April 2015
Volume 11, Issue 2

Port Tacks

The Finger Lakes Yacht Club – Village Marina, Watkins Glen, New York

In This Issue…

Corrections

If you notice any newsletter or web site errors, please contact the editor. Your feedback is appreciated!

editor@FLYC.US

QTR = Quality Time Remaining

We all have time constraints in the summer when our boats are in the water. This advice from Don Finkle can go a long way to making sure we maintain a healthy balance in our activities.

Just as our financial advisors tell us to "pay ourselves first," the same goes for our mental well-being in allocating sufficient time for R&R.

Now all I have to do is practice what I'm preaching via Don's short piece!

- Editor

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Something I wish I had learned sooner: Maybe what we are about to say will ring a bell with you. For years I treated leisure time (like boating) as something I would do when I found the time. Invariably things came up and at the end of the season I would find that I was not on the water as much as I could and should have been. Then I figured out that if I made commitments to myself for specific days and times and treated them like a business appointment then magically I was able to go boating most of those times. It is even better if you involve others like family, friends or associates in your plans because then you are less likely to bail out. So get out your calendar and get to work!

QTR: Stands for Quality Time Remaining. The older you are the more you should pay attention to this.

- Don

Commodore's Comments

By Barry Lewis, SV Kestrel

Are you ready yet? Docks 2 and 3 at the marina are almost done… My boat is unwrapped and just needs to be washed and waxed… I can't seem to stay away now that it's this close. It is time to start scheduling the splashing of the boats. Guy said he expects to start launching boats in about two weeks.

For those of you with boats in the Village Marina, you need to know that the Marina has changed the rules a little this year. With the replacement of docks 2 and 3, all items put on the docks require pre-approval by the marina management. The goal is to standardize the look of the docks/slips. The rubber bumpers that some tenants attach to the docks to help protect their boats from rubbing on the dock or finger-pier will all need to be of the same look, style, color, etc. I am working with Guy to identify a look for these that is pre-approved so every boater doesn't have to go to him individually. We are considering basic looks that include corner protection for the "new" corner in each of the slips on the new docks where the wider finger-pier has been extended as a narrower section out to the outer piling. Tenants are not required to add these bumpers, but if they do want any sort of item attached to the dock, it will need to be of the pre-approved style, color, and look.

This is the model we are looking at currently. It will be sent to Guy today for his approval. It will come with corner protection as indicated above. Once a specific model is approved, an email will come out identifying the pre-approved items and colors, etc. We are talking with Wilbur Dowdle about possibly having these ordered in bulk to get a better price and possibly including the installation in the purchase.

As always, please contact me with any questions or comments. I am usually found on *Kestrel* or wandering around the marina during the season. In the meantime, email me at commodore@flyc.us.

- Barry

From the Vice Commodore

by Steve Howard, SV Horseplay

On Saturday, February 28th, I was privileged to attend the US Sailing Regional Symposium that was held at Rochester Yacht Club on the banks of the frozen Genesee River. The overall focus of the symposium was on the teaching of sailing, whether at commercial sailing schools, Community Boating, Yacht Club Junior and Adult Sailing/Racing programs or High School and College teams.

Our moderator was Matt Hill (Race Administration Director for US Sailing), who also teaches the US Sailing One-Day Race Management Seminar where race committee members and Fleet Captains can get trained and tested for certification as a Club Race Officer. Jimmy Carminati and Chris Dorsey were our RYC hosts and our lunch (and in the interest of full disclosure, sales presentation) was provided by Zim Sailing's Bob Adam.

I was really impressed by the breadth of club styles that were represented from central and western NY, and beyond. The attendees included: Cuba Lake YC, Buffalo Harbor Sailing Club, Buffalo Canoe Club, Buffalo YC, Youngstown YC, Rochester YC, Brockport YC, Genesee YC, Canandaigua YC, Ithaca YC, Sodus Bay YC, Sodus Bay Jr Sailing Ass., Pultneyville YC, Skaneateles Country Club Sailing School, Fair Haven YC, Oswego YC, Willowbank YC, Hobart/William Smith College and FLYC.

