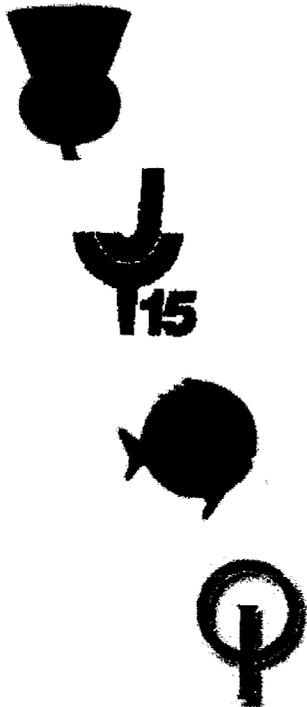


JIB SHEET

Volume 1, Issue 4

August 2003



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FEATURE STORY



Babies, Babies, Babies
All I see at RCC are babies!
Maybe there is something in that delicious tasting Canoe Club Water

On a serious note, it is so nice to see the next generation of sailors popping up everywhere(or is it popping out?). I don't think we have ever had so many births in a single sailing season! Having those little bundles down at the club give so much joy for so many people.

Besides, Barb finally has a new crop of kids to tease and teach bad habits to.

Congratulations and best wishes to.....

- Judy and Eric Gesner on their birth of **ADAM**
- Amy and John Gorton on the birth of **SOPHIA**
- Stacey and Don Stehle on the birth of **KATE**
- Sara and Chris Connelly on the birth of **ANDY**
- Tracy and Hank Sesselberg
- Laura and Marc Fischer on the birth of **DELANEY**



FROM THE COMMODORE

The sailing season is in full swing. I have had an opportunity to attend a few Sunfish Regattas this year and I am constantly reminded how fortunate we are to have a talented and dedicated Race Committee. Be sure to thank them when you get an opportunity.

The Sailing Program finished its 11th year last month. Once again all of the sessions were close to or at capacity. Many thanks go out to Doug Kaukeinen, Paul Owens, Heather Stewart, Katie Costich and Simon Stampe for their help this year. We generated a great deal of interest in our club and introduced many adults and children to sailing. It is nice to see some of the Junior Sailors taking the next step and participating in club racing.



Mike thinking of his thistle!

The project in the boat parking area has been the main focus of the board this year. Preliminary plans for this endeavor began in 1999 when I was harbormaster and the hoist area needed to be dredged. Mark Weider continued the plans and expanded them along with the tireless efforts of George Smith. After many letters, calls and meetings with the Department of Environmental Conservation (DEC), we received approval to dredge the area under the hoist pad.

The second phase of the plan was to find a way to decrease the moisture in the Boat Parking Area. George Smith set up a meeting with the DEC to come up with a way to manage the moisture in the Boat Parking Area. During this meeting, the representatives from the DEC pointed out potential violations of environmental law that needed to be addressed or the club would be facing a citation and a potential fine. We were granted some leniency at the time and a plan was developed to help us in this area.

The original plan that was approved by the DEC called for a retention pond and a four-foot berm that would run along the south side of the creek at the northern part of the boat parking area. This would create a barrier that would separate the wetland from the boat parking area. The DEC also set forth guidelines for trees and shrubs along the berm and around the retention pond.

In the fall of 2002, Jere Willsey and Frank Colgan rented equipment and went to work on the project approved by the DEC and the Board of Directors. If things went according to plan, the project would have been completed in the fall according to the specifications set forth by the DEC. But....do things ever go as planned? The excessive moisture and early snowfall last fall put the project behind schedule and left the boat parking a mess last November. Frank and Jere continued their tireless efforts into the spring and the area was graded and seeded. The final step of the project was to have the DEC sign off on the completed work. While we received approval regarding many aspects of the project, there were some areas revealed in a rather extensive e-mail that still needed to be addressed. According to the DEC, we were still in violation and were facing potential fines. Among these were the need for a barrier separating the boat parking area and the wetland and fence that would prevent the deer from browsing the vegetation along the retention pond. A speed bump also needs to be installed along the entrance to the roadway down to the hoist. The tone of the communication suggested that these areas needed to be addressed rather quickly. George Smith purchased material and installed the barrier along the pond to protect the trees from the deer. The board approved an outside contractor to install the fence along the boat parking area. We are still looking to have the speed bump installed and some repairs made to the hoist pad. It has proven to be difficult to find a paving company to give an estimate during their busy time. It is important that we continue the guidelines set forth by the DEC. Please see the item written by George Smith in this Jib sheet. It has also been laminated and is posted in the clubhouse.

