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# Birds & Worms News

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Volume 5 Issue 3

August 2001

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NEWPORT YACHT CLUB

ROCHESTER, NY

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## ADULT SAILING CLASS



Sterling Bush imparts her enthusiasm for sailing to several students in this year's Adult Sailing Class

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### What's Up?

Note that the Open House, Picture Event and Cross-Bay Swim are on Sunday August the 19th. A previous mailing had them incorrectly listed on the 18th.

The Club calendar gives you a full listing of the year. Check out the web version at [NewportYC.org](http://NewportYC.org). This column features events of the next few months and gives you some additional info.

#### August 4th - Moonlight Sail

Cruising Fleet sponsored. Contact Tom Henderson for details.

#### August 11th/12th - Snipe Regatta

No regular Club racing on this weekend. Call Fleet Captain Charlie Courtsal if you would like to help with this regatta.

#### August 19th - NYC Open House #2

Invite friends and acquaintances who might be interested in sailing and membership. Food and boat rides. Call Pat Wartinger for details. Regular club racing (1:00) and two other special events (see below) on this same day.

#### August 19th - Cross-Bay Swim

Fourth revival of this classic. Swim from Webster to Irondequoit side in

front of the Club. Same day as Open House #2. Rendezvous at East dock at 9:00 am. Want to watch? We need escort boats and helpers. Contact J. Boettcher.

### August 19th - Picture Taking Event

Photo opportunity to get your boat under sail on film. Sponsored by the Cruising Fleet. Contact Tom Henderson.

### September 3rd - Brown Jug

Hosted by the Rochester Canoe Club this year. Start at 1:00.

## Since the Last Newsletter . . . .

The East High Sailing Club Fund Raiser held on June 9th was a big success. Attendance was around 80. The Lightning Fleet gave rides to a couple dozen of the visitors. Several people expressed interest in the Club. Phil Lange did a good job organizing the event with live music and a pig roast.

The following week was Open House #1. Pat Wartinger assisted by husband Ray took care of the food and libations. Eight visitors showed up for the event and were showered with attention by many Snipes and a few Lasers and Lightnings. The weather forecast was awful but the rain held off and, although cloudy, a light wind from the North developed and allowed for quite a bit of sailing.

Sterling Bush held not one, but two adult sailing classes this year. See the report elsewhere in this newsletter.

With the great reception for the NYC float in the Irondequoit Memorial Day Parade, Bob and Sterling Bush did a repeat for the fourth of July. Report elsewhere in this issue.

You would think this pair would get tired sometime but while involved in the two preceding items Bob and Sterling also managed to fix up the outside South wall of the Club by power washing the wall and fabricating (with help from Dick Dougherty) and installing new lettering and insignias. Check it out!

To address some of the security problems experienced earlier in the year Rear Commodore Alan McReynolds had some pretty slick signs made and placed them about. Now there should be no question that non-members are on private property.

It is probably no news to most folks, but the Club has had it's share of power boat troubles this year. The Penn Yan story is a sad one and detailed in an article elsewhere in this issue. The good news is that the two Boston Whalers and outboards are in good working order. Read the blow-by-blow in the article by John Atkins.

The Club now has its own domain name of NewportYC.org. See the article following.

You for sure want to read the summary of the Cruising Fleet's first Moonlight Cruise on July 7th submitted by Audrey Smith.

Club Racing was pretty thin for the first month or so. This was a combination of the regatta schedule by the Fleets and the really crummy weather. The latter might finally be coming around. Come on out and join in the fun.

## Overwhelming Response to the Adult Lesson Program

- Sterling Bush

The sailing on the Bay is great this year. More and more boats are coming down to the club to enjoy the weekday evening winds and fair weather. One group that has really enjoyed this comfortable summer, are the folks in the Adult Sailing Program. Originally, Tuesday and Thursday evenings were reserved for sailing lessons at the club for adults who wanted to learn how to sail. The phone at the Bush's house never stopped ringing even after the classes began. Sterling was lucky enough to get a few of her students to move to a class session on Mondays and Wednesdays to relieve the overload of people on the original session.

There were ten students that went through the sailing regimen and all did very well in learning the basics skills of sailing. The Lightning was the beginning boat for skill development. This is for its stability,

ease of turning and available skippers to help out with the classes. Yes, this is all volunteer and everyone was very nice about loaning their boat or helping in the teaching of the students. To learn a boat, you don't want to scare the student. Various teachers make it easier to understand and get the student comfortable in the maneuverings of the boat.