There are clubs that have been around for generations with beautiful waterfront facilities offering dockage/moorings with launch service, restaurant/bar, swimming pool, tennis courts, and other clubs, like ours and Buffalo Harbor Sailing Club, made up of sailors/boaters who just want to be out on the water and/or race. BHSC has only one asset, their Committee Boat, but the club runs virtually ALL of the racing on Eastern Lake Erie. It's J-22's on Monday, Women (skipper and majority of crew) another night, Juniors, PHRF, and both distance and round-the-buoys races. There are clubs that own boats for their members to use, race, and enjoy.

Some clubs have programs that exist only for the purpose of teaching juniors to sail and race and then there are the almost 500-child summer camps that teach learn-to-sail, racing, adventure sailing and kayaking. (Where were these camps when I was a kid?!!)

Junior racing programs run the gamut from the traditional Opti, Blue Jay, 420, JY15 ladder of progression (or newer boats like the Byte, Megabyte and 29-er, all of which happen to be from Zim Sailing), or for the kids not interested in (or who physically outgrew) dinghy sailing, Jr. Big Boat Programs.

US Sailing's Jr. Big Boat Program is designed to teach teens how to function on 30- to 40-ft keelboats, becoming available as crew and hopefully future owners. The design of the program is such that adults can also benefit from the crew position-by-position cue cards and safety on board aspects, as the course is designed to be paired with Storm Trysail Foundation's Jr. Safety at Sea Program.

I have the program's training material coming at the start of April and we'll see how it might make us all better sailors.

While our club isn't currently set up to include programs such as these above, the Seneca Sail & Power Squadron does have a youth program. The SSPS program focuses on helping children as young as 10 to earn their New York Boater Safety Card and also offers high-school-aged youth the opportunity to sail, race and cruise larger keelboats. FLYC youth are welcome! See Tom Alley or Jim McGinnis for details.

You can catch me at Slip 221, send me an email at vc@flyc.us or call my cell (814-450-5235) anytime.

- Steve

From the Rear Commodore

by Jim McGinnis, SV Brewster

Hey All, I know you are going nuts dreaming about the 2015 sailing season. But is still a little wild out there. Here is a shot of Lake Ontario on 3/27/15 (the channel light house at Sodus Bay) with large ice blocks in the foreground. At the same time, the bridge to Webster, NY from Irondequoit will open for boats (and close for cars) at 9AM on 4/1/15. That is a sure sign of Spring. Let's get the boats ready!

Remember that "debate" you had last summer...and lost? It's time to brush-up on the rules. UK Sailmakers' online Rules Quiz has been called "the easiest way to learn The Racing Rules of Sailing." UK has revamped the online learning tools driving the Rules Quiz, creating 43 informative and interesting interactive quizzes. With added graphics, overlap lines, zone circles, and more, this is indeed easy and fun.

http://www.uksailmakers.com/Education/Rules-Quiz.html

FLYC Racing was a great time last year with a solid fleet of competitors for each race. We learned a ton and had a lot of fun and camaraderie. That is what sailing is all about!

See you out there in 2015.

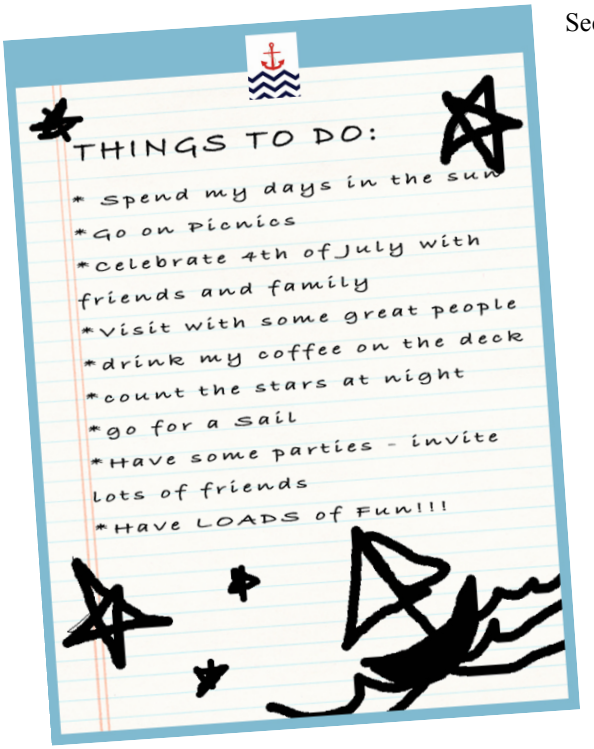
- Jim

Socially Speaking

by Rebecca Lewis, SV Kestrel

Don't know about you but my list of "Things to do" is getting pretty long. Can't wait to get back to the lake!