We are indebted to Jere, Frank, George and Mark among others who were able to complete this huge task. While the installation of the fence did take away some of the area gained, we are still much further ahead than where we were when the project began. Thanks also to Kevin Lofftus and Don Stehle for coordinating the boat parking while the grass was growing in. Hopefully this will be a long-term solution to the problem of moisture in our boat parking area.

Mike Fortner
377-0271

RAMBLINGS FROM THE VICE

The VICE Factor

Anyone not having a baby? I think we need a bigger sandbox. Well anyway, things are heating up around the club with several events on the horizon. Up coming activities at the club include:



The VICE does it all!

BROWN JUG on Labor Day, September 1, 2003

RCC will host the 51st Brown Jug race on Irondequoit Bay this year on Monday Sept.1. This race, which is alternated between RCC and Newport Yacht Club, is open to all sailboats on a handicap basis and usually consists of "twice around the bay" followed by the usual party. RCC will host it this year with Nat Martin as our Chairman. Double the treats are the order of the day for RCC members. Newport YC did a fantastic job last year on the 50th Anniversary, so let's show what we can do.

This race is a fun race with people often trying out another boat, switching crew and skippers, bringing the kids and/or dogs, whatever. No thistle spinnakers are allowed. This is the only race I can get my wife to go out with me. So when Nat asks for help - give him a hand. We will need Race Committee, crash boats, awards, hors d'oeuvres, etc.

THISTLE REGATTA, September 6-7, 2003.

This is the annual Fall Frontier regatta - jump in a boat or help out. See Don Stehle for details.

SUNFISH NEW YORK STATE UPSTATE REGIONAL, September, 20, 21, 2003

You know the drill - find a sunfish and give it a try. Last year some guy named Eric from the Thistle Class won it. It's time for the "Sunnies" to take it back. You do need to be a member of the Sunfish Class Association (\$35/year) to compete as it is a qualifier for the World Championship. But hey, if you want to race, you ought to support the sport. You get a nice little class magazine and it's still cheaper than golf.

RCC CLAM BAKE, Saturday September 27, 2003

This is a Saturday afternoon/evening social event. In the past this has been a perfect day to bring the whole family down to the club and just hang out, play volleyball, whatever. No pressure to get to the start line or find crew. Keep an eye out for the flyer to order your clams, which are ordered on a per dozen basis. A reasonable charge is also required for the corn, beer, etc. Later there is usually a fire on the beach with marshmallows and the usual shenanigans. Heading up this year's clambake is Bill Dexter (White Thistle 1400), with pointers from past clam master, Bill Bradburn. Please help out.

FALL BASH, October, 12, 2003

This is the annual "last day of sailing" party at the club. We try to make it an extra special social event with mega food, punch bowls and the whole smash. Our hosts for this year are Jean and Dan Blasdell. If you have any comments or suggestions or just want to help - see them.

2003 RCC FALL AWARDS BANQUET, Friday, November 7, 2003

Put on your wedgies and blue blazer and come on out for a night to recall all the great times from this year. We will go back to Glendoveer's on Old Browncroft Road for a nice spread and awards. It's always interesting to see how many comedians we have in the club.

VICE #2

Simple Things that Make the Difference -VICE

Recently there has been a slow deterioration in the condition of our fair club. I know people are busy with our currently over-scheduled lifestyle, but we have to stop and look around - and take care of business. Please realize that there is no cleaning crew, no paid clubhouse attendant, no boat boy, no grounds crew and no paid race committee. So, to keep the place from going to hell in a hand basket, here are some things we all can do:



Lend a hand to keep RCC a beautiful place!

1. **TAKE YOUR RETURNABLES HOME -** If you want to leave 5 cents to the club, leave a nickel.
2. **CLEAN UP AFTER THE HORS D'OEUVRES -** If you brought a plate out, wash it and put it back.
3. **TAKE OUT THE TRASH -** There is nothing like 5 day old trash inside the club house. There is no cleanup crew - just do it.
4. **PLEASE WASH SOMETHING, SWEEP SOMETHING, CLEAN SOMETHING -** The club needs everyone's help.
5. **IF YOU ARE ON CRASHBOAT, GET THERE EARLY AND IF YOU CAN'T GET THERE, GET A REPLACEMENT -** The Race Committee is not there to do your job, lord knows they do enough for us.
6. **PICK A PROJECT AND DO IT -** Let's upgrade the place. Check with the Rear Commodore or the Harbor Master if you plan anything big.

