

FROM THE COMMODORE Eric Gesner

Once again, this summer I have been travelling to regattas at a variety of sailing clubs. Each time I return to RCC, I feel proud of what RCC has. We have a true sailing club, which is the envy of many. Stable one design racing fleets, an excellent reliable race committee, dedicated members that willingly work together for the club, and competition that is the envy of many are just a few of the things that make RCC great.

At the risk of overlooking somebody, I would like to recognize a few members for the efforts this summer. Mike Fortner and Doug Kaukeinen once again ran a very successful Junior Sailing program. They deserve appreciation from us all, as this program is a very valuable asset for providing new members and helping existing members. When our hoist died this summer, Mark Weider quickly obtained a loaner from Seneca Yacht Club to use until the new hoist was received. Dick Ahlman and George Smith are responsible for installing the new carpet in the kitchen. Throughout the summer, Leo Balandis has been steadily working at re-leveling the patio bricks. Frank Colgan patched the concrete at the front door to the club.

RCC sent a contingent of eight Thistles to the Nationals this summer. They all had a great time! Congratulations to National Champions Mike & Dehlia Ingham, and second place Doug & Joe Kaukeinen with Amy Gorton.

Please mark your calendars for the annual meeting. It is at RCC on Wednesday, September 27 at 7 PM with a new moon. This meeting features elections of new officers and annual reports of existing officers. Everyone is invited.

VICE COMMODORE'S REPORT Mike Fortner, Vice-Commodore 377-0271

The new millennium at the Rochester Canoe Club has had many highlights so far this year. A big thank you goes out to Glen and Lynne Bishop for opening their house up for the annual winter social in March.

In June, we were host to the Mid-West Regional for the JY-15 fleet. Our fine race committee and crash boat personnel are to be congratulated on some outstanding race management. We heard nothing but compliments from the participants on the hospitality and sailing at RCC.

Looking ahead, September is shaping up to be a busy month. The Brown Jug Regatta is being hosted by Newport this year. The race is usually a highlight to the end of the powerboat season on the bay! We are hosting the Fall Frontier Thistle Regatta on September 9th and 10th. The annual Sunfish regatta is scheduled for September 23rd and the Clambake is scheduled for September 30th. The fall awards banquet is scheduled for Friday, November 3rd at Shadow Lake. More details to follow.

What About the Fishermen?

By Mike Fortner

The membership at RCC needs to come up with a policy that is enforced by ALL members of the club. It has been my understanding that use of the club by non-members not accompanied by a member in good standing is prohibited.

What about the fishermen? Many times when approached they say that "some guy told me it was OK" or "the owner told me I could fish here". As a club, we ALL need to be sending the same message to these people. If we as a membership want to allow people to fish, then it needs to be communicated to everyone that fishing is OK. If fishing by non-members is not permitted, then the ENTIRE membership needs to communicate that same message when fishermen are found at the club. This issue should be discussed at the annual meeting.

REAR COMMODORE's REPORT Dick Ahlman

Here is an attempt to thank the many people that have worked on projects to make our club more attractive, functional and safe. Because we have members like Tom Flaherty, Frank Colgan and Joe Kaukeinen that routinely fix things without being asked, I will apologize ahead of time for missing many deserving people.

Completed Projects

Flower Boxes - Thanks to the Connellys for brightening up our outside windows.

Upstairs Storage Area - Thanks to Frank Colgan for letting us walk in the room without tripping over something.

West Door Entrance - Thanks to Frank Colgan for the very professional cement repair.

Patio Blocks - Thanks to Leo Balandis for repairing several blocks that had heaved due to roots growing under the patio. This has been Leo's on going project.

New Kitchen Carpet - Thanks to George Smith for the expert installation.

Mosquito Prevention - Thanks to Gary Skillman for alerting us to the West Nile Virus outbreak and working on a project to remove stagnant water from the many tires we have stored outside.

Volunteer Sweep Up Program - Thanks to the many volunteers that are helping to keep our clubhouse a little neater this year.

Projects Underway

Paint the clubhouse roof - This is a major project being undertaken by Chris Connelly and his able assistant, the elder Connelly. Much of the prep work is now completed including a major gutter repair. (Be careful up there guys!)

Club house lighting - Through eBay, the Owens were able to obtain four high quality lights for a very reasonable price. They are planning the installation for this much needed improvement.

