. Exact departure times remain to be set. Guests are welcome particularly if you bring grog.

The Fleet is also going to try picture taking of cruising boats under sail at

the two Open House dates. Maybe other fleets want to participate.

Challenges of Ownership

Ironically, your cruising fleet captain is one of the most inexperienced sailors in the club. There is an old saw that says "the second happiest day in a sailor's life is when he buys his boat. The first happiest is when he sells it". The inexperienced can't imagine the truth of that statement, but I am starting to see it. Perhaps its because most of us don't have the financial wherewithal to just buy a new boat. And if you're not sure about sailing in the first place, a \$30,000 expenditure wouldn't be prudent. So I, like most of us, have a boat with "challenges". Seemingly irreparable flat tires on the trailer, mysteriously inoperable mast head light and a mainsail furling that dropped, with boom, suddenly to the bottom of the mast. And then there was the motor...

My family and I started our maiden voyage from Shumway to the Newport YC last year and made it into the bay and almost halfway to the Club. That was when I learned that the small tank on the motor afforded only 4 miles of travel. Well no problem, I had some gas in my plastic storage container. "Some" being the operative word, about a cup full. (How'd that happen?) "It'll be enough to get us to the club" I assured my anxious crew. Well, that and the blessed momentum of moving bodies brought us just barely to the laser docks. So a raid to the NYC gas closet got the motor started again, but this time a more serious problem was awaiting. The tiller on the motor broke, which sent the little thing screaming wildly, and rendered steering impossible. I buzzed about in frantic motion in front of the club until I learned to delicately manipulate the line to the hanging tiller while forcing the motor with brute force into alignment. It wasn't boring I can tell you that!

Now the experienced among you are asking "Why not just sail the damn thing?" The answer that I have learned painfully is that it is impossible to sail when 12 year old daughters are on board. Yep, another challenge of ownership, but that's a whole other story.

Yet in spite of these challenges, I felt very proud and optimistic when John Parker (a new experienced member) called my Rhodes 22 a "classic". We've now got a quiet, odor free Honda outboard and if I can hang in there and make improvements, maybe one day I'll have a classic of some value and the satisfaction of challenges overcome.

NEW RULES QUIZ FOR NEWSLETTER

Norm Dahl

- 1) You are leading the race. As you near the finish line, you hear some fireworks and see a guy waving a checkered flag.
- You have just won the race.
 - All races are abandoned.
- 2) A windward skipper hails, "Mast abeam!" The proper response is:
- "OK, I'll fall off."
 - "Protest!"
 - "So what."
- 3) If you hit a mark, how many tacks and gybes must you perform as a penalty?
- One tack or one gybe.
 - One tack and one gybe.
 - Two tacks and two gybes.
- 4) You have just completed a tack to starboard inside the two length circle at the windward mark. What can you do to a boat astern on the starboard lay line?
- Backwind her.
 - Luff her up.
 - Make her slow down or head up to miss your transom.
 - All of the above.
 - None of the above.
- 5) Novice skipper Chris (on starboard) is on a collision course with Norm (on port). Norm hails "Starboard!" Chris tacks.
- Norm can be disqualified under Rule 2, Fair Sailing.
 - Norm always has the right of way.
- 6) The sailing instructions for Newport Yacht Club (Rochester, NY) include which of the following penalty rules?
- The black flag rule.
 - The red flag rule.
 - Double secret probation.
 - None of the above.
- 7) Which of the following would be considered an obstacle for a port tack boat under the rules of Section C?
- A starboard tack boat, one length from collision.
 - A capsized boat, formerly on port tack.
 - A dead carp.
 - A gob of seaweed.
- 8) Fritz Gram (ahead and to leeward) tacks to port and collides with your boat (on starboard). You should:
- Yell at your crew.
 - Fly a red flag and mumble profanities.
 - Hail "Protest!"
- 9) A protest committee will probably grant redress if your finishing place was hurt by:
- Stopping to aid an injured competitor.
 - Stopping to injure a competitor.
 - Stopping to pee overboard.
- 10) In the middle of a run a leeward boat is limited to her proper course only if she:
- established her overlap from clear astern.
 - established her overlap from clear ahead.
 - began her overlap by gybing.
 - feels like it.
- 11) On a reach a skipper can suddenly luff and collide with a windward boat if:
- she has good insurance.
 - she enjoys losing protests.
 - she hasn't read the latest rule book.
- 12) Code flag I is displayed during the starting sequence. Which of the following rules is in effect?
- The around the ends rule.
 - The around the middle rule.
 - The between the ends rule.
- 13) Code flag I is:
- A black ball on a yellow field.
 - A black ball on a black field.
 - A yellow flag that glows in the dark.

"Cold enough to freeze the balls off a brass monkey."

