

Birds & Worms News

newsletter of the Newport Yacht Club, Rochester NY



Downwind Leg at the 2005 Birody

What's Up

Last Day of Racing – 10/16
General Membership Meeting and Dinner – 10/21
Fall Work Party – 10/22
End of Season Celebration – 10/5

Club Security – John Boettcher

Commodore Eva worked this topic over in the last newsletter but it apparently little effect so I thought I would try my hand. HEY FOLKS, WAKE UP! Several times the clubhouse has been found to be left unlocked and sometimes even with the doors open. Big deal, you say. Well, I keep some of my stuff in the clubhouse and by leaving it open or unlocked you are putting my things at risk. How about all the other common items in the clubhouse? Once more, make sure the clubhouse is locked up and the security system armed if you are the last to leave. If you are just going for a sail, at least close and lock the door.

See the Snipe Hunt article by Norm Dahl below. It would be a good idea to lock your boat up so that this does not happen to you.

Since the Last Newsletter

It was a wonderful summer. I recall day after day of clear skies in June and July. Winds were light most often and the heat was oppressive at times. Thursday night sailing was frustrated by these light winds but there were a few outings on the Lake with nice conditions. The general membership meeting in July saw the passage of major changes to the Club constitution (see member section of our website). Also, two new members were voted into the Club (see membership section below). The Cruising Fleet hosted the BYO grill dinner prior to the meeting. Next day was the summer work party which was lightly attended.



Marcia taking care of the iris at the Summer Work Party

The annual Snipe and Lightning regattas were held in August and reports can be found in this issue of the newsletter. Also, Billy Healy with brother Conner finished well at the Lightning Junior nationals (see article below). The annual Brown Jug was hosted by RCC in beautiful conditions (see report below).

Commodore's Corner – Eva Smith

I hope you haven't taken your boat home just because the unofficial end of summer has come and gone. There's still a lot of time for fun and a lot to look forward to at Newport. The Thursday night racing series is over, but the Sunday racing schedule is on until October 16th with all fleets welcome to join in the activities. Remember that Eric Schoenhardt, Race Chairman, may need your help as race committee or crash boat personnel. Last word was that he was okay, but he may need to supplement his personnel with volunteer members. Please consider helping if he does put out a "SOS". October 21st will be the club's general membership and annual meeting. The Lightning Fleet will be hosting the before meeting dinner. This is the meeting where we will be electing Officers for next year, getting ready for the fall work party (October 22nd), and summarizing the year's activities. You don't want to miss it. We will need all your help to "button up" the Club at the fall work party. Andy Smith, Lynn Bluett, and Bob Crum will have projects available for you to sign up for at the membership meeting. Another "not to be missed event" is the Annual End of the Season Celebration to be held at the Club on November 5th. Those of you who attended last year's party will remember the great food, punches, and socializing. Look for more information on the party coming soon.

This year has been a very busy one for Newport. We put a new roof on the porch and grilling hut, saw the beginnings of a possible new docking configuration that

will expand dockage and hopefully help with wave abatement, instituted changes to the constitution and bylaws to better reflect how we see Newport and how it should be run as an organization, and, of course, had a successful racing season. We've received several new members into our group, and unfortunately mourned the passing of a few past members.

I'd like to thank ALL OF YOU for your help and support during my time as commodore of Newport. I'd especially like to thank the members of the Board of Directors, those of you who volunteered to work on Finance Committee, Membership Committee, Nominating Committee, Long Range Planning Committee, and the Constitution and Bylaws Revision Committee. Thanks to all who helped maintain the web site, publish the newsletters, and keep the e-mailing lists up and running. To all of you who did the repairs and improvements to the club boats, the building, the docks, the grounds – thank you. Volunteers who helped with the Launch Breakfasts and End of the Season Celebrations, we couldn't have done without you. My thanks to the members of Newport Yacht Club. Let's keep the spirit of Newport Yacht Club going, and going, and growing!

Brown Jug Report

The Rochester Canoe Club hosted this year's event which had 44 competitors. Bright sunshine, warm temperatures, and a good thermal made for excellent conditions. A windward mark that came loose from its anchor made the race course very interesting especially to those not paying attention. The event was won by Mike Ingham sailing a Sunfish.

NYC had numerous competitors with the Lightning fleet having the most. Sertl took honors among the 9 Lightnings. In a family affair, Katja Sertl was the top of the four Optimist juniors. Dahl bested the other Snipe sailor, and Cuddihee beat the other Laser and took 4th overall. The cruising fleet had a good turnout of 4 boats with Schoenhardt taking first.

