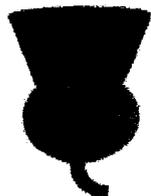


JIB SHEET

Volume 1, Issue 3

April 2003



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FEATURE STORY

Sunny & Warm in a JY15 The 2003 Midwinters in Clearwater Florida March 7-9th

Like Bilbo Baggins' journeys across Middle Earth it was an adventure getting there and back again but the three RCC teams who made the trek to Florida had a blast. The three day event was hosted by JY Prez Dave Eck and the Clearwater Community Sailing Center on Sand Key. My daughter Rachel and I, Gary and Carol Fritz, and Per and Karin Westesson made up the RCC envoy. Per was very instrumental in enabling Rachel and I to attend (thanks Per!) and it was great to have the experienced mid-winters team of Gary and Carol racing with us. Twenty-five boats hit the water for the regatta including teams from Michigan, Texas, Connecticut, Florida and New York. A great bunch of friendly yet competitive JY sailors.

The Fritz's and Westesson's can fill you in on their own travel adventures during a future post-race happy hour but I will share mine with you now ... I started my travels south to Florida by heading north to Canada at 4am on Thursday to pick up Rachel at the University of Guelph. It was a bitter cold morning so I turned the car heater up to high to help keep my hands from freezing to the steering wheel. Gary and Carol again helped with packing tips for sails and stuff to go with a charter boat provided by JY. My new golf club travel bag (recommended by Gary) worked great as a make shift portable sail locker and customs waved me on into my homeland. No surprise, Rachel was not fully packed and ready when I arrived at Guelph around 7am although I was a little earlier than planned. After a half hour of packing and loading, we hit the road back to the border and on to the Buffalo airport. The snow started to fly. I drove right by the airport exit, being used to approaching it from the Rochester side versus Buffalo. That forced us to drive to the next thruway exit, turn around and this time I found my way.

We needn't have worried about missing our flight as upon check-in we learned the flight to NY City was delayed with a TBD departure time. Sleet and freezing conditions in the east were to have flights backed up across the country the rest of the day. Two hours later we finally got into the air. No rush to make our first connection as all flights out of LaGuardia were severely delayed or cancelled. Rachel was excited to spend a few hours in NY City if only at the airport. When we learned our flight to the Carolinas was never going to get us on time for our final flight to Tampa, Rachel made a case for calling up one of her school friends and staying in NY City for the night. I vetoed that idea figuring we should at least get closer to our final destination and to a place that was warmer. We loaded on the plane and bided our time in queue for the lone operating runway. After lecturing Rachel not to use her Canadian based cell phone in the U.S. because it costs a fortune, I ignored my own advice, asked Rachel for her phone and made a call into U.S. Air from the plane. The U.S. Air rep managed to change our booking to a later flight to Tampa just as we were taxiing out to the runway. We made the connection with only minutes to spare. Off one plane and on to the next.

Aahhh, Florida, palm trees, warmth - no sun yet as we arrived about 12:30 am Friday morning. All our checked luggage including the golf-sail bag miraculously arrived with us. Caught the shuttle to the Raddisson Suite Resort on Sand Key and hit the bed. No trouble getting to sleep - I wonder why?!

Continued on page 6.....

FROM THE COMMODORE

Welcome to the 2003 sailing season! Luke and Jack Fortner have already been riding in Daddy's Sunfish around the yard and the driveway. Lucky for them he has his own Seitech Dolly!

It was great to see the large turnout at the Winter Social. A huge "Thank You" goes out to Vince and Donna Fassanello for offering their home for that event.



Mike thinking of his thistle!

Boat Parking Area Update

One of the issues facing the Board of Governors the last few years has been the moisture in the boat parking area. Even with the dry summer we had last year, many Thistle and JY sailors found themselves ankle deep in mud and water as they were rigging and de-rigging their boats.

As you drive down the hill for the first time you will notice the boat parking area is somewhat torn up and absent of grass. Last fall we received approval from the Department of Environmental Conservation to proceed with a plan to hopefully deal with the moisture in the boat parking area. Former Rear Commodore George Smith and Mark Weider spent a great amount of time working with the DEC, The Town of Irondequoit and the Army Corps of Engineers to develop a plan that hopefully would allow our boat parking area to drain properly.