I want to personally thank all those who helped in this effort. They are: John Atkins, Landy Akinson, Ed Bell, John Boettcher, Bob Bush, Christie Cain, Tim Collins, Norm Dahl, Jim Cuddihee, Tom Henderson, Phil Lange, Alan McReynolds, Phil Morse, Marc Schieber, Ernie and Audrey Schmidt, Bill Vaughn, and Dave Walsh.



Yes, it took all of you to help run the program. This is truly a club effort. I even learned something about belaying pins on an wooden lightning. I thought those were reserved for large schooner ships. What a treat to see a restored boat in all its glory!

Several students were very confident when they reached the Laser. Their sailing skills had reached a level that they could maneuver the boat with great ease. Some even mastered a heavy air day (blowing 15+ and lots of white caps) and had a great time. We had lots of rescue personnel on hand but all did very well. Some of the instructors had a hard time keeping upright as they pushed the envelope of a close hauled position or a screaming reach.



At the end of the course, Debbie Gibb pronounced: "Sailing is a metaphor for life. Sometimes you just have to let go and not hold on so tightly" She had taken an instructional tool (get in trouble on the boat, just let everything go and wait) and made it into something we can all live by.

### NYC Float in Irondequoit July 4th Parade

- Sterling Bush

The Irondequoit Fourth of July parade was full of entertainment this year.

Stretching for two hours, along a short section of Titus Avenue. Newport Yacht Club again had their float with children waving flags and enjoying the day. The Traver family arrived dressed for the occasion wearing red, white and blue. Shalyn and Bryce played on the float and sat in the boat eating lollipops and smiling ear to ear. Jane Rogaoski brought three children,

Margret, Mica and Nick, who carried the banner and stood sentinel at the bow of the Lasar boat float. The car in front of us never got out of the way even though we were on starboard the whole time.

### WHALER UPDATE

- J. Atkins

Presently both Whalers are up and running without any problems, but this has not been the case all season. With the combined effort of Ernie Schmidt (Launching and Retrieving,

what we do without a Pickup), Dave Walsh (Transporting to Spencerport and back) and John Atkins (fiberglass) the problems are behind us.

After repairing the Vermont Whaler with lots of fiberglass and filler, the boat was taken to RAZ by Dave Walsh who had a new Johnson 40HP engine put on it. But the initial launching did not go well. Seems the guy (fiberglass) responsible for fixing the boat overlooked that the drain tube between the inside and transom had corroded away and as well missed patching a hole in the inside.

Needless to say the boat was taking on water quickly, but thanks to the efforts of Norm Dahl who played the part of the little Dutch boy who put his finger in the dyke, the boat didn't sink. This problem has been temporarily resolved by using two drain plugs, one on the inside and one on the outside. To drain the boat on the water there is a hand bilge pump. The Engine was broken in according to plan and has been operating well until a few weeks ago when during the Adult Sailing program the Sound Alert went off indicating that NO OIL was getting to the engine. Dave came to the rescue again and took the boat back to RAZ who found that the Oil pump was defective. The boat is back at the club and operating with no ill effects.

Earlier in the season, the old whaler with the Evinrude on it developed a leak in the cooling overflow tube, which completely soaked the engine inside the cover. After fixing the leak (again thanks Dave) the engine developed VAS, various alarm syndromes. (The engine alarms when the oil is low or there is no oil or when it's too hot. There is also the ever-inclusive CHECK ENGINE alarm.)

The engine reported all of these individually and at times all together, but continued to run perfectly, which indicated that there probably were some wet connections. As time went on these alarms became fewer and fewer. Hopefully this problem is fixed.

### PENN YAN SURVEY RESULTS

- P. Allen

(email to J. Cuddihee 7/19)

Jim,

I was good to see you this afternoon at the club. I hope that you found the informal invoice (\$100) for the survey on the Penn Yan. Rick did a limited survey, concentrating on the integrity of the hull.

In summary his conclusion is that while the hull is readily repairable and likely to give up to ten more years of service. Except for the transom work, the work on the hull can be done by our members.

However, it is likely that the cost of a rebuilt short block, its installation, plus professional restoration of the transom, is likely to approach \$5,000. Realistically, that is probably all the boat would ever be worth.