Newport Junior Sailors Strike in Lightnings – Andy Smith

(As printed in the Rochester D&C Sunday 08/21/2005 page 12D)

Rochester-area sailors finished first and second at the International Lightning Class Junior North American Championship Aug. 1 to 5 in Milwaukee, WI. The Rochester Yacht Club team of skipper John Newell and crew Joe Raite and Jamie Moran won the championship, with the Newport Yacht Club team of skipper Billy Healy and crew Conor Healy and Emily Maloney the runners-up. Newell was the defending champion. His boat won six of nine races.

Nominating Committee Report – Norma Platt

The 2005 The Nominating Committee of the Newport Yacht Club consisted of Denise Bluett, Jim Cuddihee, Norm Dahl, Norma Platt and Howard Stickney. The Committee wishes to thank the members who have graciously consented to be nominees. Voting will take place at the October General Membership Meeting.

Commodore: Bob Shanebrook
 Rear Commodore: Steve Leach
 Vice Commodore: Lynn Bluett
 Treasurer: Jillian Stokes
 Assistant Treasurer: Norma Platt
 Harbormaster: Larry Hill
 Secretary: Tom Lee
 Race Committee Chair: Eric Schoenhardt
 Director at Large: Howard Stickney
 Finance Committee: Landy Atkinson, Cindy McReynolds, Don Curran
 Capital Planning Committee: Ed Bell, Lori Foster, John Boettcher

Long-Range Planning Committee – Ed Bell, Chairman

The Long-Range Planning Committee met on Tuesday, August 30th, primarily to review and summarize comments on the draft dock configuration plan. Ed Bell had met with members of the Snipe fleet earlier in the summer to discuss their concerns. If a configuration similar to the one proposed goes forward, the Snipes would opt to relocate to the West side of the West Lightning dock. The committee agreed that the space between the docks on the draft plan (25') would need to be wider. There was also some discussion about suggestions to move the connecting dock but the consensus was to leave it in the middle. The wake abatement aspects of the proposed plan are a primary consideration. Several suggestions were made for visits to other clubs to see their arrangements. Committee members volunteered to arrange visits.

Members of the committee have reviewed the constraints in the Irondequoit Bay Harbor Management Plan. A second meeting will be scheduled with Department of Environmental Conservation staff and members of the committee to review the draft plan and discuss options and alternatives.

Current and future needs for the Lightning and Snipe docks and Laser ramps were discussed. The committee agreed that each fleet should discuss and determine immediate and future needs for maintenance and repairs. These will be reviewed at the next meeting.

An assessment of current and future needs for the clubhouse will be undertaken this fall. Security concerns were also discussed. Surveillance systems and gates will be investigated and reviewed by the committee. Other future enhancements to the club (e.g., computer network, video equipment) were noted and will be considered at future meetings.

Comments and suggestions are always welcome. Let us know your thoughts. Also, anyone willing to serve on the committee should contact Ed Bell or the commodore, Eva Smith.

Membership Committee Report – John Boettcher

At the July meeting, the membership applications of Corey Wilson and Bill Andrews were approved. Corey is an interpreter working for BOCES. He and wife Gina live in Rochester with their three children Simon (12), Daniel (10) and Abigail (7). He has already traded up boat-wise and now has a Buccaneer. He has limited experience and wants to learn to sail and race and teach his children. Bill Andrews and wife Gail live in Fairport with their daughter Laura (22). Bill is a salesman with KD Supply. His sailing experience includes the Irondequoit Sea Explorers and having a small sailboat at Shumway's for a season. He hopes "to increase my very limited and rusty skills with the help of other enthusiastic people." Bill was a regular at the porch roof rebuilding sessions. Late breaking news is that Bill has purchased a cruising boat. Welcome our newest members and look for their pictures on the Club bulletin board. Other news is that Matt Disch has reapplied for membership. His application has been approved by the Board and will be voted on at the October meeting. In the meantime, Matt has already started racing and taking his place among the leaders in the Snipe fleet.

On a sad note we report the passing of Mike Myerson (8/3). He was an honorary member and very active in the Club for many years prior to relocating to Florida.

Newport Lightning Regatta 8/13/05 - John Atkins

What happened was that all fleets did not send three teams, so we ended up with eight boats which we divided into four two boat teams. Since Caz sent two boats they were a team. We then divided the remaining boats into three teams. Team racing with two boats per team alters some of the tactics of team racing compared to racing the three boat teams. Two teams raced each other and the winner of the race was the team who scored the fewest points. Since the scoring for two boat teams allowed ties (three boat teams do not) we awarded ½ point to each team for that race.

The race course was also different from what we would normally sail which added to the fun. The course was a sort of reverse digital N with an offset mark to the left of the windward mark, followed by a reaching down wind mark and a windward beat to the finish line. The course was also shorter than normal. We started with the entire course fitting in 0.2 mile square but ended up with a 0.1 mile square (much better!). With the light wind, each race lasted between 10 to 20 minutes, meaning we were able to get races off about every ½ hour. We also used the Laser dingy start sequences which shorten the time to start and relieved the RC from having to use flags except for the recall flags.