Please let me know if you have any other suggestions to improve our facilities.

SUNFISH FLEET CAPTAIN's REPORT Keith Stewart

Where -O-Where has the Sunfish Fleet gone! So many boats but so little participation from the fleet this year. O.K., so I'm not one to talk. Its been a busy year for me and I have not participated as much as I would like to but what's up with everyone else? Perhaps it's the weather. Joe told me that we had the second coldest July on record which is less than ideal for encouraging sailing but still, summer's almost over! Come on out and get your boat in the water before the season is over. The way things are going I will have to draw straws to determine the fleet champion!

There are still some upcoming regatta's you may want to consider. Quaker lake is August 19 Th. and Oswego is August 26 Th. I have received information from Canandaigua that their regatta is being held September 9 Th. Unfortunately, this conflicts with the Thistle regatta being held that same weekend but some of us should be able to make this regatta. A notice about the regatta is posted in the clubhouse. Of course, RCC's fall regatta is scheduled for September 23 rd. As always, I want to encourage all RCC members to participate in this event. A good time is had by all.

The Upstate Regional was held at Skaneateles on July 15-16 Th. Skaneateles Country Club is a beautiful location to hold a regatta but the conditions were pretty tough. A total of three races were completed in near drifting conditions. Add constant rain for the entire weekend and result was a waterlogged regatta. A positive note was that 26 boats registered for the regatta. Not a bad turnout for a regional event held in conjunction with the Central's.

During the regional event, Joe Sullivan, the New York Regional representative held a meeting to discuss future sites for the Upstate Regional. Both Joe Kaukeinen and I suggested hosting the event at RCC. I gave Joe Sullivan a brief synopsis on the problems we had with past regional's and told him that we had offered to host the last two regional's but were declined. For those not familiar with the past problems, it involves allowing non-sunfish class members to sail in the regional. I assured Mr. Sullivan that RCC supports sunfish class rules and that I have yet to attend a regional where I was required to produce proof of class membership. I also used our performance with the Pan-Am trials to clearly demonstrated that RCC could and does run a "class" event.

Joe Sullivan is encouraging RCC to put a bid in for the 2001 Upstate Regional. I will be working with the RCC board and Joe Sullivan to determine the best date.

Just a quick update on progress with identifying who owns each sunfish currently stored at the club. As you may guess, the problem tends to lie with past members that appear to have abandoned their boats. While it is beyond me why anyone would abandon a sailboat, we do have boats with unknown ownership. Progress is being made. I did hear from one past member who plans to retrieve their property. Any boats that remain unclaimed by the September RCC board meeting will be presented to the board for disposition. Please be patient. I, as much as anyone, would like to see these old boats removed from the property but it will take time. Please remind all members to make sure all of their property is identified. Put your name on both the boat hull and mast.

Speaking of sails, I had the opportunity this July to add storage space for sunfish sails. I believe that we now have sufficient space for all sunfish sails to be stored upright against the north wall of the clubhouse. Please find a space if you do not already have one and use it. RCC club boat sails are stored closest to the stove at the northeast corner of the building. Returning all equipment to the place where it was found will maintain a neat and organized club. Remember that many of these sails will need to be relocated to accommodate Thistle storage during boats in day.

See you at the Club.

JY15 FLEET CAPTAIN's REPORT Frank Colgan

Sunday afternoon Fleet racing has been really upbeat this year. In spite of having a few Sundays, with very poor sailing conditions, it has not been unusual to have racing days with as many as ten boats on the line. At present it is possible to count seventeen JY 15's parked on the grounds so ten boats on the water represents either a lot of committed sailors or a bunch who can't take a summer vacation for one reason or another. The very successful JY15 Midwest Championship Regatta is history now but its national acceptance as a top drawer event should make us all proud and I think it helped engender continuing sailing enthusiasm in our local group.