Thinking backwards (a faculty I have developed to a fine point) that suggests the current value of the boat is Zero. It could probably be sold to an amateur with limited resources. It could probably also be parted out. The outdrive is in good condition, as is the trailer. I might even have a ready buyer for the trailer, but if we go that route the trailer should be first offered to our members.

I suggest that we discuss this report at the August board meeting and determine if there is a consensus on the direction in which the club should move.

### NewportYC.org Web Site

If someone asks where we are located on the web, it is now much easier to respond. Our new domain name is an obvious variant on the Club name - **NewportYC.org** is all you need to get there, but **www.NewportYC.org** will work just as well.

Previously, we had used the free services of the Genesee Gateway which is a not for profit group in town run by a bunch of volunteers who hosted a bunch of organizations such as us. They recently lost their access to a free server connection at

Verio and were forced to relocate. The new arrangement can no longer be offered free, but will cost NYC only about \$60 per year.

It had been suggested by Landy Atkinson and Todd Calvin that a more obvious link of our name and domain name on the internet would be an advantage. This gives us a permanent name which we can move to a different hosting service in the future without having to change the URL address of our site.

The NYC site has really taken off this season. There is an events calendar which is being kept up to date, the Snipes have their weekly and series scores posted, there are lots of pictures showing potential new members what we are all about and much more.

Be sure to check out the site and provide feedback to John Boettcher or to Laurel Zazubec (our web mistress) through the webmaster mail link on the site.

Thanks to Laurel, Landy, Todd and Joanne Vaughn for their efforts in this regard. Spread the word. The Club can be found at [NewportYC.org](http://NewportYC.org).

## The Cruising Fleet's Moonlight Sail

Official Report from Fleet Captain Tom Henderson

A crowd of four cruising fleet members gathered on July 7 at 8 PM in hopes of sailing. Of course, that was just two boats. The Courtsal family and Mark Schieber were also present. Ernie and Audrey took out the Coursals and only got rained on once, from what I hear. After that, they had a pretty good sail under cloudy skies.

Being more conservative, Beth, Mark and I chose not to sail. And of course, the following day offered an absolutely beautiful evening for sailing. But by then other plans were made and we couldn't enjoy it.

That's what happened.

## A More Personal Account by Audrey Schmidt

Saturday, July 7th was a gorgeous, sunny day. But as evening approached so did the clouds and showers. My hopes of a nice sail on the lake began to fade. But, we had the option of cocktails at the clubhouse at the very least and who's going to pass that up? So we packed up our cooler and our rain gear and headed down to the bay.

Ernie and I had some guests sign on to ride on our boat (Charlie, Lisa and Brendan) and we were quite pleased to see they were at the clubhouse ready and willing (rain gear and all). Now my focus shifted from "maybe it will clear up" to "sails still work in the rain, what the heck, lets go".

A few other cruisers had also shown up for the festivities, but were not up to the "adventure" of sailing at night in the drizzle. So, as we backed out of the slip, they sat warm and dry on the porch of the clubhouse and waved us off. (I don't think they were laughing at us....too hard) The breeze was from the south and with uncertain conditions, we wanted as much sailing as possible so we raised sails and headed north to sail the channel out to the lake.

Just about the time we passed the first channel markers the "slight mist" became a drizzle. (oh boy, what fun) But we still had wind! As we passed the second channel markers the drizzle became a steady rain and this time we lost the breeze. (where can we turn this thing around?) I'm sure those back at the clubhouse were glad they hadn't opted to come out with. But, about five minutes after it started, the rain moved off and as we passed the mouth of the bay the breeze kicked back up. So out we went.

I am going to take a moment to note how pleasant it was to have the Courtsals along for the sail. Most of the guests Ernie and I have on the boat are "non sailing" friends that always seem to be sitting in the wrong place at the wrong time or are too shaken by the heel of the boat to really get her moving at a good clip. Not so on the Moonlighter! Charlie and Lisa have this sailing thing pretty much down so tacking and jibing was a snap. Five year old Brendan was

quite a trooper. He never even balked at the rain and kept us entertained with stories of yellow submarines and questions about our "big" boat. He even helped with the sheets on a few jibes. Watch out snipers when he's old enough to crew with Dad, y'all are in trouble.