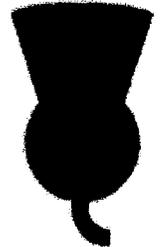
Now, since this edition of the jib sheet is looking like the special "VENT" issue, I thought I would throw in my two cents. By no means do I want to aim this at those who always seem to be doing things around the club. It is no honor to be the club dishwasher. So let's pitch in. I recently noticed that the men's locker room is clean as a whistle. I don't know who did it, but I thank you. (All he/she left was a silver bullet).

Window cleaning, painting, gardens, gutters, grass trimming, dock bumpers, hay bales, club boats, broken benches and tables, etc.

Jump in, don't be shy. Where else can you enjoy a million dollar piece of property for a few hundred bucks a year.

THISTLE NEWS

Thistle Fleet Captain's Report



Evidently, a few of us went on our own membership drives this year. Please welcome new Thistlers Adam Gesner, Sophia Gorton, Kate Stehle and Andrew Connelly. Group rates on babysitting anyone?

So far this year RCC has been represented at regattas at Seneca, Saratoga and The Great Lakes in Michigan City Indiana. Unfortunately the results are top secret, meaning I didn't attend and can't find them anywhere. I did find the Great Lakes results though, Mike Ingham was 1st and Eric Gesner finished 6th. Right now Mike, Eric and Doc Gates are on their way to Nationals at Fort Walton Beach, FL. Good luck RCC and bring it home again!

We averaged 9 boats on the line for the spring series. Eric Gesner won the spring; I will have updated results on the thistle bulletin board at the club soon.

We will be holding the Fall Frontier Regatta Sept 6-7. I will be in touch with RCC members this week to solicit volunteers to help with food, registration, crash boat, etc. Anyone who would like to help can reach me at flatnfast@stehle.org or call 421-9214.

All the boats were moved back about a month ago and the grass, although a little dry, looks great. Thank you all for your help. Now if we only could control the geese population! Have fun and sail fast!

Don Stehle
Thistle Fleet Captain

Rules for the Rochester Canoe Club

A Friendly Reminder

1. Restore club facilities, including kitchen to proper order after use.
2. Do not take any glassware to the waterfront area.
3. Deposit refuse in containers. Take recyclables home.
4. Pick up all clothing and articles around the club.
5. Do not leave children unattended.
6. Children must wear life jackets around the piers for extended periods.
7. Dogs must stay on their leash and are not allowed in the clubhouse.
8. Boats are not to be moored to piers for extended periods.
9. No resident of Rochester, eligible for membership is allowed the privileges of the Club more than three (3) times in any one season.
10. Inform your guests of the Club rules pertaining to potential membership.
11. Work days are scheduled at the beginning and end of the season. All members are asked to take part in the planning and preparation of special events. If you have any particular interest/area of specialty, please contact the Commodore or Vice Commodore.
12. During the course of the season, members will be asked to take part in the planning and preparation of special events. If you have any particular interest/area of specialty, please contact the Commodore or Vice Commodore.
13. The RCC facilities are available to members for parties, dinners, etc. You may be asked for a slight nominal fee for business and/or larger gatherings. You must reserve the date with the Vice Commodore.
14. The Club is for your benefit and enjoyment. Please come down frequently to sail, socialize, relax, dine, etc.

If you have any questions, please contact the Membership Chairperson, or Commodore.

JY REGATTA

RCC July 2003 JY15 Invitational Regatta
Ralph Simpson, July, 2003



***Note:** Definitions are from "Sailing - A Lubbers Dictionary", by Henry Beard and Roy McKie, Workman Publishing Company, New York, NY, 2001.

***Sailing:** *The fine art of getting wet and becoming ill while slowly going nowhere at great expense.*

***Racing:** *Popular nautical contact sport.*

***Regatta:** *Organized sailing competition that pits your skills against your opponents luck.*

Early Saturday July 12, thirteen JY15 teams along with RCC race committee and mark set boat volunteers looked out across Irondequoit Bay and commented to each other: "It doesn't look too windy?!" No one had an anemometer handy but unofficial accounts put the winds for the first day of racing from the west to WSW at 15 to 25 mph with gale force gusts up to 40 mph. JY president and son (Bob and Peter Mueller, our honored out of town boat) seemed to enjoy the typical sudden gusts, letups and radical wind shifts that accompany a west wind over the hills and down onto the bay.