Ted Lawless had an interesting midweek nightmare that was not witnessed by any of our membership but he thought that it would be important to pass it on as a reminder to all of us who like to sail. He and his son Ed, decided to take their JY out on a nice balmy afternoon for a sail, early in the season. Everything went fine. They had been sailing for about a year and had never capsized although they knew that one should pull on the centerboard to right the boat. Well,---you guessed it. Winds and a sudden gust put them over and then he remembered that water warms up slower than air and wouldn't it have been nice if they had worn their wet suits that day. They tried to get the boat righted but could not. Two fishermen in a rowboat finally came by and helped them right the JY. They then got in the boat, quite exhausted and tried to head the boat up into the wind but Ted said it just started "hydroplaning" away on a broad reach. They only went about twenty feet further before the JY capsized and then turtled. Pulling and leaning on the centerboard did not right the boat but in talking to Ted later, he did not know that this requires a long sustained effort to make headway in the righting process.

They were fast loosing any stamina to continue when, fortunately, a 35 foot sailboat with about six people aboard arrived to help. They tied a line to the forestay of the turtled JY and dragged it back close to the RCC waterfront. A depth finder on board allowed a cautious approach to waters about 25 feet deep. They then somehow ran a line fore and aft on their boat and under the JY and backing away pulled the shrouds and mast to the surface. Ted and Ed were never so happy to get back to shore. They agreed to the following "coulda-shoulda's":

1. Its better to practice sailing when you know that someone knows you are out there and there are rescue boats (even a sunfish) around that can help. Weekdays are a poor choice.
2. It's one thing to have read the Scoop Rescue Technique for capsized boats. It is quite another to have done it. Practicing the capsize manouvers in front of the Clubhouse with people around will build confidence and the needed skills to deal with the unexpected.
3. Wet suits in the spring are not a fashion statement----they keep you going.

Thistle Nationals 2000

A personal account by: Gary Skillman

I'm sure most of you have heard of the tremendous showing RCC had at this year's Thistle Nationals. I was there and would like to share my view of the events for the first week of August. It was not only the outcome of the regatta, but events from many levels that made this one of the best regattas I've ever been to. First was the location, Sayville Yacht Club on the south shore of Long Island. We enjoyed brisk winds every day that churned up the chop on the Great South Bay (between LI proper and Fire Island, a barrier island about 3 miles to the south). It was a challenge for all to keep the boat moving and not be slowed by the waves. There were 2 to 3 foot waves with an occasional 5 footer; and they seemed to come from all directions at times. Sort of like a Sunday on Irondequoit Bay with all the motor boat traffic. From the first day, Mike Ingham showed that he was the boat to beat, registering 3 firsts in the first three races, and demonstrating boat speed that seemed better than any other competitor. But as the week unfolded, it proved not to be a cakewalk for him.

We had 8 boats show up from RCC, second only to Westport Conn, a much closer sailing club who had 9. All of us from RCC elected to camp on the YC grounds. Camping was ideal. After a thrilling storm the second night, we had no more bad weather. The storm did have some redeeming qualities; first winds that threatened to crush the tent; then rain that did in fact wash some tents away; and lightning and thunder that scared the ****&%** out of us. Team Skillman and the Weider Clan of 8 had a spacious living area furnished by Bill Bradburn's outdoor couch, with additional odds and ends supplied by the rest of us. The plentiful coolers brought our neighbors, Joy and John (fm Seneca), and Clark and Tammy (fm Ohio) the Kaukeinens, Eric Goethert and his bruised crew, all the Tompkins (including Eric), Matt and Leah (fm Seneca), Doc came out of his truck, and even the Inghams ventured from their air conditioned luxury 50 ? foot RV to socialize and discuss the day on the water. According to Tracy Weider, 90% of all conversations at regattas revolve around that day's sailing. That begs the question: is the other 10% about the next day's sailing ? Too bad we had to tone down our partying when the SYC guy came around to remind us we shouldn't be drinking anything we didn't buy at the bar.

SYC does not have adequate lift facilities to handle 70 boats. So we all got to park our boat on the expansive sandy beach in front of the YC. At first this seemed to be an inconvenience, but after the first day we realized this was actually a benefit. Groups of 5 to 10 boats teamed together and made sure all in their area got off on time. Teamwork was the order of the day and a fair amount of socializing took place during the launching and beaching of the boats. It also made for a quick exit from the water and no lines for a hoist when sailing was over for the day.