Just a reminder... May 2nd at 10am in the Village Marina, the FLYC storage building gets spruced up for the 2015 season. The goal is to give it a good hauling out, add some shelving for better storage, and give it a fresh coat of paint. Please send me an email or call at 607-368-3367 to let me know if you can join in.



See you all soon!

- Rebecca

From the Secretary

by Sue Morris, SV Sails Call

Membership Dues Reminder!!!

FLYC 2015 Season is ready to begin so don't forget to send your membership application form to the address listed below. Please send a check made out to Finger Lakes Yacht Club. The new dues are $45. It is best to mail in the dues but if you happen to see me at the docks I will be glad to accept them or at upcoming events. Payment is due by May 31st, 2015. There are a lot of exciting events again thanks to our social director!!

Can't wait to see everyone soon as I know the weather will be warm enough to get out and clean our boats! Until then have a great start to spring and Happy Easter to all!

Send to: Sue Morris
PO Box 14
Pine Valley, NY 14872

Thanks so much and think summer!!

- Sue

[The membership renewal form can be found on the last page of this newsletter. –Ed.]

About FLYC Racing

All times indicate the beginning of the skippers' meeting prior to the race. This meeting is mandatory for anyone wishing to compete. Each boat must have at least one representative at this meeting.

Early Bird Race

Also known as the "Rig Tuner's Regatta," this race is held in the pre-season to allow skippers to blow the cobwebs out of their boats and crew and tune up for the coming season.

FLYC Summer Series

This is a series of eight races held on weekends in June through September and is used to determine the club champion each year. Scoring is done per USSA PHRF handicapping with some slight modifications to allow for "golf-style" adjustments to keep things competitive.

FLYC Commodore's Cup

The club's signature event held in late July or early August. It consists of a longer race of 8 to 15 miles. A beach party usually follows where contestants and cruisers anchor out overnight.

The Grape Race

A way to enjoy the fall foliage and get one last race in before the long winter.

Handicapping & Scoring

Handicaps are assigned using the PHRF system with some local adjustments. Scoring is done using the time-on-distance calculations.

Additional Information

For additional information on the FLYC racing program and for the most current schedule and scoring results, please refer to the club web site and click on the "Racing" link.

Other FLYC Fleet Events

Not into racing? Join the FLYC fleet for some cruises to various points on the lake! Contact either the Cruise Director, Vice-Commodore, or the club web site for additional details.

Gel Batteries

from Practical Sailor's Waypoints Newsletter

Gel-cell technology has been around for a number of years now. But the batteries got off to a bad start, largely due to promises of life cycling that were too optimistic. Even worse, there was little or no warning of the voltage limits of the battery (they must be charged at no more than about 14.1 volts). We know many sailors who bought gel cells expecting great performance, installed them in a boat with the standard battery charger (that charges at more than 14.1 volts), then wondered why the batteries failed after just a few weeks.

All gel batteries are not created equal. The big three gel manufacturers- EastPenn, Johnson Controls and Exide-differ remarkably in how they make their products and what they put into them. Gel cells differ considerably from their wet-cell counterparts in that the grid inside is made of calcium/copper alloy. Calcium may be used in starting batteries to enable the battery to give up large amounts of energy for short periods of time, but is less desirable for deep cycling.

How do the gel cells get away with it and why do they use calcium? The first reason is the ability of the battery to use the power from the gelled electrolyte, which has the consistency of wax, instead of taking it from the plates. The plates are not stressed as much in this manner. Secondly, calcium is a very low-resistance material and allows the gel cell to accept a higher rate of charge in the beginning of the charge cycle. Thirdly, gel batteries have the ability to sit for very long periods of time with very little self-discharge, even in warm temperatures. In taking the cells apart, it was interesting to note that these batteries continued to show voltage on our meter, owing to the power being stored in the gel mixture, even with most of the internal cells severely cut away.