It was probably close to 8:50 PM and it was getting a little dusky as we rounded the jetty at the edge of the lake. I couldn't believe my eyes. Smooth water as far as you could see and a steady south wind blowing about 10-12! And no rain in sight!!! We set the sails for a broad reach and cleated 'em off heading parallel to Durand Eastman towards the river. Everyone on board was delighted! After 20 minutes or so we decided to tack around and see what it would be like on a more windward heading. Yee Haa!!!

Charlie came down off his lookout on the fore deck and took over the helm. I think the responsiveness of this "big boat" surprised him. But, he managed to keep her under control and with a steady 20 degree heel we were zipping back towards the bay at a good pace. As a matter of fact, we got back so fast we decided to turn right back around and reach towards the river again. It was about this time that we remembered the refreshments we had brought. Out came the cheese and crackers and we all enjoyed a little snack. The lights of Sea Breeze were pretty and someone on the bay was setting off some pretty amazing fireworks.

Another 20 minutes of broad reaching and we decided to head for home. We tacked around and with that same steady south wind we were beating to weather on a perfectly flat lake! Perfect!! The only thing missing was the moon!

All too soon we were at the mouth of the channel. Ernie took the helm again, turned on the engine and turned her up into the wind so I could drop the sails. We had a nice quiet motor ride back into the bay (Save that fisherman with lines out IN the channel who yelled at us for daring to cross them) We got back to NYC around 10:20 and found everyone else had gone home. So we got the Courtsals safely back to dry land, said our good-byes (it was way past

Brendans bedtime by now) and quietly packed up the boat. There wasn't much we could say. What started out as a rainy adventure turned out to be a fantastic night for a sail. The only thing we could think of was... "we can't wait until August's moonlight sail to do it again"

Hopefully we will have more boats for company next time!

## Lightning Fleet Report

J. Atkins (Fleet Captain)/  
H. Stickney (Scorer)

Too much time has gone by with too few races. Since the Lightning Regatta in June there have been only two days that the Lightning fleet has raced, one day in June and one in July. This is partly due to the very aggressive District regatta schedule this year and partly to the weather.

There have been 3 District regattas since our regatta the first weekend of June and this coming weekend is our District regatta followed in two weeks by a Leukemia Cup regatta at RYC. Immediately following that is the WJMs in Vermont and then the North Americans.

Couple this with 2 Lightnings and 4 fleet members being in Italy for the next 2 weeks to participate in the European Championships and the World Championships and this is one reason why racing has taken a down turn. But, there are a number of Lightnings that have we have not seen this season. Where are you?? If you haven't gotten down to race please make an effort to do so and for those that have, PLEASE keep coming down.

### Spring Series (Final)

Bush (43)  
Lange (16.2)  
McReynolds (13.8)  
Atkinson (11.2)  
Hallagan (9.8)

### Summer Series (7/15)

McReynolds 1 4  
Doherty 3 3  
Jameson 4 1  
Atkins 2 2  
Boettcher 5 5

## 2002 LIGHTNING YOUTH WORLDS UPDATE

J. Atkins

Planning for the 2002 Youth Worlds is continuing on a slightly slower pace, but progressing along. We have finalized the Logo and have a web site linked to the Club web site as well as the ILCA web site. We have put in a request to the Seabreeze Water District to have the logo placed on the water tower at the top of the hill. We have not heard back on this yet but remain hopeful.

We continue to ask club and district members to loan their boats and have gotten very positive responses. At last count we should be nearing half the boats we need.

We are in process of getting commitments for an International Jury. US Sailing requires this for World events. The Jury is composed of 5 Judges, three with an International Rating and no more than two from any one country. The Jury will be on the water watching the racing and taking notes. They will hear protests and breakdown (equipment failures not attributed to the crew) requests.

At present we have commitments from three Judges, George Hock, a club member with a Judge rating and two International Judges, one from Toronto and one from Guayquil, Ecuador. We continue to search for a US International Judge and one other. We need to provide housing (Home or Hotel) for each of these Judges, along with meals and transportation. So, if anyone feels uncomfortable with housing a youth team and would like to offer housing to a Judge, let us know.

Also, we will need a powerboat that is reasonably comfortable on the lake and has cover to get out of the weather, to be used for a Judges Boat during the event. Let us know if you know of one.

One committee head that needs to be filled in the near future is that of Housing. This will require locating housing for the teams (up to 20 teams of 3), getting blocks of rooms at local hotels and arranging housing for the Judges. If you would like to get

involved at the committee level let us know, it's not too soon to start on this.