Both on and off the water, skipper and crew dynamics made for some good laughs and not a few screams. Doc's British crew, Nia, maintained her poise when Doc lost his cool and had the nerve to yell at her ... only once. Max kept things moving on his Dad's pirate boat; including some well placed water balloon launches. The droop hiking queen of Sayville, Lorraine, should have gotten an award for her indefatigable enthusiasm for sailing. Team Kaukeinen's sneaks should make the cover of the next issue of the Bagpipe ! Marie (the best tan and the best jewelry award goes to her), was a great addition to the Thistle gang in the Tompkins boat (JY what ??). When Sue and Bill weren't conspiring against me (tell me again what the compass says !!) and even when they were, I knew I was a very lucky skipper. And finally, we learned how Blair Dryden became an honorary RCC member by way of Delia and Mike.

Of course, the highlight for all of us was the awards ceremony. If the Thistle class wasn't aware of who we were on Sunday, we made darn sure they did on Friday. As each of the RCC winners took their trophies, the chant of RCC, RCC, RCC..... could be heard from all of us. The Thistle class awards trophies for the first 5 finishers in

the President's division, and 10 top finishers in the Championship division. After the first two days of sailing about half the fleet qualifies for the Championship division, and the other half gets to sail in a separate President's division. There were 3 of us who didn't make it to the top division, but I think we all sailed very respectably after the cut was made. Jim Tompkins had the misfortune of being in a collision on Thursday and couldn't sail the last two days. I missed him out there and know he would have at least done as well as Mark and myself. Mark Weider was at his first nationals and finished 16th out of 37 boats with his best finish being a 12th on Wednesday. I got off to a good start in the first race on Wednesday, but I also suffered a collision in the second race, and had to do turns. The worst part is the damage I did to the other boat. I ended up 13th overall with a best finish of 9th. But, our guys in the Championship division is where the real story is. Gates, Goethert, Gesner, Kaukeinen and Ingham made the cut and all did well, and some as you know did extremely well. The competition was really stiff amongst the big guys. Eric Gorthert's best finish was a 9th, and he came in 30th overall. Doc had an 8th in the 3rd race and came in 26th overall. Then we come to the teams who took home the silver. Eric Gesner sailed a strong regatta; had two firsts in the 3rd and 6th races and came in 4th overall. When his awards were announced the chant of RCC, RCC... started from the floor. The chants got stronger when the award for 2nd place went to Doug Kaukeinen. Doug has been sailing well all year and chose this week to peak. He just edged out the 3rd place finisher by one point when he got his best finish in the last race, a first. And finally, Mike Ingham walked away with the national championship. He dominated all week. After the first three qualifying races, he never had a lead less than 5 points. Congratulations to Mike, Delia and crew Blair Dryden, to Doug, Joe and Amy, and to Eric and his crew Joy and John Baker. And I know Judy was like a 4th crewmember, watching from a spectator boat every day.

So here is the personal account from one participant. It is up to a future club historian to dig up all the facts about this momentous event and chronicle it for the ages. I'm sure it compares well with the exploits of Captain Ruggles, his good ship Sofronia, and the rest of the old timers. Someone remarked that the finish of First, Second and Fourth may be the best Nationals finish by any one club in Thistle Class history. Leo, can you look that up for us ?

For the record, here are the official results of the RCC participants:

Place	Name	Tot Pts	Boat#	R1	R2	R3	R4	R5	R6	R7
Championship Division (37 boats)										
001:	Ingham, Mike	19.00	3742	1	1	1	7	1	5	3
002:	Kaukeinen, Doug	25.00	3765	3	4	2	6	5	4	1
004:	Gesner, Eric	51.00	3782	5	10	5	12	7	10	2
026:	Gates, Doc	143.00	3878	16	11	8	26	32	29	21
030:	Goethert, Erik	153.00	3849	37	9	12	27	22	15	31
President's Division (37 boats)										
013:	Skillman, Gary	60.00	3832				15	26	9	10
016:	Weider, Mark	67.00	3510				12	21	15	19
033:	Tompkins, Jim	118.00	3730				30	12	DNF	DNC

JY15 2000 Mid-West Championship Regatta

Written by Al Pietzold, Fleet 77 Rochester NY

On Friday June 2nd JY sailors from as far east as Stonington Connecticut and as far west as Muskegon Michigan started driving towards each other. They were joined by sailors from as far south as Cincinnati Ohio. Only in the world of JY15 sailing can Rochester New York be considered in the Mid-West, and yet that's where they all met for the 2000 Mid-West District Championship regatta. Rochester is home to the Rochester Canoe Club and JY15 Fleet 77. The out of town sailors quickly noticed that there are no canoes at the "Canoe Club" and wondered why. As it turns out the name goes back to the club's founding in 1881 when members raced canoes and later sailing canoes. Gradually the canoes were replaced by one design sailboats but the name was retained for its historical significance. Fleet 77 was formed in 1996 and now consists of 16 boats.