Another asset of the gel battery is its ability to sit on its side or end, solving battery space problems, but expect up to a 10% loss of performance. In a pinch, a gel cell could even be built into a semi-dry bilge as it is totally sealed via it's special cell caps and operates at a positive internal pressure of up to l-l/2 psi, thus the puckered look of the case assembly at times.

Gel batteries never need maintenance. Their recombination technique replaces the lost moisture in the battery as long as the integrity of the closed cell is intact. A sure way to destroy the battery is to overcharge it, which drives out the oxygen and hydrogen via the cap; the result will be a dried out cell. All gel cell battery manufacturers recommend special charging procedures with particular attention to the final charging voltages. And yes, gel batteries do make good starting batteries.

For more information on marine batteries and other electrical systems, purchase Marine Electrical Systems, Volume 1, Batteries from Practical Sailor. Or, buy the entire Marine Electrical Systems five-part series!

Standing Watch

from Practical Sailor Website

Excerpt from Sailing A Serious Ocean – *by John Kretschmer*

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As you probably suspect already, and will certainly know if you continue reading this book, I am not a skipper who blindly adheres to the hard-and-fast rules of the sea. In fact, for the most part I abhor them because successfully handling a small boat in a large ocean requires a flexible attitude and the wherewithal to change tactics as conditions dictate. You must assess the situation and take preemptive action, and if that doesn't work then try something else. That's how serious sailors cope with challenging weather and equipment failures. Following rigid rules can be more dangerous than helpful. I must confess, however, that I am a tyrant when it comes to standing your watch, and all my nice guy sensitivity vanishes if you don't show up on time.

When the watch system breaks down, everyone loses their rhythm, and, more importantly, they lose off-watch rest time and vital hours of sleep. Fatigue is a stealthy enemy at sea. This heartless attitude toward watchstanding is geared mostly toward larger crews, four or more, and I am a little tolerant of watch adjustments with small crews. Sometimes you are feeling strong and connected to the wheel (or at least the autopilot controls) as the boat hurtles before the wind, and the mermaids are flirting with you, and the stars are telling you stories, and you just don't want to end your watch. That's a different situation. Some nights you know that your partner really needs sleep, and extending your watch is the right thing to do. Remember that you have to replenish the hours of missed sleep; they add up like unpaid credit card bills and almost always exact a toll, with interest. Keeping to the watch schedule almost always results in a happier passage.

Back to my sensitive ways. I feel strongly that watchkeeping should apply only to the evening hours. This book looks at bluewater sailing as an incredibly fulfilling way to live, as a preferred way to spend your precious time, and standing watch day and night can suddenly feel like you're punching a clock on an assembly line. There has to be time for whimsy and thought at sea, and there's no better environment on the planet for unfettered thinking than a boat at sea, and this should not be shoehorned into a navel system of discipline and around-the-clock watches. I believe all of this deeply. But just the same, don't be late for your evening watch.

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John Kretschmer has logged more than 300,000 offshore sailing miles and his new book, Sailing a Serious Ocean *is filled with not only stories of his voyages but sailing tips and advice, no sailor should be without. To purchase* Sailing a Serious Ocean*, go to Practical Sailor's website now.*

Inflatable Life Jacket Care

from the BOAT/US Foundation

Inspecting your inflatable life jacket.

Every 2-3 months of use, or at the beginning of the season, you should inspect your life jacket to ensure that it will work properly when you need it. Here's what you need to do…

✓ *Visually Inspect the Jacket*

Check jacket for rips, tears, holes, broken buckles, etc.

✓ *Orally Inflate Jacket to Capacity*

Even automatically triggered life jackets have an orange inflation tube at the front upper left portion of the jacket. In an emergency, you can to inflate the jacket if the CO2 fails, and for testing, you can use it to make sure the jacket holds air when inflated.

✓ *Visually Inspect CO2 Trigger and Cartridge*

Inspect cartridge to ensure that it hasn't been discharged. Inspect inflator for corrosion and serviceability. If you have an automatic, hydrostatic, unit, be sure to inspect and replace the dissolving "pill" if equipped with a new one."