Every sailing ship had to have cannon for protection. Cannon of the times used round iron cannonballs. The master wanted to store the cannon balls such that they could be of instant use when needed, yet not roll around the gun deck. The solution was to stack them up in a square-based pyramid next to the cannon. The top level of the stack had one ball, the next level down had four, the next had nine, the next had sixteen, and so on. Four levels would provide a stack of 30 cannon balls. The only real problem was how to keep the bottom level from sliding out from under the weight of the higher levels. To do this, they devised a small brass plate ("brass monkey") with one rounded indentation for each cannonball in the bottom layer. Brass was used because the cannonballs wouldn't rust to the "brass monkey", but would have rusted to an iron one. When temperature falls, brass contracts in size faster than iron. As it got cold on the gun decks, the indentations in the brass monkey would get smaller than the iron cannonballs they were holding. If the temperature got cold enough, the bottom layer would pop out of the indentations spilling the entire pyramid over the deck. Thus it was, quite literally, "cold enough to freeze the balls off a brass monkey."

This was sent this by a friend and confirmed with a "google" search on the internet. Along the way, I found several entries saying the above is a lot of nonsense. Entertaining nonetheless. FYI - jwb

Swallows at Newport

John Boettcher

We may not be Capistrano but we do have swallows that return every year. The closest are the barn swallows which build mud and stick nests under the Laser ramps and Snipe haul-outs. These birds can be seen whizzing over the lawn collecting bugs for their young. They have iridescent blue-purple plumage and long forked tails. The others are bank swallows and these nest in the sandy bluff directly across from the Club. These birds are cavity nesters and dig burrows deep in the steepest section of the sandy hill so as to be inaccessible to predators. They also nest as a colony estimated at several hundred which also serves as protection from predators. Their food consists of hatches of midges coming off the Bay. Bank swallows are drab gray brown with short tails. Activity of the bank swallows is at a peak the end of May and in a few weeks they will have dispersed. The barn swallows may be with us all season raising several broods.

Getting to Know You

Lori Foster

This column will feature our "veteran" members since the Membership committee will cover 'getting to know you' information on new members.

In our spotlight this issue is our Commodore, John Boettcher, who joined the Club in fall of 1979. John grew up in Chicago and spent a lot of time at the lakeshore. He was always curious about the colorful sails off in the distance but thought this was probably only a rich persons sport and says, "I was pretty wise for my years."

Regardless of being a 'late comer' to sailing, he first 'got hooked' into crewing on big boats in the mid 1970's and did a fair amount of cruising on Lake Ontario. He was ready to start racing his own boat after crewing for several years. "I

thought I knew something about the sport," he quips.



He heard there was a deal on Lasers at the Sailing Center next door (our neighbors to the north) as a result of the Women's Worlds held at RYC earlier in the year and also heard that our Club was trying to grow the Laser Fleet using these boats. John visited NYC the week before he bought the boat. He was drafted as crew on Alan Hamilton's Lightning with John Atkins. John says, "the first time I experienced planing was that day, downwind, under spinnaker, with me on the sheet. I was hooked on one-design boats!" He continues to say, "I was a very slow learner. Every lesson had to be learned the hard way. I have capsized a Laser in every way possible. I once lost a shoe (laced on) in an especially violent upset."

And now, after 20 years of sailing a Laser, John admits he is "tired of having a wet bottom every time I sail." He and his wife, Norma Platt, bought a Lightning last year. And though there's "lot's more pieces to this boat than the Laser, we usually leave the dock with most of the critical ones. Helps to be anal retentive."

When asked the question "tell us something very few people know about the Club," John responses with big eyes and says, "the electrical work in the basement, especially the lighting, is really scary."

Other interesting facts:

HOBBIES - "Bird watching is the big one after sailing. Norma and I travel to do this and get to some wonderful places. I am interested in lots of other

things like carpentry, photography, drawing, general nature stuff and golf. I decided to cultivate the latter as a source of aggravation for when I retire and don't have to go to work."

OCCUPATION - "I am a chemist in the research labs at Kodak. I make the emulsions that get the dye precursors into color film and paper. If you want more information, I can tell you but then I will have to kill you."

FAMILY FACTS - "Norma is not nearly as terrified of water as she says. Ask her how the snorkeling is off Eden Rock in Grand Cayman Island."

Become Part of the 2002 Lightning Youth Worlds

D & C article from Sunday 6/3

The Newport Yacht Club on Irondequoit Bays has been awarded the bid to host the 2002 Lightning Youth World Championship. It is scheduled for July 6-10. The event is held in North America every six years, attracting up to 20 teams from 14 countries. The countries eligible to enter are: Argentina, Brazil, Canada, Chile, Colombia, Ecuador, Finland, Greece, Ireland, Italy, Peru, Switzerland, United States, and Uruguay. Each three-person team, consisting of competitors between 14 and 19, must qualify through its nation's championship. The Lightning class sailboat - 19 feet long with a main, jib and spinnaker - was designed and build in 1948 in Skaneateles. For more information, contact the Newport Yacht Club, 694 Seneca Road, Irondequoit, by calling 266-1170 or online at www.ggw.org/nyc.