Saturday morning a fresh breeze of about 13 knots swept across Irondequoit Bay from the northeast. The wind was cooled by the 50 degree water of Lake Ontario immediately to the north. As the 22 teams prepared their boats they were greeted by the startling sight of Gary Orkney's boat decked out with transparent mylar sails. Was that Gary's secret weapon for the regatta? The sails were experimental prototypes made by North Sails. Gary insisted he put them up to show the sailors and get their comments. Some thought it was an interesting attempt to psych out the competition! Before launching he changed back to the standard JY sails and the competitors breathed a sigh of relief.

The racing started promptly at 10:30 AM. The RCC race committee did an excellent job of organizing and running the races. They were assisted by a nifty automated race signaling device called "Ollie" which sounded a horn to indicate the time. Sailors didn't even need to use a watch! The sailors learned to love Ollie although some of the neighbors around the bay didn't. The first race was won by Gary Orkney, sailing with Al Pietzold from Fleet 77. The breeze started to fade a bit and Gary's son Gareth, sailing with ace crew Nick Drake, started to show the fleet how it's done. They received a strong challenge from local RCC Thistle sailors Eric Gesner and Amy Gorton. Erik Goethert, an RCC sailor who recently completed an Olympic Tornado campaign and was ranked third in the U.S., also provided tough competition. Four races were completed before the group sailed in for lunch. After a hearty meal Gareth gathered the sailors and explained how he and Nick were doing it. The fleet then headed out for three more races and learned that it's easier said than done! By the end of the day Gareth and Nick had a commanding but not insurmountable lead.

That evening the RCC community came together to show the guests their traditional hospitality. At RCC the only boats allowed are the Thistle, Sunfish, JY15, and Optimist Dinghy. All fleets help each other during regattas and this one was no exception. RCC members who hadn't even been at the regatta came down Saturday night, bringing plenty of great hors d'oeuvres and camaraderie. There was so much food that the lasagna dinner was almost unnecessary, but everyone seemed to enjoy it. After dinner the top three teams gathered the sailors together and explained their techniques and strategy. That is one of the great JY traditions! The festivities went on until about 10 PM, although rumor has it that some of the younger crowd carried on for quite awhile longer.

Sunday morning the fleet was greeted by a slight breeze from the southeast. It was time for the bantam weights to show their stuff. Three races were held in the very light shift air. At times some boats were drifting, barely moving forward, while others found a tiny puff and glided slowly towards the next mark. As often happens the good teams still came out near the front of the pack. The final race of the regatta proved to be rather interesting. Again the boats were ghosting around the marks, when suddenly way up north the water started to change color. It raced south down the bay like a line squall without the rain. The locals knew it was the daily thermal off Lake Ontario making an early appearance. The sailors who saw it coming got their boats ready before it hit. Within seconds the wind went from near zero to about 15 knots, and changed direction by almost 180 degrees. Those who were ready whooped and hollered as they screamed off on a broad reach to the finish line. Those who didn't see it coming hollered something else. Despite the conditions only one boat capsized, and they quickly recovered to finish the race.

When it was all over a total of ten races had been run. The team of Gareth Orkney and Nick Drake finished first overall. At the awards ceremony practical items were given out as awards to the top five finishers. Special recognition was also given to seventeen year old junior sailor Karin Westesson, and the father/daughter team of Alex Weatherall and 9 year old daughter Sarah. A well deserved round of applause went up for the RCC Race Committee, the mark set boat crews, and all of the other volunteers who made the regatta a success. After the awards, in a final show of sailing camaraderie, everyone stayed to help get boats and gear loaded up.

Thank You Note From JY-15 Fleet 77

The JY-15 Fleet would like to extend a sincere thank you to the RCC members for their tremendous support of our 2000 Midwest District Championships held at our Club in early June.

We had an excellent turn-out and we feel quite sure that we have put our name on the map as far as a good venue, great race committee, and friendly people, something that is pretty hard to come by.