After receiving the proper permits, Jere Willsey and Frank Colgan went to work with the recommendations set forth by the DEC and the Town of Irondequoit. One of the unexpected outcomes was the tearing up of the current boat parking area. Our plan is to have the area graded and hydro-seeded, with the goal of being able to put boats in that area sometime in late June.

It will be important to keep off the boat parking area until the grass has an opportunity to come in. In the meantime, we would like to have Thistles park in the volleyball court and have JY-15's park in the area in front of the clubhouse. I know that some out of town Thistles like to park in the beach area south of the hoist. We will need to keep that part of the waterfront clear so the JY-15's will be able to launch their boats.

Some other items....

We are continuing to update our website (www.rochestercc.org). It is a great way to introduce prospective members to our club. You can also get Jr. Sailing registration forms and other information. We will continue to update the site as the season gets underway.

Jr. Sailing registrations are slowly but surely arriving at my home. Make sure you are registered before May 1st to ensure a spot in the classes.

At the January board meeting, the Board of Governors approved a 10 percent increase in dues and fees for the 2003 sailing season. Hopefully, this increase will absorb the impact of the increased property taxes we have seen during the last few years.

See you on the water!

Mike Fortner
377-0271

RAMBLINGS FROM THE VICE

YEA, BUT WILL IT FLOAT?

-VICE



The VICE does it all!

In these times of talk of freedom and democracy, its nice to know that RCC continues to practice the true principles of the democratic process. All you have to do is go down to the club on work day and watch how things are done. We often function with the efficiency of the NY State budget process when it comes time to put the docks or hoists in the water - a lot of talk before any action. There is usually a bunch of guys (often dressed in cloths that are one step away from a dip stick rag) standing around, pulling at their pants, eating doughnuts, and discussing how things should be done. Remember, some of these tasks have been completed about a hundred times, but each year there has to be a fresh discussion on how to do it.

Now if you step back and observe, you will witness the remarkable dynamics of a free society. Some people just start doing something that they know needs to be done - windows, raking, etc. Sure the Rear Commodore and the Harbor Master have symbolic authority such as "Hey, you guys, why don't you go get a couple of those guys eating doughnuts and go do such and such". Sometimes age (read wisdom) is the key, sometimes strength (Hey, Kevin!), but sooner or later someone takes charge and the rest go along with it. Dissent is often voiced and then swallowed; phrases such as "That won't work", "What did we do last year?", and "Watch your toes" are tossed around before the "One, Two, Three, Lift" by the temporary leader. By early afternoon, the jobs are complete and guys start switching over from doughnuts to beer. If you haven't experienced these days, please do. Remember, we are a self-help club. That's why it is so cheap. In my opinion, these days are as important to the sense of "club" as any month of sailing. Just a bunch of people getting a 123-year old club open for the season for the common enjoyment of all.

Along the same lines, if you see something that bugs you and want to fix it, go talk to the Rear or the Harbor Master to see if you can put a project together. Don't just wait for someone else. Here is an example: I propose that we buy a couple of boxes of ceiling tiles and replace the water damaged ceiling in the Women's "lounge". Probably should fix the holes in the roof first. Let's not be afraid to upgrade the place.

On a final note, the Board agreed to move the Open House to a date that has a chance to be a little warmer. Probably in late June or early July, the exact date will be in the schedule. Everyone should make a push to get a friend, family member or co-worker down to the club to keep the club strong.

Mark Weider

FROM THE REAR

Report from the Rear Commodore

Welcome back, sailors! The bay has opened up, fierce winds have turned to fair(ly puffy) breezes, and grilling is back in style (Was it ever REALLY out of style? No, not really.). There are just a couple of things to mention here that will affect the way we start the season, and will also help us in the long run. First, many thanks to George Smith for keeping the club in good shape and running smoothly. George is currently seeing through a major project he initiated some time ago, the dredging of the creek.



John Gorton, former club plumber extraordinaire, now working as the REAR!

The Great Creek Dredging of 2002 took place last fall, and work continues through this month. This should provide a major improvement to the club grounds by eliminating the periodic floods and erosion that plague the boat parking area. There are some side effects, however, that we will need to deal with.

The dredging operation, so ably carried out by Jere Willsey, also removed most of the grass by the creek near the waterfront. Therefore, we will have the area seeded as soon as the work is completed. Until the grass is in, we will need to park boats in alternate locations -- the volleyball court, front lawn and perhaps some of the parking area have been considered. There will be a plan in place by boats-out day (April 26th), so please consider the new arrangement when you bring your boat down to the club.