LYWC Website address:
www.ilcaYouthWorlds.org

Call for Help

Sterling Bush

You too can be part of this great World Class event. Your thoughts and ideas and connections are very much in demand in the early planning stages of the event's activities, coming next July. It is closer than you think!!!! We are

working on ideas everyday and networking is extremely important at this time.

Lori Foster has come up with various logos to accentuate the event title. After several meetings a choice was made and then improved upon. We are now in the stage of getting printing quotes for letterhead and envelopes, posters, brochures, t-shirts and other items. Do you have any IDEAS ????

Bob Bush and John Atkins are running the show and will need help with the On-the-Water support. Be part of the crowd....Show you SUPPORT.... Raise a flag, toot a horn or be a scribe for a day.

Sterling is looking into locations for the final Awards Ceremony, group activities during and after the sail races, and dinner for the Opening Ceremony and entertainment. She is also looking into a car dealership lending us two vans for transportation, cell phones use on the water for safety, trophies, give-away items at registration and raffle time, housing, interpreters, sprucing up the club and general helpers for the event. Do you have any CONNECTIONS ???

Ed Bell, Lori Foster and Landy Atkinson have been busy putting a web site together, putting out press releases and arranging communications with the various organizations involved.

Fund raising is our main objective at the moment, so we can get the ball rolling. If you or your company would like to give a tax free donation to this event. Please make the check out to the I.L.C.A. with a memo note saying the check is for the 2002 World Championship, it would be a wonderful thing. Give the check to Lori, Landy or Bob.

HERE IS THE LIST SO FAR.....Can you help in any way possible? Give one of us a call or talk to us at the club when you see us next.

Regatta Management (Bob Bush, John Atkins, Ed Bell)

Official Communications, Official Notices (Notice of Race, Sailing Instructions, etc), Class Interaction, Jury/Judges

Boats - John Atkins, Chair (Landy Atkinson, Al McReynolds, Peter Allen, Todd Schumacher), Borrowed Boats, Boat Repairs

Race Operations (Bob Bush, Landy Atkinson), Race Committee (Jim Cuddihee, Norm Dahl, ToddSchumacher), Patrol Boat (Ted Horvath, Phil Morse)

Racing - on shore activities

Sail Measurement (John Atkins, Al McReynolds), Registration (Cindy McReynolds, John Boettcher, PhilMorse, Gillian Stokes), Trophies (Sterling Bush, John Boettcher, Paul Riordan)

Guest Services - Sterling Bush, Chair
Transportation (Gillian Stokes), Afterguard, Housing (Atkins, Bonnah, Bush, Foster, Schwenker), Interpreters (Sondra Weatherup)

Activities - Sterling Bush, Chair
Entertainment, Meals (Paul Riordan, Todd Schmacher, Marcia Mephram)

Publicity/Web - Lori Foster, Chair (Ed Bell, Landy Atkinson)

Facilities - Ed Bell, Chair
Building and Grounds, Security

Finance -Landy Atkinson, Chair (Jim Cuddihee, Gillian Stokes, CindyMcReynolds, Paul Riordan)

Fund Raising (Bob Bush, Lori Foster)

ANSWERS TO NEW RULES QUIZ

Norm Dahl

- 1) b If you hear three loud bangs and the flag is blue and white checks, you are out of luck. Sorry. Maybe race exceeded

the time limit in the sailing instructions.

- 2) c There is no such thing as "mast abeam" in the current rules.
- 3) b The gybe as well as the tack must be performed promptly.
- 4) a But your best bet is to make your port tack approach three or four lengths below the lay line.
- 5) a It is poor sportsmanship to take advantage of a novice. We want them to enjoy the sport and build their skills.
- 6) d "Double secret probation" applies only to an entire club, not to one individual boat.
- 7) a and b
- 8) c The red flag is no longer required for little boats like ours. However, the hail of "protest" is essential.
- 9) a In fact, the rules *require* you to help a boat in distress.
- 10) a This is the so-called "back door overlap."
- 11) b But if she luffs slowly, the windward boat must keep clear.
- 12) a This is also known as the one minute rule. Boats over the line within one minute of the start signal must round one of the ends before starting.
- 13) a The black flag means anyone over early is disqualified. This is so draconian that it is almost never used.

Info for Next Newsletter

The next newsletter should be hitting the presses in early August. Get any information or ideas for the next edition to John Boettcher by mid-July. Thanks to all who contributed to this newsletter

