

---

---

# Birds & Worms News

---

---

Volume 8 Issue 2

April 2004

---

---



## What happened to the Front Porch?

### What's Up?

- April 17 – Porch Work Party #3
- April 23 – General Member Mtg
- April 24 – Spring Work Party
  - Porch Work Party #4
- May 2 – Launch Day Breakfast
- May 9 – First Day of Racing

### Since the Last Newsletter (J. Boettcher)

Here's your chance to catch up on what has been going on over the Winter and especially the last few weeks at the Club. The sailing season is due to start pretty soon. Take note of the GM meeting (with dinner), Spring Work Party and Launch Breakfast. You might want to have an atlas nearby when you read the travel accounts of Sally Atkins. They

made interesting reading as e-mails and I persuaded her to write them up for the newsletter.

### Winter Dock Work (John Boettcher)

We held a work party to build two finger piers on February 29<sup>th</sup>. McReynolds, Lange, Schieber, Stickney, Pope, Cuddihee and Boettcher attended. Weather conditions were great – 40's with thick ice.



Prior to this date several other, smaller parties had replaced or repaired the chains holding up the outboard ends of all finger piers.

### Launch Breakfast 5/2 (John Boettcher)

We'll start serving at 10:00 and will have a good assortment of breakfast food. This would be a good day to bring the boat down to the Club and attend to any details regarding the slip or haulout.

### Cory Sertl Competes in Yngling Olympic Trials (John Boettcher)

Cory certainly keeps busy. Last year you may recall she was voted the Rolex Yachtswoman of the Year. This winter she campaigned to represent the US at the Olympics in Ynglings, a three person keelboat. Gary Fallesen had a real nice article

about her and the campaign in the Feb. 9 D&C. The racing was very close and Cory's boat finished 4<sup>th</sup> and did not qualify.

## Henderson's Heroics

(John Boettcher)

Tom Henderson is a cruising fleet member who keeps his boat at Mayer's Marina on the west side of the outlet into the Lake. He had moved to avoid his boat getting tossed around by the chop at the Club. He still remains an NYC member but I miss running into him at the Club. I got the essence of this story from him while we were waiting to conclude some Club business at one of the banks.

For the past few years, Tom has hauled and stored his boat for the winter at Shumway. The heroics come in with the way he gets himself and the boat to Shumway without any assistance. Shortly before the end of the boating season, marked by the swinging of the Bay bridge, Tom drives himself to the parking lot on the west side of the channel across from Mayer's. He unloads from the car a canoe and a bicycle. He puts the bicycle in the canoe and paddles across the channel to his boat. Canoe and bicycle are then loaded onto the sailboat. He then motors to the Genesee River and the Shumway facility. Once there he stashes the canoe and unloads the bicycle which he uses to get back to his car. Presumably, he then puts bicycle into car and goes back to Shumway to get the canoe. Talk about heroics! I was wondering if Tom had thought of working in yet another mode of transport into this affair. Perhaps hang gliding?

Imagine Tom's surprise this last fall on Saturday, October 30<sup>th</sup> finding that Monroe County in a flurry of efficiency had decided to swing the bridge on Friday, October 29<sup>th</sup> instead of the advertised Monday, November 1<sup>st</sup>. How this worked out is another story.

## South American Adventures

(Sally Atkins)

Bom dia amigos! Who ever thought a couple of trips to South America would ever have been in the cards for us. John's responsibilities as a vice

president for the Lightning class have done just that. Many of you heard about our trip to Ecuador and the Galapagos last fall, but we have since just returned from Argentina and Brazil – the excuse??? Lightning Youth World Championships in Sao Paulo, Brazil. Of course we couldn't go that far south without extending our trip a few thousand miles and sightseeing in Argentina, a tour that took us from Buenos Aires, down the Atlantic Coast to Trelew and the Peninsula Valdez, further south and west to the Andes and to El Calafate, down to the tip to Ushuaia (pronounced Ooosh-WHY-ah) whose claim to fame is the southern most city in the world – Fin del Mundo (End of the World), and the national park on Tierra del Fuego before heading north again to Iguazu Falls and finally to the regatta across the border in Brazil. (Oh yes, our fingerprints and mug shots are on file as they now require of Americans!)