***Eye of the wind:** *The direction the wind is coming from, except in the case of offshore breezes in certain coastal waters in industrialized areas where it is known as the nose of the wind, the mouth of the wind or the broken wind.*

The race committee and crash boat team ably facilitated three short but harrowing races Saturday morning. The wise decision to head in for lunch was made after most everyone had capsized at least once and the Westesson's "Queen of Spades" sailed by Mark and Tracy Weider, snapped a shroud and de-masted.

***Emergency:** *At sea, an emergency situation is presumed to exist whenever one or more persons find themselves on any floating craft in water whose depth makes it impossible for the shortest one of them to stand on the bottom and still have his or her head completely above water.*

Early Saturday afternoon, thirteen JY15 teams (great news, no one lost at sea!) looked out across Irondequoit Bay and commented "It doesn't look quite as windy now?!". Unlike the morning, no one made any further jokes about Paul Owens' and April Blasdell's anti-turtle jug at the top of the mast. John Locke was kind enough to loan his mast to the Weider's to replace the one now shaped like a hockey stick. Then yes, we headed out for six more exciting races, several more capsizes and a few collisions before calling it a day.

***Heeling:** *A basic process affecting all sailboats which begins with the boat leaning over as the wind presses on one side of its sails and ends as the sailboat finally exhibits its natural tendency to come to state of rest on the sea bottom.*

***Collision:** *Unexpected contact between one boat and another. As a rule, collisions that result in the creation of two smaller and less seaworthy vessels from the hull of one are thought to be the most serious.*

Sunday morning's winds were a more reasonable 5 to 10 mph from the west shifting to a steadier 8 to 12 mph thermal from the north. Three more, longer races were completed to wrap up the regatta. In addition to our out of town guests, several Thistle sailors tried their skills at JY racing during the weekend. Arn Lager was quoted during the regatta as saying " I love this boat!". The Weiders managed to create a little havoc on their own what with the mast and all but it was the team of Doug Kaukeinen and Heather Stewart who made it all look easy (even in high winds) to sail a JY "stiff" and "fast".

***Stiff:** *Term used to describe a boat that does not tilt, tip, list or lay over easily, or a crew member who does.*

***Fast:** *Firmly attached, as for example, a rope made fast to a piling. Also used to describe a boat that has run aground. Thus, a boat that appears to be unusually slow may in fact be "fast." Nautical terminology is full of these amusing paradoxes!*

Continued on page 8.....

JY REGATTA (cont.)

Despite the Kaukeinen team capturing the overall top spot, many of the regatta participants had their moments of glory including Paul and April with a record breaking eight capsizes in one day. Five JY teams took first place in at least one race and five other teams had seconds and thirds. Competition was tight and fun was had by all.

****Overboard:*** No longer on board ship, usually used in reference to a person who has fallen off one. One of the limited number of circumstances when disembarkation from a boat implies a shortening rather than a lengthening of the life span of the individual involved.

****Life Preserver:*** Any personal flotation device that will keep an individual who has fallen off a vessel above water long enough to be run over by it or another rescue craft.

RCC JY Fleet 77 thanks our racing guests Doug Kaukeinen, Heather Stewart, the Muellers, Weider's, Leonard Sharp and Arn Lager. Our gratitude goes to the regatta volunteers who made it all possible: Race committee Pat and Jim Tompkins with the help of Tom Flaherty and Rhiannon Simpson, mark set boats Gary Skillman, Sue Rose, Rich Connelly, Andy Rosen, Doc Gates, Al and Lynn Pietzold, and of course members and families of the RCC JY Fleet!

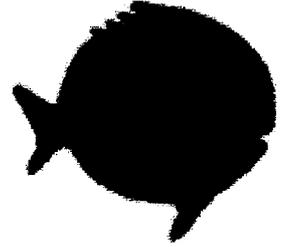
****Right of way:*** Nautical legal principle that establishes whether or not a particular boat has the right to ram or the duty to dodge in any given marine encounter.