Committee: John Atkins, Bob & Sterling Bush, Landy Atkinson, Lori Foster, Ed Bell, "add your name here"

## Snipe Fleet News

C. Courtsal (Fleet Captain)

Norm Dahl has a new Snipe (bought from Eric Rueckwald). Phil Morse's boat has a new name - "This Side Up" and the Vaughns are naming their boat "Red Shift".

The Master's Snipe Trophy is hotly contested with Phil Morse, Ted Horvath and Norm Dahl tossing their Medicare cards in the ring. This trophy will be cumulative through the Spring, Summer and Fall Series, so we have not heard the end of this competition.

The Inexperienced Skipper Series has included such talented skippers as Jillian Stokes, Virginia Cumene, Carol Morse, Todd Calvin and Joanne Vaughn. Check the NYC web site for current standings since the rankings keep changing.

Wednesday sailing with the Snipe Fleet is open to any class of boat, so feel free to come and join us. Wednesdays are a great time for other members of the club to try out a Snipe in a relaxed setting. Since the Inexperienced Skipper, Wednesday Series and Junior trophies are open to any NYC member, you may find yourself taking home a trophy as well. Let any members of the fleet know if you are interested. So far, the Junior Trophy is wide open with no one qualifying for the trophy at this time.

Do you have any materials about the Snipe Fleet (including photos) from previous years? The Fleet is interested in expanding our fleet archives. Currently, we have very little information from 1945 - 1978. Please give any materials to Charlie Courtsal. Thank you!

The Fleet is very interested in enlarging its membership. Please tell us how we can get you interested in sailing a Snipe! 7/29/01

**HOT FINANCIAL NEWS:** The Snipe Fleet now has a Savings Account. Your beloved Fleet Captain placed \$700 of our \$1431 into the new account. By earning about \$7-14 a quarter, this will off-set our monthly checking fees of \$3.00.

## 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.

Norm Dahl is synonymous with Snipe and Newport Yacht Club. A member since 1972, Norm has tales to tell. He and his family were brought to the Club by Ray and Liz Stover, Snipe sailors. Norm recalls: "It was the year the bay overtopped the railroad tie seawall. While the sheet metal seawall was being installed, we stacked the Snipe and Comet haul outs in the cove and stored our boats on trailers between race days."

Snipe #12767 was Norm's first boat. There have two more boats since then. Most of them have been retired to Camp Arowhon, a sailing camp in Canada. "They have a lot of Snipes there. The strong, sturdy Snipes are great for the campers to learn on."

He just purchased his fourth Snipe from Eric Rueckwald, #26468. When asked if it has been named yet, Norm responds, "it will probably be named by my granddaughter, Aislinn, but anyone can make suggestions. No, I will not call it 'Over Early'." Is this a story the race committee could tell?

Norm's fondest hobby is fixing the boat. When that's done (?) he enjoys talking on the phone with his three grandchildren who revel in telling him 'knock-knock' jokes. Help Norm out with your favorite 'knock-knock' he can share with these quick-wits. A winter fascination is researching his most immediate genealogy, which goes back to sod homes in Nebraska.



Rosemary, Norm's wife's hobbies are reading, traveling, and making soup. "I help her with the traveling," says

Norm. "We talk a lot about our best trip, which was a month in Turkey. Phil Morse says whenever he hears anything about Turkey, he thinks of me."

Norm has been retired for 10 years. His occupation before retirement? "At Kodak I used to think I was an engineer. Rosemary was a grants coordinator for the Rochester City School District."

And now, something about Norm's family he'd like to share: "Rosemary, daughter Laura, and son Philip all used to crew for me. Also I crewed for Laura and Philip. Laura went on to sail in college and even skipped a 420 in the Women's Collegiate Nationals against J. J. Isler. Guess who won? Well, actually, I can brag that Laura beat her in one race."

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## Info for Next Newsletter

The next newsletter should be hitting the presses in the middle of September. Get any information or ideas for the next edition to John Boettcher by the end of August.

Thanks to all who contributed to this newsletter.