✓ *Inflate Jacket for 16-24 Hours*

Inflate for 16 to 24 hours to ensure that it holds air. You can also immerse the personal flotation device to check for leaks in it or in the manual inflation tube.

✓ *If Jacket Holds Air, Repack and Use*

Frequent inspection of your jacket can save your life! For specific information, refer to your life jacket owner's manual. For general life jacket information please see our Foundation Findings.

Nostalgia

by Denis Kingsley, SV Tark

While searching though some things at home I came across this article that appeared in the Niagara Gazette *sometime in 1957. I had just graduated from high school. The boat was wooden about 17' with, I think, canvas sails and owned by Jim McNulty. Jim and I sailed frequently and the motor problem was a common occurrence, hence the paddle.*

It usually failed at the most inopportune times like when a storm was approaching. This is the first boat upon which we sailed. We had no boat safety or seamanship courses, just the "let's-go-sailing-on-Lake-Ontario" attitude that 17-year-olds who played in the gorge when they were younger had. But it was a fun time.

SEQUEL AFTER SEQUEL – If I didn't enjoy sailing so much I think I'd give it up. Last night on a sail with Jim McNulty and Denis Kingsley, I dropped a very important screw (it has a much fancier name which I never can remember) in about 30 feet of water.

Later the auxiliary motor, very helpful in bucking the current where the river runs into Lake Ontario, conked out periodically and we had to make do with oars. Didn't get in from our 7:30 sail until well after midnight.

Despite all it was a wonderful sail. There's nothing quite so peaceful as being out in the middle of the lake on a moonlit night, with those beautiful white sails billowing above. It's really indescribable. If I don't watch out, I'm going to become an addict.

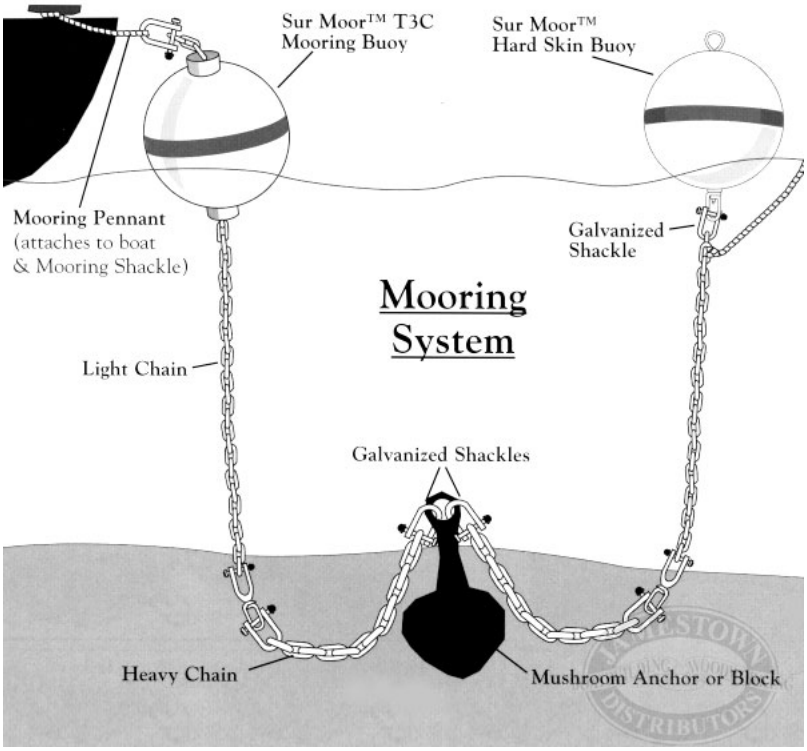
Moorings

by Jamestown Distributors & Steve Howard, SV Horseplay

The Club is looking to set up a mooring field at Smith Park for folks who just want to get away from the marina for a night or two and yet want to be able to get a good night's sleep, not having to get up every hour to make sure that the anchor isn't dragging.

It's not just as simple as dropping a mushroom, tying on a buoy and then a line to the bow cleat.

I want to thank our friends at Jamestown Distributors, in Rhode Island for the following article, part of their series of videos and written "How-To" articles.