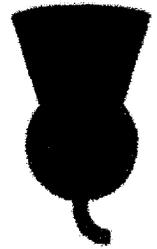
Another aspect of the dredging will be the existence of a "settling pond", which we will be permitted to dig out periodically without disturbing the rest of the creek waterway. This pond will have a maximum depth of 4 feet and will be surrounded with plantings to buffer it from our activities. It's not likely to be a very inviting swim: shallow, runoff, bugs, mud ... you get the idea.

Thanks for your time. If you have suggestions, concerns, wisecracks, side-comments or jokes, don't hesitate to let me know.

- John Gorton

THISTLE NEWS

Welcome to the 2003 Thistle sailing season at RCC! I have taken over as fleet captain from Gary Skillman (thanks Gary for a great job the last two years). I hope I can do as good of a job as he did.



We did gain one member last fall as Paul Kelleher bought 3235 from Arlene Murphy. Our fleet members are obviously doing their part to grow the fleet as well. The Gesner's added Adam to their family earlier this year and the Gorton's, Connelly's and Stehle's will have new family members by the end of the summer. We should be able to save some money on daycare, great planning!

I am late getting the crash boat assignments done (despite reminders from Gary and Mark to get started on it early). I either have or will contact you in the near future to get your day assigned for crash boat duty. Please keep in mind the volunteer days for the Sunfish and JY regattas.

Most of you have already paid me for TCA dues, There are just a couple more of you and we'll have it all done. As boats out day is rapidly approaching we will have the added challenge of a temporary parking order. Hopefully the grass will grow quickly and we will be back to our regular spaces soon.

Don Stehle, Fleet Captain

JY NEWS

Continued from page 1.....

Later Friday morning I awoke to sunshine and a fridge full of beer thanks to good planning and execution on Per's part. It was in the 80's, no snow, no freezing rain, and pelicans were flying across the water. Did I mention the warmth and the palm trees?! All the bad travel day memories slipped away replaced by an inner calm and a cold beer! This is the life! I did not want to think about going back home. We learned from Per that Karin's flight was cancelled but she would be flying in later in the morning.



We headed over to the sailing center right next door to the hotel. JY drove down about 9 charter boats and we started setting ours up. I had to file down the inside of a new mast to get it to fit the step properly but otherwise everything worked fine. All I needed to supply were the sails and the crew. I liked this much better than trailoring my own boat! The Center's race committee was excellent. We got 3 races in on Friday. The Westessons came out pretty fast with an 8th, 7th, and 6th. The Fritz's were close behind with two 11th's and a 9th. Rachel and I struggled to keep the boat flat with the wind blowing pretty hard (20's?) but managed to stay in the top two thirds of the fleet (13th, 16th and 14th). I needed Rachel to take on some of my brother's 200+ pounds. He sailed with me at the North Americans when there was almost no wind!

Saturday the wind was a little more reasonable. Rachel and I found ourselves at the first windward mark in 3rd place in a "RCC typical" once around windward-leeward for the first race of the day. We did not sail a great downwind leg but managed to stay in 3rd place with the Fritz's and a few other boats hot on our heels. After rounding the mark I totally forgot what Doug and Mike taught me about covering and lost a few places to finish in 6th. Despite that, it was our best finish of the regatta and I was happy! Also improved from my North Americans performance was a major reduction in fouls and my starts were better. Only one foul for this regatta and I kept it in the family by hitting Per near the windward mark in one of the Saturday races. Just a minor bump but after the penalty turns it was enough to take us out of the running on that race!