## Compare and Contrast:

### Rochester, NY's Newport Yacht Club Fleet #103 Meets Newport, Rhode Island's Fleet #17

*Charles Covert and Lisa Gardner from Snipe Fleet #103, Newport Yacht Club, Rochester, NY and Carol Cronin, Narragansett Bay Fleet #17, conspired to compare their friendly competition.*

The name "Newport" has very different connotations on the west and east coasts, especially for Snipers since there is history in both towns. Newport Harbor, CA is home to the 1945 and 1946 World Champion and the '53, 54 & 57 National champion; the 1991 National champion lives in Newport, Rhode Island. But there is also a third Newport Snipers should have on their mental maps: Newport Yacht Club, in Rochester, NY, home of Snipe Fleet #103. With the re-establishment of the Newport, Rhode Island, Fleet #17, we thought it would be entertaining to compare the two Newport Snipe fleets that are east of the Mississippi.

Newport Yacht Club Fleet #103 of Rochester, New York, has been sailing the waters of Irondequoit Bay continuously since 1938. In the past two years, the fleet has experienced a 33% increase in size. Some of the keys to success has been a spirit of welcoming, the convenient location with low overhead costs, and the fleet's intimate involvement with the running of the club in general.

The Narragansett Bay Fleet (#17's official title) was very active in the 80's, with 20 boats out every week and such class notables as Ed Adams, Brad Bead, Jens Hookansen, Debbie French, and Andrew Pimental participating. But keelboat growth led to dinghy demise, and by 1991 what was left of the fleet turned to travel for its Snipe excitement.

Fast forward thousands of van and frequent flyer miles: Rochester's 33% growth may sound tremendous, but how about the 600% growth its Rhode Island sister experienced in the first six months of 1999? From one boat and three members, this group jolted back to activity with 6 teams sailing every Tuesday night. The secret to success? The same as every other Snipe fleet (and probably any other one

design fleet) in the country: a few spark-plugs who made it happen and found boats, tracked down crews left over from the 80's who could adjust to a pole launcher, found a place to drysail, and pinned down a race committee willing to give the small fleet a start. The timing (ten years later, keelboat sailing was getting old for many locals) didn't hurt either.

Back in Rochester, the most important reason for growth has been the fleet's open and welcoming attitude. Competition has always been second in importance to camaraderie. Half of the fleet has sailed at Newport Yacht Club for over 20 years and are as close as family, but newcomers are welcomed with open

The most important reason for growth has been the fleet's open and welcoming attitude.

arms. The most hotly debated trophy is the Ford Fisher Tip-Over Trophy, if no one capsizes in a given season; it has been awarded for bone fractures (an ankle once) and "style points" for spectacular maneuvers.

While there are currently no nationally known sailors in the Rochester fleet, past fleet members have won the Retzhaupt Trophy (for New York State Champion) and have qualified for the Snipe Nationals and Pan-Americans.

In contrast, MOST of the Narragansett Bay fleet, it seems, are nationally recognized Snipers. It is a small comfort when you are next to last going into a finish to realize the guy behind you won the North Americans in the not too distant past. But competitiveness is not permitted to stand in the way of camaraderie: a barely remembered and last minute awards ceremony last year didn't make much of a dent in the Holiday party.

Newport Yacht Club's convenient location and inexpensive fee structure have been an important part of Fleet 103's success. A 20 minute drive from the metropolis of Rochester, NY, the Club offers easy access to both protected bay and open Great Lakes sailing. Long known as a haven for "poor man's yachting", the following description of the 5th anniversary dinner of the club in 1943 sums up the approach quite well:

"Indicative of the spirit of the club, Treasurer Curtis announced at the dinner that, while the treasury was solvent, there was not quite enough money on hand to pay the rent and asked for immediate contributions. When the diners had finished fishing out the greenbacks, Curtis had enough to pay the rent for a year."

Fortunately, things have improved in the past fifty years and the Club is currently on solid financial ground, without charging members over \$600 annually. This allows prospective Snipe sailors to learn about sailing and the Newport Yacht Club without significant financial hurdles.

Newport, RI has never been known as a poor man's anything, but the Narragansett Bay Snipers manage to keep costs down by sailing out of Sail Newport, a public sailing facility, and keeping perspective about what is really important: last year's trophies were recycled, after race beverages were out of a cooler from the back of a van, and the only expense covered by fleet dues was the SCIRA fleet fee. And a successful raffle with many generous donations from local businesses helped support the 2000 Atlantic Coast Championships, which has put Newport back on the map as a Snipe regatta destination of choice.

As sister fleets, the two Newport groups will continue to share wisdom about the pluses and minuses of small, grass roots fleets. If any of you have fleet building ideas, please send them along to the Hunt, care of Carol Cronin at [cansail@aol.com](mailto:cansail@aol.com). ➔