Anchor - Think Heavy

The anchor weight and type is crucial to holding strength on any mooring. The more exposed a mooring site, the rougher it will be during storms. For exposed moorings go supersize. Exposure to open sea or fetch allows wave and wind strength to build enough force to drag gear around. On the other hand, protected inlets require less hefty ground tackle. In general, permanent moorings are designed with less scope than traditional anchors, thus forming a tighter swing radius. The compromise, shortened scope means a more effective anchor is required. Therefore, a permanent mooring anchor must be significantly heavier than your everyday use anchor. Mooring scope from anchor to end of pennant should be at minimum 3 times the depth of water at highest tides. Your local harbormasters will specify type and weight of approved mooring anchors in the harbor.

The tables on the next page are an example taken from Town of Chatham, MA mooring regulations. Notice the difference in tackle size between protected and exposed mooring fields.

In general, a mushroom anchor is the most common, great for softer sea beds. As the mushroom anchor digs in it buries and creates suction. For effective holding power the mushroom must remain embedded in mud or sand, otherwise storms with wind direction opposite the prevailing will cause the anchor to "spin out" and drag. For estimating the mushroom weight, multiply the boat length by 5-10 times as a good rule of thumb. On hard or rocky bottoms, heavy dead weight anchors such as massive concrete blocks are the norm. Since a blocks holding power relies on shear weight,

dead weight anchors must be significantly heavier than mushroom style. Density is also a consideration, more concrete is needed than comparably denser cast iron for equivalent weight in water. Block style moorings are set with a barge and crane. A third option is the Pyramid anchor, for sand or hard bottoms.

An approved professional mooring installer can set the whole rig for you for a fee. Most towns have a list of approved installers in the area. Professionals installers can also offer more than just the traditional anchors. Helical screws driven into sand bottom seabed with a hydraulic tool have superior holding power. Pioneered by oil rigs decades ago, sand screws leave only an exposed eye to connect tackle. Along with better holding power, sand screws are less likely to foul, but they're also easy to lose should the gear part. Newer Hazelett Elastic Mooring Systems also offer amazing forgiveness in extreme weather with their elastic technology, but the gear can be a significant investment. Other areas may require several anchor points connected in a bridle system. Whenever setting up a mooring for the first time, ask around to find what works best in your harbor of choice.

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Protected Areas

(The Mill ponds, Mitchell River, Oyster River, Oyster Pond, Outermost Harbor, Taylor's Pond, Ryder's Cove, Crows Pond, and all Freshwater Ponds)

Vessel Length	Mushroom	Screw Anchor (lbs. Holding Power)	Pyramid (Dormor®)	Chain Size	Hardware size	Line Size
up to 13'	50 lbs.	1,500 lbs.	70 lbs	3/8"	3/8"	7/16"
14-16'	75 lbs	1,500 lbs	135 lbs	3/8"	3/8"	7/16"
17'-20'	100 lbs	2,500 lbs	200 lbs	1/2"	1/2"	1/2"
21'-24'	200 lbs	4,000 lbs	300 lbs	1/2"	1/2"	5/8"
25'-27'	250 lbs	5,000 lbs	350 lbs	5/8"	5/8"	3/4"
28'-30'	400 lbs	7,000 lbs	500 lbs	3/4"	3/4"	7/8"
31'-40'	none	10,000 lbs	1,000 lbs	1"	1"	1"
41'-50'	none	12,000 lbs	2,000 lbs	1"	1"	1-1/8"
Over 50'	As specified by the Harbormaster					
Floats and Docks	As specified by the Harbormaster					

Exposed Area 1

(Pleasant Bay, Inner and Outer Stage Harbor, Nantucket Sound)