Other regatta highlights: Cutter Smith and Lauren Hutton, winners of the weekend, managed to capsize in race 3 on Friday - the boat turtled and the mast got stuck in the bottom. The rest of us were on shore by the time they freed the boat. Karin managed to convince Per that penalty turns are mandatory when committing a breach of protocol and Per begrudgingly complies! The Fritz's earned their best finish (4th) in Saturday's first race - the one I failed to cover. The Westesson's best finish was a 7th, one on Friday and one on Saturday. Day 3 was windier than day 1. Several boats stayed on land and watched the rest of us hike like crazy and try to hang on for dear life. After the windward-leewards for the 7 races sailed Friday and Saturday, two modified Olympic courses are raced Sunday in a gusty 20 to 25 knots of wind. Rachel and I brave the first race and manage a 12th. That tired us out so we reached back home on a screaming plane and settled for a DNS for the last race. Right in front of the club a power boat crossed in front of us and we hit the wake pretty hard while planning. I managed to fall overboard but hung on to the mainsheet with Rachel still in the boat. I attempted some barefoot waterskiing but the boat tipped over and I scrambled over to get on the centerboard. Upon trying to heft myself up I was surprised to find the water is shallow enough to stand up in. Gary and Carol got a good laugh watching us from shore, 100 yards away. The Westesson's tackled the wind on Sunday also but found out later they were over early for the first race. Like us, they aborted the final race of the regatta.

Pack up time. Shared a few stories over a cold beer and lunch. Dave Eck gave out awards and announced the Clearwater Sailing Center to be the new permanent home of future JY midwinters. When the pelican landed, after one race throw-out, the RCC teams end up in a tight grouping with the Fritz's finishing in 13th, the Westesson's in 14th and the Simpson in 15th. We sadly said our goodbyes to new and old friends, the sun, the warmth, the palm trees, and the pelicans. We loaded into a taxi and found ourselves progressing down the highway not much faster than a JY15 in light air - College winter break week had started ... the trip home is another story ...

Ralph Simpson

SUNFISH NEWS

Happy spring everyone and welcome to another great season of sunfish sailing. Last year we had an excellent season with good participation and a renewed interest in the fleet. We hope to see a repeat of that with a further build in participation in the coming year.



NYS Upstate Regional—September

In September the Canoe Club will be hosting the Upstate New York Sunfish Regional. We have hosted this in the past and it has always attracted many sailors from the region as well as from the club. We hope to see a lot of the club members there this year. If you wish to participate but don't own a boat, just talk to one of the fleet captains and we'll try to help you find one.

The North American's this year will be at Bay Waveland Yacht Club in Mississippi. Although this is a long way from home it should be a very exciting event and we hope that several members will be able to represent us. For anyone interested, we will be driving down and may have room for an extra boat or two.

As always we need everyone's help this year in helping to recruit new sailors so that we can build our participation. If you know anyone who is interested, bring them down on a Sunday and we will help to find them a boat if they need it and to get them acquainted.

We almost have the complete, race ready, club sunfish we've been hoping to get; the only thing we still need for it is a racing dagger board. If you have an extra used dagger board you would be willing to sell or donate to the club please let us know.

We are hoping to continue our cleanup of the equipment stored at the club this year with the sails on the sail rack. Please make sure you have your name on any sails that you have stored there.

See you on the bay!

The Stampe Family

Harbormaster Report

No report

PHONE TREE

Did you ever want to get the word out to the club members about something, but the thought of contacting everyone seems like too much? Someday we have a complete e-mail list that may do the job but for now I propose we go back to the old tried and true, real voice phone tree.

Here is how it works- Say an asteroid hits the parking lot and we need a lot of people to clean up the mess or there is a party for triplets. The lead person for the initiative pulls out the club directory and calls the person on the top of each page (usually 11 to 12 calls). Each of the people at the top of the page calls the next person down the page, who then calls the next person, etc. The lead person makes 11 or 12 calls and everyone else makes only one (unless you are at the bottom of the page, then you make no calls). Of course if the next person on the list is an Associate Member who lives in Australia, you might jump to the next person. When you talk to the person, be sure to tell them you are working the Phone Tree and to call the next person. If you get no answer or an answering machine (leave a message), but go ahead and call the next member on the list. This should work a lot better than waiting for the Jib Sheet, which only comes out three times a year.

- VICE

RCC HISTORIAN

By Leo Balandis

Among the more interesting relics around the Canoe Club (besides ancient mariners) is an old cannon, a miniature replica of the type used on sailing warships in the 18th and 19th centuries. It is on wheels, as those cannons were to allow them to be moved around, and to absorb the recoil when they were fired. Our cannon has a cast iron barrel and can fire a blank shotgun shell, and was used to start races from the shore in the 1960's. Presently, it is used as the Challenge Trophy, awarded to the RCC Thistle sailor with the 2nd best record at a series of away regattas. The trophy itself is a challenge, as it is very heavy, and who wants a loose cannon in their car after an awards banquet?