Weather shock was our first response. We arrived in Buenos Aires still clad in our winter 'woolies' (having endured the 10+ hour flight), from record cold and snow that plagued Rochester for the previous month; now the weather was hot (mid 80's,) humid, and definitely **Summer!** On Valentine's Day we witnessed kite flying, picnics, and parks with blossoming trees and flower gardens everywhere.

Notes along the way: Buenos Aires, "the city that never sleeps," has the widest street in the world – 18+ lanes – I dare you to get across in one pass before the light turns red. And, don't expect the drivers to have pity on you if you don't quite make it – your life is in their hands.

At breakfast in BA, we heard people at the next table talking about Wegmans of all places. We **had** to ask where they were from, Syracuse – small world.

It was a couple hours flight to Trelew where we met another family (from Pa.) for our nearly private tour which took us along dirt and gravel roads for 2 hours (one way) to the Magellan penguin colony on Peninsula Valdez. Later, another

long ride back with a stop at a Welsh tea house where they served a wide variety of wonderful pies, tarts, cookies and we were expected to try every one – which we did! So much for Weight Watchers – even flex points wouldn't fix that damage. An 'elegant sufficiency' for sure.

Observations: Ford Falcons (circa late 50's) were a very popular car down there – that was my first car back in 1963. Also, mate (pronounced MAH-tee) was a very popular beverage which was a mixture of herbs with hot water poured over to form a tea served in a gourd with a unique metal straw.

In the Patagonian Andes, we landed in El Calafate and enjoyed staying at our second estancia (ranch) with spectacular view, more delicious food, and sheep demonstration (shearing and use of dogs). A couple hour bus ride to the Perito Moreno glacier provided wonderful 'up close and personal' views of the calving glacier with its thunderous cracking sounds leading our focus to where the ice was about to drop off the face of the glacier. In another area we were fitted with crampons and our guide took us for a glacier hike over the mounds and crevices. A highlight of that expedition was the cantina near the end of the trek where they served bonbons and whiskey over freshly chopped glacial ice.

On to Ushuaia (another almost 2 hr. flight South). This town is not far from Cape Horn and is the primary route to Antarctica; a town with much history and many ship wrecks. We hiked on Gable Island in the Beagle Channel and ate an elegant grilled fish lunch from the campfire of our guide, complete with wine and hors d'oeuvres on a table cloth in the middle of nowhere. Next day a similar experience with a larger group as we hiked in Tierra del Fuego National Park along the coast of the Beagle Channel. We expected cold weather but it was actually unusually warm (mid 80's) and no rain – we were asked to return and bring the weather with us.

Another 4 hour flight north to Iguazu Falls. We had arranged a couple days at Yacutina Lodge, a

wildlife reserve that was about a 2 hour 'bush buggy' (open transport truck) over the very dry (also unusual for this rainy season) red dusty road. It was hot and very humid as expected for a rain forest area. We were covered from head to foot with red dust, as was our luggage and everything we owned. We passed mate (the tea) plantations and poor farm dwellings, finally reaching the lodge which was elegant and architecturally 'one' with nature in every detail. It even had an in-ground swimming pool surrounded by lush, large leaved plants, trees and flowers. This was the **jungle**, complete with tropical birds, hiking trails, suspended foot bridges and a float trip boat.

The Iguazu River divides the border of Argentina and Brazil and Iguazu Falls puts Niagara Falls to shame. There are over 270 individual water falls (some very large, some small) over 2+ miles – many rainbows to enhance an already spectacular view. Their version of "the Maid of the Mist" kicked it up a notch as well. Raincoats were useless as the driver would announce "protect your cameras" before heading straight into the deluge of the warm falls – swim suits were the best idea.

Observations in Iguazu: bikini-clad (very) pregnant Moms as well as openly nursing Moms everywhere; smoking dangers don't appear to have had an impact on South Americans.