Vessel Length	Mushroom	Screw Anchor (lbs. Holding Power)	Concrete Block	Chain Size	Hardware size	Line Size
up to 13'	75 lbs.	1,500 lbs.	200 lbs	3/8"	3/8"	7/16"
14-16'	100 lbs	1,500 lbs	300 lbs	3/8"	3/8"	7/16"
17'-20'	150 lbs	2,500 lbs	500 lbs	1/2"	1/2"	1/2"
21'-24'	250 lbs	4,000 lbs	1000 lbs	1/2"	1/2"	5/8"
25'-27'	350 lbs	5,000 lbs	2000 lbs	5/8"	5/8"	3/4"
28'-30'	none	7,000 lbs	3000 lbs	3/4"	3/4"	7/8"
31'-40'	none	10,000 lbs	4,000 lbs	1"	1"	1"
41'-50'	none	12,000 lbs	6,000 lbs	1"	1"	1-1/8"
Over 50'	As specified by the Harbormaster					
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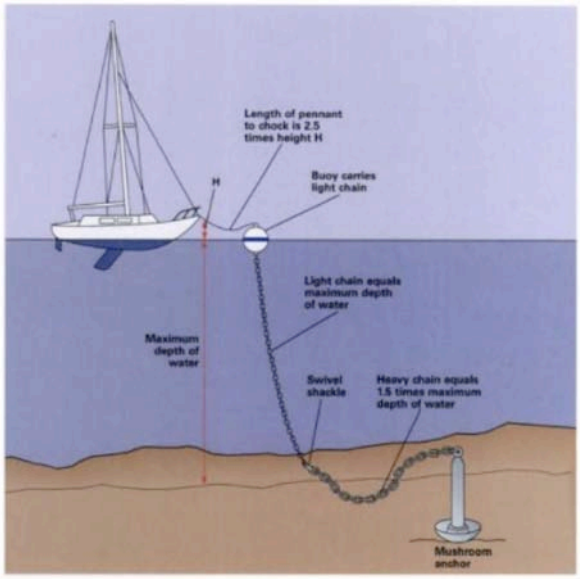
otherwise storms with wind direction opposite the prevailing will cause the anchor to "spin out" and drag. For estimating the mushroom weight, multiply the boat length by 5-10 times as a good rule of thumb. On hard or rocky bottoms, heavy dead weight anchors such as massive concrete blocks are the norm. Since a blocks holding power relies on shear weight, dead weight anchors must be significantly heavier than mushroom style. Density is also a consideration; more concrete is needed than comparably denser cast iron for equivalent weight in water. Block style moorings are set with a barge and crane. A third option is the Pyramid anchor, for sand or hard bottoms.

An approved professional mooring installer can set the whole rig for you for a fee. Most towns have a list of approved installers in the area. Professional installers can also offer more than just the traditional anchors. Helical screws driven into sand bottom seabed with a hydraulic tool have superior holding power. Pioneered by oil rigs decades ago, sand screws leave only an exposed eye to connect tackle. Along with better holding power, sand screws are less likely to foul, but they're also easy to lose should the gear part. Newer Hazelett Elastic Mooring Systems also offer amazing forgiveness in extreme weather with their elastic technology, but the gear can be a significant investment. Other areas may require several anchor points connected in a bridle system. Whenever setting up a mooring for the first time, ask around to find what works best in your harbor of choice.



- Heavy chain = 2.5 x depth of water
- Heavy chain joined to light chain via swivel shackle
- Length of small chain = Maximum Depth of water
- Buoy carries light chain
- Length of pennant from buoy to chock = 2.5 x height of freeboard

Image courtesy of Chapman Piloting Seamanship & Small Boat Handling

Chain

A standard mooring setup consists of 2 lengths of chain. Heavy ground chain on the bottom, connected to a lighter chain up top. Bottom chain length should be 1.5 times the maximum height of water (i.e. spring high tide). The heavy weight helps lay mushroom on its side. Length of lighter top chain should equal the maximum height of high water. The diameter of both chains depends on size of vessel.

Why chain? Aside from its strength, chain acts as a shock absorber: as the boat rides up a wave it uses energy to lift chain weight. This, countered with force to submerge large mooring buoy, act like a shock absorber, sapping the jolt before the chain gets bar-tight. This is especially apparent on a rough weather day.

Add a swivel to correct for boat spin. The boat will spend its anchored life whirling around that one point. Think of all the wind shifts and tide swings. As chain twists it loses break strength. The swivel prevents twist, thus maintaining chain strength. Always mouse shackles with locking wire or zip-ties to prevent pin from backing out.

Best chain for moorings

Aside from unavoidable corrosion, chains biggest wear comes from continually brushing the bottom. The sand abrades the metal over time, making those unseen links near the bottom precariously thin. Be sure to have a certified mooring inspector periodically inspect the integrity of chain. (Annual inspection is the standard.) It is commonplace to replace chain every 3 seasons or so in salt water. Wider diameter chain has thicker metal per link to wear away, thus it should last longer. Chain diameter is measured by the thickness of the wire forming each link, not the opening of the link (link opening measurement is coil size).