We were thrilled to have our Class President come and sail here as well as his son, and several other East Coast boats. We also welcomed the Michigan contingent.

We know they all had a great time, and hopefully will come back again.

Thanks again for all your support including the Race Committee to the mark set boats to people picking up food, registration, etc. and especially to all those who brought the as usual, excellent appetizers.

Thanks also to Al Pietzold for writing the great article that appeared in the JY-15 Newsletter.

A Short History of the Rochester Canoe Club

by Leo Balandis

George Henry Harris, manager of the Reynolds Arcade, had the idea for a canoe club in 1881, which led to a constitution and 7 members in 1882. The club's first activity was a four day cruise on the Genesee River, but major interest soon turned to paddling and sailing canoe races as defined by the American Canoe Association formed in 1880. Eventually, only sailing survived at the Canoe Club without canoes, but its historic name remains in what is now Rochester's oldest continuous sailing club. The first clubhouse was built in 1884 on Irondequoit Bay just south of where the Rte.104 bridge is now, on leased land owned by William Sours, owner of Newport House, who became a member. In that year, Frank Andrews became first club champion with a decked sailing canoe Sofronia built by tugboat Captain George Ruggles. Ruggles built a fleet of 7 ACA class sailing canoes for the club in 1886, and went on to become a world renowned builder of the fastest racing canoes. Canoes of this class were nominally 16 ft. long, 30 in. wide with two masts, a centerboard, rudder, and a sliding hiking seat that extended outboard. After a merger with the adjacent Remus Club, a larger clubhouse was built in 1887 just north of the first to accommodate 32 members and store up to 40 canoes. It cost \$2,000, and again was built by Sours. This building was 40 by 60 ft. with special wings to house all the boats when not in use. The club maintained a steward and served meals year round. On the second floor was a smoking and cardroom with a fireplace, and separate dormitories for men and women with showers and toilets. Running water came from a spring. Winter activities included ice boating and skating. At the turn of the century, membership was 55 with a limit of 60. An 1891 picture shows many boats of all types and the 30 ft. war canoe Huff built by Ruggles that year. Also equipped with sails, it was taken on cruises and to ACA regattas. He also donated the Huff Trophy, a large bowl and frog which remains in the club today. The frog was the symbol of the club. Across the bay was the Irondequoit Canoe Club with 20 members dating from 1895 at the foot of Inspiration Point, reachable by boat from Newport House. In 1903, the Rochester and Irondequoit clubs were joint sponsors of the ACA Central Division meet held on the bay. At that time, C.F. (Fred) Wolters, purser of RCC was Commodore of ACA, a first for the club in a national post. The program included a 4 1/2 mile sailing canoe race, and 1/2 mile single and tandem paddling events, and a tilting contest. Further south on the west side was the Sawennishat Canoe Club, whose members also participated in ACA activities. Before 1910 there were at least 23 clubs on the bay of all kinds involving boating, hunting, fishing, or just social activities, of which RCC is the sole survivor. Sailing canoe races declined at the club; there were canoes, but the decked sailing canoe had become over-developed requiring a high degree of skill and athletic ability to sail well. The club's regattas evolved into more general canoeing, water sports, and dancing parties. However, others in the club, on the bay, and elsewhere were interested in organized small boat racing, and various dinghy designs started to appear in 12, 14, and 16 feet sizes around Lake Ontario. The boat that became significant to the Canoe Club was the Lark, which started at Sodus Bay YC around 1903. This was a low gaff-rigged cat boat, like a scow, 16 feet long by 6 feet beam, and 6 inch freeboard, designed by C.M.Palmer. Fifteen were built by E.Gerry Emmons at a cost of about \$90, and drawn by lot for their new owners at SBYC. Regular Lark racing started there in 1904 with no more than 2 in a boat. No ballast was allowed, nor any change in size, shape, material, weight of hull, or position of rudder, centerboard, sail, or spars. Larks were raced at RCC until 1953; the last Lark left in 1971. In 1903, the Irondequoit Yacht Association appeared on the bay, holding sailboat races on Sundays at Point Pleasant and later at Newport Point near RCC. William Sours donated the prizes, and Harry Stewart of RCC became secretary-treasurer. After the 2nd clubhouse burned, RCC bought its present site and 3rd clubhouse in 1914 for \$4550 from the Irondequoit Land and Improvement Co., Hiram Edgerton, President, who was also Rochester's Mayor. Edgerton had built a large summer residence which was occupied since 1903 by the Sawennishat CC whose members were also stockholders of the Improvement Company. For RCC, it provided boat storage, kitchen and dining facilities, and about 12 rooms which were rented to members, and about 196 ft. of shoreline. Around this time the Sailing Dinghy entered the club; this was a 12 ft. catboat for one or two persons similar to the Canadian Dinghy, but locally built. In the 1930 's, the Comet, a 16 ft. 2 person sloop, and the 15 ft. K-Boat, a locally built 2 person sloop also entered, and with the Lark constituted four fleets