Regatta Results: (for some great pictures visit website url www.ViewpointUSA.com\JYRegattaPics)

<u>Place</u>	<u>Steering</u>	<u>Crew</u>	<u>Total Pts</u>	<u>Best Race</u>
1	Doug Kaukeinen	Heather Stewart	26	1
2	Ralph Simpson	Roy Wiener / Rachel Simpson	40	1
3	Gary Fritz	Carol Fritz	42	2
4	Neil Armstrong	Sue Armstrong	47	1
5	Karin Westesson	Rory	57	1
6	Bob Mueller	Peter Mueller	65	1
7	Dan Blasdell	Jean Blasdell	66	2
8	Kevin Loftus	Serena Loftus	69	2
9	Mark Weider	Tracy Weider	85	2
10	Paul Owens	April Blasdell	99	3
11	Leonard Sharp	Arn Lager	136	10
12	Ted Lawless	Steve Lawless	138	8
13	Frank Colgan	Ted LeRoy	140	8

SUNFISH NEWS

The Sunfish fleet has had a very good season so far this year with many boats for Sunday racing and fleet members participating in regattas. It is truly great to see that many boats on the starting line every Sunday - keep coming! We have several new members in our fleet and we encourage everyone to come and participate in the sailing. Even if you are new at sailing you are still welcome to race with us - believe me there are folks of all abilities and talents already there!



NYS Regionals—Sept. 20 & 21
Be There!!

On the regatta front Simon and Per have done a lot of traveling first to the Mid-Atlantic Regionals which Simon won and later to The NA's in Mississippi with a stop in Florida on the way down to participate in the Junior Olympics. The report from the events down south has mostly been about the heat and the heat and the heat... Anyway, they had a good trip with Simon taking a third in the Junior NA's. Mike, Rich and Doug went to the Brockport Sunfish regatta and Doug took a 1st Mike a 3rd and Rich a 4th. Nice job!

This years "house keeping" task is get the sails in order so PLEASE mark your sail with your name so we can get this done.

Our family has decided to pass the fleet captain torch to someone else next year so start thinking about candidates - the beauty of this club is that we all get to participate in running it sooner or later! On that note please remember that we all want to come down and sail and have fun but the upkeep of the club is everyone's responsibility so when you are there take the garbage out if it needs it, vacuum the kitchen floor if it looks disgusting, clean the toilets, pick up a broom and sweep the floor or water the beautiful flowers Jan planted. There has been some discontent about the lack of participation in those kinds of activities brought to the attention of the board, but the people on the board are already the ones who are working hard for you Like someone said: "10% of the members do 90% of the work" so how about switching those numbers around!

See you on the water or working those booms!

Best, Pia

About the Regionals...

On September 20 and 21 the Canoe Club will be hosting the Upstate New York Sunfish Regional. We are hoping to draw about 30 boats for this event and to make it a success we need everyone's help. We need volunteers to man the crash boats, help with registration, and arrange for breakfast and lunch both Saturday and Sunday. Also we need everyone to bring they're favorite hors d'oeuvres to share after the racing on Saturday. We are trying to have Dinosaur Bar-b-que cater the dinner on Saturday so please bring your family and join us even if you're not planning on sailing. We hope to see the Canoe Club well represented at this event, so if you would like to sail, but don't have a boat, please let us know and we'll try to help you find one.

Thanks,
Simon

****This just in.....Looks like Canandaigua Yacht Club will be hosting the Sunfish North Americans next year in late July/early August!!!

Harbormaster Report

Well, half the summer has elapsed already, hard to imagine. Things are generally status-quo regarding shore-side issues. The middle whaler had its engine tuned up and now is running as good as new, back to its reliable self. This was "professionally" done at Sager Marine in Canandaigua who did an excellent job. The newer engines require a bit more attention in the fall when we stow them inside, fuel remaining in the engine can age and eventually plug the finer jets the carburetors now have. I was told Sager, itself, ran into the issue when it started selling these engines a few years back, having to clean out all their customers' engines after being stored for their first winter.



Peter does whatever it takes to insure our waterfront equipment is operational

The middle-whaler lift has been rebuilt. A note to crash-boat volunteers regarding the using any of the power-boat lifts. Please raise the boat high enough so the lift hardware (pulleys and cables) are a good foot or so above the water surface. Otherwise, gunk and slimy things attach themselves and tend to freeze the pulleys in place. The lifts should be running smoothly enough that you can easily raise the hardware out of the water to keep it dry and gunk free between race days.

Since last time, better ventilation has been installed on the race storage sheds. This seemed like a good idea to vent out fumes from the batteries and gas storage cans we have in their.

For Thistlers, it has been proposed to drape a length of indoor/outdoor carpeting against the break wall at the hoist to reduce the likelihood of bumping your boat against an unprotected point on the break wall. Seneca happens to use this arrangement successfully.

The anchor system for the floating docks seems to be working well, and we have been losing less dock hardware to Davey Jones's Locker this year as we bent the cotter pins over that secure the bolts that hold the docks together.

That's the exciting news from the Harbormaster, I hope everyone is enjoying themselves this summer and see you on the water.