Windward mark at the Lightning regatta

Everyone enjoyed the change from individual racing and, by the end of the day, all the teams were getting the hang of the tactics and began sailing as a team. Racers were still chatting about this different racing format all through dinner. Hopefully, our 2006 regatta will continue the team racing format, be a two day regatta, and will attract more boats through enthusiastic promotion so we can have three boat teams.



Downwind leg at the Lightning regatta

Our thanks to Jim Cuddihee who served as PRO, to Bob Crum who helped with setting the marks, and to the excellent RC. It seemed they had as much fun as we did. Thanks to all who brought food, too.

Snipe Fleet Report – Ted Horvath

(from the NEWPORT SNIPE FLEET BUGLE – 8/29/05)

After yesterday's races, the Summer/Official Series Standings are Courtsal (1697), Dahl (1638), Morse (1630), Horvath (1600), Vaughn (1510), Calvin (1453), and Lee (1433). The final standings from the Thursday Series are Dahl (1604), Calvin (1581), and Morse (1581). Congratulations Norm! (Note: Virginia Cumine and Tom Lee each got a first place finish, but did not have the required 2 races to qualify for this series.)

Special recognition to Norm Dahl and Bob and Jane Crum who took the initiative to search for and retrieve Matt Disch's boat. Way to go!

Successful Snipe Hunt – Norm Dahl

Apparently someone thinks it's amusing to set boats adrift. The latest occurrence was on August 26, when Matt Disch's Snipe disappeared from his haulout. It had drifted, still with the top cover on, to the north into a shallow area and lodged against a stand of cattails. No damage. During the retrieval operation, Bob Crum pulled at least ten bushels of seaweed off the prop of our Whaler. Oh yes, the mud is at least two feet deep in that area. Matt's haulout was still in the up position, so the method of launching is a mystery.

Several years ago another Snipe and also a Lightning had been similarly liberated and retrieved. None of these incidents was amusing to the boat owners.

Briody Regatta Report – Norm Dahl

Harri Palm and Molly Kurvink won the Briody Memorial Regatta at Newport Yacht Club on August 20-21. It was their first regional regatta win. They were tied with Matt Heywood and Chris Bickley going into the last race and not far ahead of Chris Hains and Dean Clayton. Hains won the race but still fell a quarter point behind Heywood for the regatta. Palm finished second, which was good enough. Charlie Courtsal and Jay Perena earned the best finish of the locals, fifth. Since regatta finishes also count in the championship series for the Newport Snipe fleet, they also clinched that.

As in Camelot, the rain only fell after sundown, and we had plenty of challenging wind to sail in during the day. Despite all the shifts, PRO Peter Allen, ably assisted by Peggy Crevey and John Boettcher, managed to get us seven well-run races.

For most races the wind came from the west over the 150-foot hills on that side of Irondequoit Bay. Lots of gusts and big shifts. Before the most bizarre shift, six boats were sailing in a north wind on port tack with poles up. A sudden onset of southwest wind gybed everyone's mainsails. So there we were, with jibs and mains both on the port side, unable to retract our poles. Someone with a conventional pole could have passed the whole bunch. We did have one race in a classic Irondequoit Bay thermal, that steady northerly we all love.



Weather mark at the Briody regatta

The Horvath's furnished the breakfasts. Phil Morse and Eva Smith did registration and Charlie Courtsal, scorekeeping. Everyone furnished appetizers. Rosemary Dahl, the Horvath's, and the Lee's did a great job with the dinner and lunches, much of it from the Dinosaur Barbeque. Paul Riordan and Dorothy Drahzal supplied the beer and soda. After supper we had a BYOM party by the Laser ramps -- bring your own music. Several of the visiting teams slept in the clubhouse or on our newly rebuilt porch, a good vantage point for watching the overnight thunderstorms -- especially after the power went out.

Race results and photos of the winners are at the back of this newsletter.