that survived into the 1950's. Besides sailing with the Larks of Irondequoit CC in the 1930's, RCC also had races with the Comets of the Algonquin YC. Membership was held to 35 up to 1940, which was felt to be optimum for the facilities with around 31 boats which were moored in the cove or hauled out on the shore. The war years 1941-45 saw a drastic decline. There were 15 members in 1943 with 16 boats, and the budget listed income of \$542 with \$635 of expenses, and \$924 in the bank. After the war, the old fleets only had a few boats each, and there were many other kinds of boats which raced with a handicap, or were just used for daysailing. These included the Lightning, Snipe, International 14, Robin, and Alden O Boat. By 1951, membership had climbed back to 26, and interest was building in the Thistle, a fast three person 17 ft. molded plywood sloop with a spinnaker that already had local fleets at Canandaigua, Seneca, Fair Haven, and Conesus. It was designed by Gordon (Sandy) Douglass in 1945, based on the International 14. The first three Thistles were bought by Charles Angle (320), David Allyn (212), and Marsden Tuthill (477) in 1950-51, who became charter members of Fleet 46 in 1952. That year started with 7 and ended with 12 Thistles and 41 members. A novel annual Labor Day Brown Jug Race started that year open to sailboats from the Algonquin and Newport clubs and RCC, and later to all small sailboats on the bay. There was no handicap, and all 7 Thistles beat 24 other boats. The event was named for an old molasses jug donated as a trophy by Commodore Dorr Phillips' mother. Junior sailing programs were also started in Prams in 1953, and again in 1993 in Optimist Dinghies. RCC ran the first Great Lakes Thistle Championship in 1955, and the 1976 Nationals at Association Island. By 1955, there were 21 Thistles and 10 other boats with 64 regular members, and only Thistles were being actively raced. The old clubhouse floors were tilted according to some recollections, due to foundation damage from storm water overflow in the 1930's after new roads were built at the top of the hill. The third clubhouse was torn down in 1957 due to rising concerns about vandalism, fire hazard, and deterioration, and replaced by the present steel building on an adjacent site carved out of the hillside. Club members did most of the interior work in 1958 and installed the first boat hoist. A large concrete block patio was laid later on the building's east side. Additional shoreline property was purchased in 1957 and 1965, adding 180 ft. to the north and 58 ft. to the south, completing the present property. Violent storms and high water in 1973 caused severe flood damage to the club's waterfront, which required major reconstruction with a \$45,000 disaster loan. A steel sheet bulkhead was built, the hoist pad enlarged with a new crane and motor, and the septic system and roadway repaired. Around 1958, several fathers got interested in starting a sailing fleet for the youth of the club, and built or bought several Penguins, a 12 ft. catboat normally raced with two or easily daysailed by one. This fleet expanded from 3 in 1960 to a peak of 12 in 1962, and were regularly raced with their own start, but declined rapidly after the first 3 Sunfish came in 1964. Wayne McKusick, Thistle sailor and Penguin Fleet organizer, became the first Sunfish Fleet Captain. A primary reason for the Penguin's demise was that it wasn't self-rescuing like the Sunfish. The Sunfish Fleet filled the void and grew to 18 by 1971 plus 9 owned as a second boat by Thistle sailors and also 3 Sailfish. By 1971, the Thistle fleet reached its peak of 45 boats, second largest in the U.S., and membership approached 100, an all time high which was the limit of club facilities. There were 11 other one of a kind boats out of a total of 86 boats in 1971. In 1974 a policy was adopted by the board of governors to restrict the club to Thistles and Sunfish, and to consider only new members who own or crew in those boats and intend to actively participate in the racing program. The following years saw a steady decline to 19 Thistles and 59 active members in 1995, while the Sunfish increased to 29 plus 9 second boats. A Tech Dinghy and a Butterfly scow remained under a grandfather privilege. In 1995, Commodore Frank Colgan, a former Thistle and now Sunfish sailor, and two long-term Thistle sailors, Gary Fritz and Neil Armstrong, became interested in starting a two person boat fleet. They selected the JY15, a 15 ft. all plastic self-bailing sloop designed in 1989 with an expanding national class. After narrow approval (6-5) by the board of governors, 7 new boats were purchased at once in 1996, and Fleet 77 was chartered.