Peter Gregory

RCC HISTORIAN

What's In A Name?

By Leo Balandis, with Stefanie Balandis, Esq.



Leo hard at work digging into the archives!

The Rochester Canoe Club by any other name would not be the same, nor enjoy its status as the oldest continuous sailing club in the area. Along the way, the club could have, through merger, adopted the name "Remus Club" (1886), or the name "Sawennishat Canoe Club" (1914), but fortunately always kept its original name. Part of that name's survival was the process of becoming incorporated, which took 81 years and a special act of the NY State Legislature to recognize RCC as a legal corporation. A corporation enjoys limited liability; its owners typically cannot lose more than the assets of the corporation. Without such status, an organization's members/owners could be held personally responsible for its acts, a risk few would take today.

Although the idea for the club started in 1881, the first notice we have of the Club's official organization on Sept. 29, 1882 is a news article stating that its purpose was "to unite the amateur canoeists of Rochester for the purpose of pleasure, health, exploration and historical research; by means of meetings, camping, paddling, sailing, racing and foot-journeys, and by keeping logs of voyages, records of waterways and routes, details, drawings and collection of maps, books, and objects of special interest." It wasn't until 1893 that the Club decided to incorporate with the simple statement that the "particular business and object of the Club is that of canoeing," and named 6 trustees, directors, managers. The certificate of incorporation, approved by a NY State Supreme Court judge, was then filed with Monroe County. As it turned out, incorporations must be filed by law with NY's Secretary of State.

Time marches on to 1969, when the Club felt that its purpose involved more than canoeing (it always did, but we're talking legalities here; in fact, the Canoe Club *had no canoes*). So a certificate of amendment was written to update the Club's purposes and to provide a board of governors of 8-15 members, which states "The purposes for which the club is formed are to organize, equip, and operate a yacht club for the pleasure and recreation of its members and to advance the interest of sailing on Lake Ontario and Irondequoit Bay." This was approved by a NY State judge and sent to the Secretary of State, who returned it saying that the original certificate had never been filed with NY State, but with Monroe County, and that the amendment should thus be filed with the County (though "respectfully" referring the sender to the relevant provision of state law). The Club, however, continued under the mistaken belief that it was a legal corporation as of 1893, with deeds, mortgages, etc. in its name.

By 1974, things got complicated, as the Club had received a small business government loan to repair the disastrous storm damage of March 1973. The Club certified its status as a not-for-profit corp. in March 1974, but the SBA wanted a court order authorizing RCC to mortgage its property for the \$45,000 loan. It was in these proceedings that it finally surfaced that the club was not legally incorporated as thought. Fortunately, the Club, likely through its Commodore Larry Gaenzle (a fine lawyer and member since 1966), was able to persuade our state legislators Sen. DeHond and Rep. Tom Hanna that legal relief was needed to correct the mistake. And so it came to pass in 1974 that an Act was passed and signed by Gov. Wilson just for The Rochester Canoe Club that stated, in part: "the filing... of a copy of the certificate of incorporation and the amendment to such certificate... shall be deemed to have the same force and effect as if the certificate of incorporation had been filed in the office of the secretary of state on the third day of June eighteen hundred ninety three and the amendment [thereto]... on the twenty-fourth day of February nineteen hundred sixty-nine... and all acts performed by the corporation, or on its behalf by the officers, directors, agents and employees, not otherwise unlawful, from such date are legalized, confirmed, and ratified."

What other club can claim a special act of government just to recognize its status? Today, you can go to the NY Dept. of State website to check corporate status, and find The Rochester Canoe Club as a not-for-profit corporation, since 1893: a name, and a club, worth preserving.

Wetlands Project Update

Notice to RCC Members:

Wetlands, Wetlands, Wetlands!

Our property is bounded by DEC-mapped wetlands to the north, west, and south. State and federal laws regarding our use and modification of Canoe Club property, where it concerns wetlands, restrict us.

The following activities are *prohibited* by New York Environmental Conservation Law (Sec. 24-0701).

We must not:

1. Dump any materials off the far, western end of the Parking Lot into the forested wetland.
2. Trim, mow, poison, etc., etc., any of the cattails and other wetland grasses behind the Boat Parking area.
3. Dig or dredge the creek where it passes through the cattail wetland behind the Boat Parking area.
4. Disrupt any of the wetland-bordering vegetation, including grasses and weeds that grow on the wetland side of the line of white cedars by the Parking Lot, or on the wetland side of the low chain link fence to be constructed along the wetland side of the Boat Parking area.
5. Store equipment in any of the wetlands.
6. Dump sediment or fill in any of the wetlands.