Leo hard at work digging into the archives!

Nobody knows how the club got this cannon, or its history, or even how old it is. It can be seen sitting on a dock in an 1891 photo of the club's second clubhouse taken on the occasion of our 10th anniversary. That was when the 30 Ft. war canoe Huff was built for the club by Capt. George Ruggles, and the club reputedly whooped it up around the Bay in this canoe with the cannon.

What is especially intriguing is an inscription on the barrel which appears to be Indian: *Oui-ste-a-sko-ak*. This could have something to do with our founder and noted writer of local Indian lore, George H. Harris, who was nicknamed *The Pathfinder* by the Senecas because of his search for old trails. One anecdote says that he received a birchbark canoe as a gift from the Tuscarora Indians for helping them with treaties. It would seem that Indian resources in the area might provide an interpretation of *Oui-ste-a-sko-ak*, and thus provide some insight into the significance of the cannon. Although our guess is that the language is Seneca, it could be from any of the six tribes of the League of the Iroquois: Mohawk, Oneida, Onandaga, Cayuga, Seneca, Tuscarora.

We started with a contact at the Mohawk Reservation at Masena. He puzzled over the phrase and said that the language had changed a lot, but thought that it refers to an object or where it's at. I thanked him for the start, and next went to the annual festival at the Ganondagan site in Victor, a former Seneca village till it was destroyed by Denonville in 1687. A site guide said that he had a Seneca dictionary, but this turned out to be a collection of everyday sayings, such as "The corn is as high as an elephant's eye", which I think came from the Indians in Oklahoma. Next, I was referred to an elderly Seneca woman in native dress who looked at the saying, consulted her husband, and then said, "Beats me; I don't even know what language this is." OK, whom can I ask next? She pointed to Peter Jemison, who was nearby with a group of friends.

Peter is the Ganondagan site manager, an artist, author of a book on the Treaty of Canandaigua, and active in Native American affairs. He is a descendant of Mary Jemison, who was abducted by Indians as a child in 1758 and brought up by the Senecas. He listened to my story of the cannon, the Canoe Club, and George Harris, then consulted with his friends on the meaning of *Oui-ste-a-sko-ak*. The first suggestion was that it said something about a stone-thrower. Possibly, this referred to the cannon. Next, it was thought that it had something to do with a frog. "That's it!", I exclaimed. "We used to be known as the froggies on the Bay!" So I turned to Jemison, and said that the problem was solved. I will tell the club that *Oui-ste-a-sko-ak* refers to *The Place Where Frogs Throw Stones*. Isn't history easy?

April 1, 2003

Program Descriptions

Beginners

Our beginners are introduced to sailing by way of the Optimist Dinghy. The Opti is recognized world wide as one of the best teaching boats for junior sailing. Its small size, light weight and positive flotation are the reasons for its popularity. Older students may be using Sunfish for this class.

Intermediate

The intermediates will be using the Optimist and/or Sunfish depending on age, weight and skill level. Our intermediates should know how to rig a boat and be able to sail all points of sail on their own.

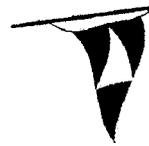
Racing Clinic

The Racing Clinic is for advanced sailors. Boat speed and tactics will be emphasized during the 4 days. Adults and Juniors are welcome.

Adult Beginner

Take a week of lessons during the Fourth of July week. An emphasis on fun and safety. A minimum of six participants is needed for the class to be held.

Mike Fortner
87 West Church St
Fairport, NY 14450
Return Service Requested



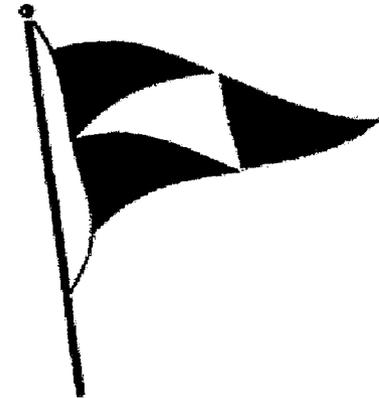
Rochester Canoe Club Junior Sailing

Rochester Canoe Club

*One Design Sailboat
Racing*

2003 Junior and Adult Sailing Program

*Open to students 8 years old
and older. Non RCC members
are welcome to participate.*



www.rochestercc.org