Wildlife sightings not already mentioned include: guanacos (llama family), elephant seals and sea lions, gray and red fox, rhea (Ostrich family), Patagonian Hare, Armadillo tracks, albatross, river otters, lizards, toucan, egrets, spoonbill roseates, ducks and cormorants of many species and spectacular butterflies to name a few.

The regatta in San Paulo was well run and held in a lovely nature reserve – the yachting area had many amenities, including cottage housing on the grounds. Other clubs on the lake opened their doors for various dinners although the drive from one club to another was quite extensive as Sao Paulo is a **huge** city (18+ million.) Racing went very well,

Brazil placed 1-2-3 with the Americans mid-fleet of 14 boats.

Observations: Workers on the grounds of the yacht club spend much time raking up tree blossoms and palm fronds much like we do our leaves in the fall; speed bumps, even across bigger roads, is their way of controlling speedsters; and the reason it is ok **NOT** to stop long at red lights – robbers (usually on motor bikes) come along side and steal (yank the watch off your wrist or hop in the car).

The trip was about 3\_ weeks long, a fabulous experience, new friends, but we are glad to be back home. Muchos gracias and obrigada for your patience in wading thru this ☺

### **Dick Doherty's New DN and Other Iceboating News** (Andy Smith)

Dick Doherty sailed his "new" DN iceboat on Irondequoit Bay for the first time this February. The boat was finished, and ready to sail last season, but Irondequoit bay did not have any safe, sailable ice all last season.

Dick has had the Sitka spruce boards to make this boat hung in his son Jimmy's garage for over 20 years. They originally came from Arnie Sah. Arnie was a very respected member of NYC for many years before his death. He enjoyed sailing, and encouraged many to sail. His wife Ruth is an honorary member who now lives in Florida. The summer of 2002 was the time to put the boards together and John Atkins was the fellow to do it. After cutting the boards to size, John built the hull by gluing everything together. No screws or nails are normally used in a DN hull.

This boat was sailed one weekend last season on Sacandaga Lake, a small reservoir in the Adirondacks. That was it for the year – one weekend, and it rained on Sunday. This year the Bay froze nicely, but got dumped on with a lot of snow very early. After the snow finally melted, there were a few weeks of sailing available. Dick also sailed it with the Irondequoit Bay Ice Boat Club (IBIBC) on Waneta Lake.

Several members of NYC are also members of the IBIBC. Bob Crum has a new ice boat this year. He is the proud owner of a NITE, which is larger than a DN. He sailed it mostly on Sodus Bay. Andy Smith purchased a second DN right after returning from sailing in the DN North Americans in Ohio in February. He got it mostly for his son Alex to use. George Sereno brought his DN down to the club again this winter, and John Atkins is Commodore of the IBIBC.



### **Commodore's Corner** (Eva Smith)

Ever wondered how the outside door on the porch "magically" went from not latching one week to latching perfectly the next time you visited the Club? And how do the flower boxes at the Club manage to spring to life and welcome all with their beauty throughout the season? Ready to race? So are the crash boats, committee boat, and race committee. Somehow we always have a budget ready for approval by the membership right on time for the January General Membership meeting (unlike our State Legislature). Enjoy the annual Cups & Flags Party? How does that all come together?

It's all because of us, the members-owners of NYC. The revised Prospective Members Handbook sums it up: "The Club is successful only because everyone participates at work parties, on special projects, and as officers or committee members." Luckily for us, this is a concept our members never seem to forget. Over the years we've helped to put in a new seawall and negotiate the SBA loan to pay for it, renovate the interior of the Club house, purchase new crash and committee boats, and even construct new docks,

to name but a few of the big projects the members have tackled.

But it's not just the big projects that are important. Just as important are year to year maintenance; noticing something that needs to be fixed and either fixing it or notifying the officer in charge of that area; volunteering to do a task on your own time when you can't make a work party. When you agree to be on the nominating committee, to take a position on the Board of Directors, to help set up the dinner before the General Meeting, to take your turn at mowing the lawn, to find someone who can do a job at the Club that we don't have the expertise to do, you are contributing to the success of Newport Yacht Club.

Let's keep up the good work! There are many opportunities to participate in keeping our facilities and our organization in top running order. Thanks for continuing to do your part!