We are allowed to:

1. Clear sediment from the sediment settling pond behind the line of white cedars, by the Parking Lot, on an as-needed basis.
2. Maintain portions of the stream along the north side of our property, where not bounded by cattails, by digging or dredging, provided that we do not release sediment into the Bay or dispose of it in a wetland.
3. Remove downed trees or branches from the cattail wetland.

IF YOU HAVE ANY QUESTIONS, PLEASE CONSULT THE COMMODORE BEFORE COMMENCING WORK

Continued on page 11.....

Wetlands Project Update (cont.)

Why the concern?

Irondequoit Bay and its surrounding forest, forested wetlands, and more conventional marshy wetlands constitute valuable wildlife habitat. As many long-time members know, development of the area surrounding the Bay has caused significant loss of natural habitat. State and federal regulations protecting the natural environment are a slow and imperfect response to the problem, but have been enacted and are being enforced to protect what is left. Irondequoit Bay has been designated an "Area of Special Concern" because of the pace of development, and because of the large amount of undisturbed and relatively undisturbed habitat that is left.

For instance, if you have had a chance to sit at the Club in the mornings, such as during Junior Sailing, you may have noticed some of the secretive and brightly-colored tropical warblers that nest in the large trees around the Club and feed on the abundant insects in the wetlands. These birds are becoming quite endangered, and properties such as the Canoe Club represent essential habitat!

The working areas of the Canoe Club all represent filled wetland, but we are allowed to maintain and to continue to use these portions of our property, just as we are prohibited from encroaching any further into any of the surrounding wetlands.

We have a variety of wetlands at RCC! The Parking Lot is bounded at the far, western end by a forested wetland, identifiable by the horsetails, red-maple trees, and other vegetation. The prominent cattails (and other wetland grasses) constitute our most visible wetland, by the Boat Parking area. We have patches of other wetlands and wetland types anywhere else you may have stepped into soggy ground, or waded. Our offshore weed bed is also a wetland -- a submerged wetland, until water depth (mean low water) increases to deeper than 6 feet. Careful negotiations with the DEC and Army Corps has preserved our right to use the Boat Parking area, which can be identified as a "wet meadow" wetland based on soil, dampness, and vegetation.

So, enjoy the wetlands, but please help preserve them as wildlife habitat for future generations!

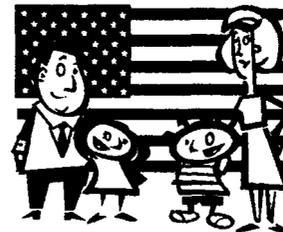
George Smith,
2001-2002 Rear Commodore

Membership

RCC is very fortunate in continuing to attract new members into our midst. From applications late last season and over the winter, we're very pleased to welcome:

TONY and MICHELLE AMADO - Tony owns and sails a Sunfish and was even thinking sailing last January when he mailed in his application.

PAUL KELLEHER - Paul took sailing lessons at NYC last year, has crewed with Leonard Sharp and bought Thistle 3235 in the fall.



Welcome New Members!

TED LEROY (Jenny 14, Tony 11) - Ted has crewed often in the JY fleet (mostly with Frank Colgan) and is looking forward eventually to skippering his own boat.

JOHN and LORI POWERS (Mike 15, Eric 13, Steven 11) - The boys in this family were in RCC's Junior Sailing program and so enthusiastic they now have 2 Sunfish.

More recent additions to the RCC family include:

BARB and LES HARMER (Katie 10) - These former members have decided to rejoin and hope to pass on a love of sailing to Katie. (They may be interested in buying a Sunfish.)

STEVE ROZELLA and DEIRDRE SANTOS - This local couple actually enjoys crewing on a Thistle so much, they are now members of two clubs (they're also non-resident members at Seneca YC) and travel often to regattas.

MARC and LAURA FISCHER (Max 5, Anika 2, Delaney [newborn]) - Marc and Laura are neighbors to the north, own a Sunfish and are interested in eventually teaching their children to sail. (Marc learned as a child at RCC).

We extend a most enthusiastic **WELCOME** to all new members, and hope to see you on the race course as well as at the social hour following. The best way to enjoy and improve your sailing is to get out there and **DO IT!** If you have questions or want advice, there are experienced members in all fleets who are delighted to help (and maybe tell you more than you wanted to know). And we always enjoy getting to know newcomers at Sunday's happy hour and pot luck supper. No invitation needed, no dress code --- just bring a beverage, a munchie and a dish to pass if you'd like to stay for dinner. There's always good food and good company to end the day! Hope to see you soon!