As George Harris said in a toast at the December 14, 1886 banquet, " Our club as it was, as it is, and as it will be". Right on, George, for another century.

Corrections to the RCC Handbook

(written by Al Pietzold, RCC Secretary)

As you all should know by now, in May of this year I completed the RCC Handbook. Copies for each member were placed in a well marked box on the counter at the clubhouse. If you have not picked yours up please do so before the end of the season. Any copies not claimed by then will be used for new members.

Shortly after the handbook was distributed I received a phone call from our club historian, Leo Balandis. Leo was very concerned about a number of errors in the "Brief History of RCC" section on page one. I obtained the information for that section from a pamphlet titled "100 Years of the Rochester Canoe Club", which was written in 1981 by Gary Jacobson who was the historian at the time. I made a critical error in that I did not ask Leo to review my text, or to write that section. I was not aware that the pamphlet had so many errors, and I thought that any errors would be found by the Board members when they reviewed the draft copy. I'd like to take this opportunity to publicly apologize to Leo for not getting him involved before the handbook was distributed. I was remiss in not utilizing the knowledge of our RCC historian. I'm sorry Leo!

I corrected the errors in all spare and unclaimed copies of the handbook. I have also updated the master file and hard copy to reflect new text written by Leo. I would like each of you to update your handbooks as well, so that the historical errors are not propagated. In order to correct your copies please make the following changes. The preferred method is for you to cut out the new text written by Leo Balandis and attach it in your handbook on page 1. You can also make pen and ink corrections as described below.

Corrections to the existing text on page 1, "Brief History of RCC":

1. First sentence change "Captain George Woodward Ruggles" to "George Henry Harris".
2. Fourth sentence change "In 1887 a new clubhouse..." to "In 1884 a new clubhouse...".
3. Sixth sentence change "... its present site in either 1915 or 1917" to "... its present site in 1914".
4. First paragraph, second to the last sentence, delete the words "concrete block".

New text written by Leo Balandis:

Brief History of RCC

George Henry Harris, manager of the Reynolds Arcade, had the idea for a canoe club in 1881, which led to a constitution and seven members in 1882. Major interest soon turned to paddling and sailing canoe races as defined by the American Canoe Association. The first clubhouse was built in 1884 on the bay just south of where the Route 104 bridge is now. In that year, Frank Andrews became first club champion with a decked sailing canoe built by tugboat Captain George Ruggles. Ruggles built a fleet of seven ACA class sailing canoes for the club in 1886, and went on to become a world renowned builder of the fastest racing canoes. A larger clubhouse was built in 1887 just north of the first to accommodate 32 members and store up to 40 canoes. After that building burned, the club bought its present site in 1914, with a building built by Mayor Hiram Edgerton which provided boat storage, kitchen and dining facilities, and rooms rented to members. The third clubhouse was torn down in 1957 due to rising concerns about vandalism, fire hazard, and deterioration, and replaced by the present steel building on an adjacent site.

The decline of the sailing canoe led to a succession of other one design type sailboat fleets starting with the Lark in 1904, Sailing Dinghies, Comets, and K Boats. Thistle Fleet 46 was chartered in 1952, and all 7 Thistles beat 24 other boats in the first annual Brown Jug Regatta open to all small sailboats on the bay. Junior sailing programs were also started in Prams in 1953, and again in 1993 in Optimist Dinghies. The Thistle Fleet expanded to a peak of 45 boats plus Sunfish and Penguin fleets and 11 other boats, and club membership approached 100 by 1971. A restrictive boat policy in 1974 reduced this to just Thistles and Sunfish until 1996 when the JY15 entered to provide a two person boat.