The Irondequoit Canoe Club - Leo Balandis, RCC Historian

Look east across Irondequoit Bay (*from RCC, ed.*) to the foot of Inspiration Point between Held's Cove and the bridge, and you will see a low-lying parcel of land growing wild that was the site of the Irondequoit Canoe Club and other boat clubs from 1895 to 1952. The club incorporated in 1895 for the purpose of "canoeing, paddling, sailing, and other recreative purposes of a

kindred nature, on Irondequoit Bay and Lake Ontario." Officers in 1896 were William Stuart Smith Jr., John S. Wright, George Jackson French, Leon C. Allyn, and Charles B. Kirby. Five of the ten new officers and directors were recent officers or members of the Rochester Canoe Club (on the Bay at Newport Point since 1884), and it is likely that other RCC members went with them. There had been a series of burglaries at RCC with damage to many lockers, the last in 1894, when ICC started. Perhaps that is why they chose a site across the Bay in Webster accessible only by boat, beneath the steep slopes of Inspiration (Bluff) Point. Arriving members took a boat across from Newport House. Later arrivals rang a bell to bring it back, and so on through the day. Future historians were left to explain why the Rochester Canoe Club was in Irondequoit, and the Irondequoit Canoe Club in Webster.

The first clubhouse burned in 1902 but was rebuilt in time to host the 1903 American Canoe Association Central Division Meet jointly with Rochester Canoe Club on July 3-4. Competitive events included sailing, single and double paddling, and tilting, followed by the formal opening of the clubhouse, a dance, and cruises on July 5. Membership was 20 in 1903, but grew to 59 by 1918. The two clubs (and successors) had a long relationship based on racing competition using the same type boats; first the paddling and sailing canoes built to ACA standards; then the Lark, a two person catboat through the 1920's and 30's.

The clubhouse plan (at the University of Rochester Dept. of Rare Books), designed by renowned architect Claude Bragdon in Dec. 1902, shows a two story building 50x38 ft. with a 13x42 ft. extension in the rear for kitchen and housekeeper rooms. Downstairs were reception and dining rooms, each with a fireplace, and a boat room for 30 canoes. Upstairs were 8 private sleeping rooms and 2 bunkrooms for 14 men and 6 women. Many windows made it bright and airy, but no interior water closet was shown. The first floor was at ground level, supported by buried cedar posts. A novel feature was an acetylene gas plant for lighting.

The shoreline site was stripped from lot 57, and defined as 437 ft. at the base of the slope when John S. Wright bought it in 1903. In 1921, it was sold to Denonville Boat Club and in 1928 to the Irondequoit Yacht Club Company, which lasted to 1945. John D. Brush, developer of Inspiration Estates, reintegrated it with lot 57 in 1950. Unfortunately, ICC did not plan for extreme Lake Ontario water levels beyond normal seasonal variation; their low-lying land and building were open to flooding. From the lowest low to the highest high, the lake has a historic range of 6 ft. with an average annual variation of 1.7 ft.

High water progressively exceeded the average high in 1908, 1929, 1943, and 1947. Deforestation and increased runoff took their toll in the Great Lakes region.

In 1948, the Algonquin Yacht Club, which sailed Comets out of Point Pleasant in the 1930's in competition with RCC, occupied the building for a few years. High water also forced them out in 1952, with an all time high level 2.4 ft. over the average high, and they merged with Newport YC. The abandoned building burned completely in 1954, unable to be reached in time by firefighters, and nothing has been there since. After 1959, the St. Lawrence Seaway provided some control of lake levels

to facilitate navigation and power generation, but in 1973 high water again exceeded 2.3 ft. and severe shore damage occurred in conjunction with a major storm.

Newsletter Contributions

Thanks to Bob Crum (Lightning regatta) and Rosemary Dahl (Briody winners) for the photos. Norma Platt and Ed Bell are responsible for turning the submissions into proper English. John Boettcher is the editor. Next issue will be in December of 2005. Send contributions to J. Boettcher.

Briody Regatta Results

Place	Skipper	Crew	1	2	3	4	5	6	7	Total
1	Harri Palm	Molly Kurvink	3	3	(5)	.75	.75	2	2	11.5
2	Matt Heywood	Chris Bickley	2	2	.75	(6)	4	.75	4	13.5
3	Chris Hains	Dean Clayton	4	(5)	2	2	2	3	.75	13.75
4	Keith Donald	Samir Dixit	.75	.75	3	(7)	6	4	3	17.5
5	Charles Courtsal	Jay Perena	5	4	4	3	3	6	(7)	25
6	Phil Morse	Jen Perena	7	7	6	4	(10)	9	5	38
7	Ted Horvath	Barb Horvath	8	6	7	5	5	7	(8)	38
8	Norm Dahl	Virginia Cumine	6	(9)	8	8	7	5	6	40
9	Todd Calvin	Steve Lee	9	8	10	9	9	8	(11)	53
10	Adrian Dangerfield	Emily Dangerfield	10	10	9	10	8	(10)	9	56
11	Tom Lee	Casey Lee/ Lynne Bluett	11	11	11	11	11	(11)	10	65



Briody Regatta Winners (left to right) – Keith Donald, Charles Courtsal, Dean Clayton, Samir Dixit and daughter, Chris Haines, Matt Heywood, Molly Kurvink, Chris Bickley, Harri Palm