Pat Tompkins

P.S. To OLD and NEW members: If you see someone you don't know at the club, please **INTRODUCE YOURSELF** and be friendly! That's also what we're about.

Commentary

A Strange Thing Happened at the Canoe Club Today

Some outside vendor put up very ugly chicken wire and chain link fences on our side lawn! What a disaster! It looks like urban renewal. Happily, there is no razor wire on top although the purpose of the fencing is to keep us away from the creek. As a result we have lost access to about 10% of our parking and boat storage area and have the opportunity of watching (not disturbing) cattails slowly creep to the fence and invade the recently constructed berm. Their notorious long roots will reach beneath the fence and berm and allow water to track along the roots, and under the berm to soak our boat parking area yet again. Jere Willsey dug a long retaining basin to catch highway runoff but the new chicken wire fencing (to protect deer from eating new tree plantings) prevents servicing the retaining basin with an excavator. This means a semiannual work party, which will involve shoveling sand out of the basin into wheel barrels and dumping it somewhere. How did this happen? What was the DEC thinking the fence would do? Who in the Canoe Club really knew about this? Did the Board? What were the options?

Recent "activities" (or lack of activities) at the Canoe Club begs the question: What happened to the Work Party? Remember them? They were formed after projects were discussed at Board meetings and among Club members and work groups were then formed to tackle the problem. There was input from members. There was usually consensus. It was not unusual to schedule a late afternoon midweek project with a pickup supper at the Club to follow. Remember the Harris and Clark Cottage "renovations", the front railroad ties bulkhead "party" (prior to the current bulkhead)? The last real work party probably was the construction of the shed several years ago.

Why all this rehashing?---- because the real cohesiveness that has held the Club together stems from individual input of each member experiencing the work ethic and pleasure that comes with a group effort. We all sense it and feel it every boats out and every boats in day.---- But then what? Sail the rest of the year? Many projects are left unfinished. We have a huge log pile at the end of the parking lot. What are we going to do with it? We have a pile of chips there as well occupying good parking space. And what about gravel for the parking lot? The fallen willow tree, its branches resting in the bay, has needed attention for weeks.

We think of our good friend Mr. Schiller who transformed the north side of the creek bed into a garden fantasy. Sadly, it lies neglected now. His day lilies still are found near our Clubhouse and have grown gloriously with reckless abandon on the South bay waterfront. But he also planted cattails (which were not there originally) on the North side of the creek. Unfortunately their insidious Southern march opened the eyes of the DEC people and has been their excuse for the walling off of our property. We cannot cross the creek to our garden now. We can't change the DEC methods and mentality but we should expect the Board to keep the membership informed as to potential plans and provide the opportunity for input on matters that affect the future of our Club. A lot of damage and ill will has been created by the DEC. Lets not let it happen again.

Frank Colgan and Jere Willsey

**NEWSLETTER OF THE
ROCHESTER CANOE CLUB**

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Editor's Notes

The Jib Sheet is published 3 times per year during the months of April, August, and December. Deadlines for writing articles for the "sheet" should be e-mailed as a Word Attachment to Doug Kaukeinen no later than the 1st of the month of April, August, and December.

Doug 544-2159 sail@rpa.net

Junior Sailing-The Experience of a Lifetime

Narrowly missing being run over by an on-coming sunfish and instead watching your friend get plowed is quite an experience. Obviously, there is at least one good reason to wear a life jacket. And if you're planning on getting whacked in the head with a boom, a helmet would be a good idea as well. Needless to say we have lots of fun at sailing camp.

In sailing camp, we learned many interesting maneuvers, such as roll tacking and gybing and learning to sit down or hold on tight as a motor boat rapidly accelerates. Another thing we learned were the "Rules of the Road" (or water as Doug said), although the "Rules" didn't sink in with some members of the class who didn't seem to know nor care whether they happened to be on starboard or port at the time of the collision (or near collision).

After we made our way through the basics of sailing we progressed to racing. You could easily say it was a *interesting* experience. After many starts with most boats starting on port we finally seemed to get a grip on the whole racing scheme. We thoroughly enjoyed the experience.

In conclusion, we want to thank Mike, Doug, and all the junior instructors for their heartfelt instruction, advice, and constant harassment to race on Sundays.

~ Catherine and Marion Smith