## Rear Commodore Report (Andy Smith)

**Lawn Mowing:** To keep the lawn care costs down (near zero) I hope to line up volunteers to do the basic mowing. This has worked well in the past. The club has a good (working) lawnmower, etc. The hardest part is to shovel up the deposits from our feathered friends. Previous years we have had various fleets sign up for a month at time. I'll be contacting the fleet captains to work out some kind of a schedule.

**The Blue Box:** Currently we store the extra gasoline, and some oil for the motor boats in the metal blue box on the concrete dock. There are several problems with this system.

1. **Environmental** If we were to have a leaking can, the gas or oil would go straight into the water. This exposes the Club to environmental contamination and possible sizable cleanup costs.
2. **Security:** The metal box door does not close tightly, and needs a chain to secure it.
3. **Esthetics:** It's ugly. We need a place to store the normal boat equipment at a location near the boats or it has to be carried up and

down the stairs each outing, a very time consuming and tedious task. The fuel should not be near the clubhouse for fire reasons. I have looked into the commercially available "dock boxes," and feel that they are quite expensive for what we need. The best idea so far is to find an old refrigerator, remove all the guts, and bolt it on its back to the dock right near the safety boats. With some strong hinges, and padlocks we might have what we need. Now about item 3. Any ideas?

## Spring Work Party April 24<sup>th</sup>

There will be the usual venue of jobs to complete. Save the date. If you can not make it, give me a call. I'm working on a short list of smaller projects that can be done outside of the work party.

## Vice Commodore News (Virginia Cumine)

**Clubhouse Porch Renovation:** By the time this newsletter is distributed, work will be well underway to replace the porch. The project is under the skilled leadership of Eric Schoenhardt. April 3<sup>rd</sup> was the date the NYC Demolition Team began.



The next three Saturdays are scheduled for the restoration. Many talented & committed members, and some less talented but enthusiastic members, are generously donating their time for this project.



Just think – warm summer days, sitting on the porch, looking out on beautiful Irondequoit Bay.

More pictures from the porch restoration project at the end of this newsletter and lots more can be found at the NewportYC.org web site.

**Spring Work Party:** Please remember to keep Saturday, April 24 open for a day of repair and clean-up at the Yacht Club. Work begins at 9 AM (or earlier for the early birds). Coffee & donuts will be available for those who arrive early enough. The clubhouse and grounds always show a big improvement after hours of labor. An electronic worksheet will be distributed before the 24<sup>th</sup> and at the General Membership meeting on the 23<sup>rd</sup> so you can sign up for your favorite tasks. Please note that the black chairs are now BLACK and SHINY thanks to the efforts of the Shanebrook family after the Fall work party.

For those members using the clubhouse for casual gatherings, please remember to clean up after and leave it in good condition for the next member. Also, soda is available but on the honor system; it can be purchased for \$0.50 per can.

Gutters and downspouts will be replaced this year with a commercial size – after the gutter folks have caught up on all the gutter damage from the harsh January weather. Time to put away my snow-thrower and dig out my lawnmower!

## Cruising Fleet Report (Maggie Gibbons)

The cruising fleet will be having its first social event on Sunday, April 25th. Peter Allen will be our guest speaker and will cover topics that are of interest to the fleet. We have a large spread of talent and experience but because Peter is so experienced in cruising he should be able to answer questions, and address safety issues as well as navigational information on the Bay and Lake. At the meeting I hope to poll the attendees for ideas on what they would like the Fleet to become from a social and information aspect. Looking at the sailing

schedule, I noted that there are at least two holidays that have a full moon complement as well as club activities. Perhaps we can work a social event around this lovely natural event.

## Newsletter Contributions

Landy Atkinson publishes and electronically distributes the Newsletter. John Boettcher is the editor. Thanks to Norma Platt and

Ed Bell for proofreading. Next issue will be in June of 2004. Send contributions to John Boettcher. ([johnwb1@bluefrog.com](mailto:johnwb1@bluefrog.com))



Day 1



Day 2



Day 1



Day 2



Day 1



Day 2



El Calafate

Ushuaia

Trelew

Buenos Aires

Sao Paulo