When selecting chain, there are 3 basic considerations: grade (metal tensile strength), diameter (thickness of chain) and coil (opening size). A secondary concern is finish for corrosion resistance. For moorings, Proof coil, preferably with hot dip galvanized finish, is the most common and economical.

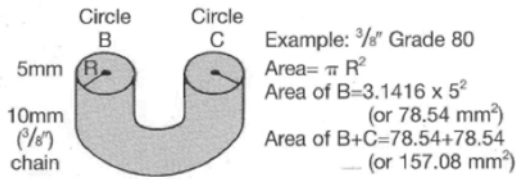
Proof coil, also known as Common Coil chain, is the standard commercial quality regularly stocked by hardware and industrial supply houses. Proof coil is grade 30 chain, a general-purpose chain for pulling or restraining applications. Proof coil is **not** for overhead lifting or where neither maximum tensile nor impact strength is crucial. Basic carbon steel metal composition makes it the go-to chain for log chains and towing. This metal can look different depending on finish. Standard finishes

may be plain, colored, bright zinc or hot dip galvanized. Because tolerances aren't as tight for inconsistencies in link size and diameter with proof coil, the cost is less than precision chain such as BBB for windlasses.

Chain link openings vary, too. We offer chain with elongated link size called Long link. This is a practical choice where connections must fit mid chain, not the end link. With the longer links, shackles bolts fit anywhere along it's length, whereas standard coil sizes may only fit shackles on end links. Long link also makes the chain lighter than equivalent length of standard chain. Another variation is studded chain, also called tugboat chain. Studded link means the wire forming each link also spans across the middle of link opening, making it extremely heavy and strong. Studded is for large diameter chain. If you have a boat 60 feet or above you may used studded link on the ground tackle for added weight and strength.

Grade refers to the tensile strength of the metal. The grade number used by manufacturers is an indicator toward the ultimate break strength of chain. The higher the grade, the greater the break strength. With galvanized chain it basically boils down to how much carbon is in the steel. Grade 30, aka proof coil, has less carbon and is good service duty chain. Grade 43 (aka Grade 40) has higher tensile strength and abrasion resistance and comes with a higher price tag.

When it comes to metal finish, "hot dip" galvanized steel works best in salt water. While stainless steel is preferable on deck, it's not best for below the water. Stainless steel needs oxygen to breathe. Constantly submerged, the lack of oxygen is thought to cause stainless steel to corrode. Steel that is "hot dip galvanized" into a bath of zinc at over 800° F yields a very corrosion resistant metal. But even so, wear is unavoidable, meaning you will need to replace any chain after a few years mooring service regardless. Even the best stuff will wear away with time so it's more cost effective to replace less expensive chain frequently. For all the above reasons, the most common chain for mooring use is a hot dipped galvanized Grade 30 proof coil.



The grade refers to the tensile strength of the chain. This is expressed in newtons per square millimeter (a newton is approximately 0.224805 lbs). The tensile strength is calculated by multiplying the grade times the area of the two cross sections of a link (see above).
(Area) 157.08 mm2 x 800 n (Grade)=125,664 newtons ultimate breaking strength
125,664 newtons x .224805=28,250 lbs ultimate breaking strength
125,664 newtons/1000=125.66 kn (Kilonewtons)

Mooring chain test - Practical Sailor Mooring chain test results - Practical Sailor

Buoy

The mooring buoy serves a dual function. It floats all that heavy chain to the surface, and also increases holding power by absorbing the shock of heavy weather waves and wind. USCG regulations require standard white with blue stripe mooring buoys. The chain should thread through the center of the buoy before connecting to the pennant. Stopper rings cut like washers from old tires are a good provision to prevent the shackle from pulling through and crushing buoy core. Taylor Made makes a heavy duty steel mooring collar for this exact purpose. Quality mooring buoys are made with a hard plastic shell filled with closed cell flotation foam. This ensures sufficient buoyancy, even if shell integrity is compromised.

A lighter pickup buoy at the end of the pennant makes hooking up to the mooring easy. A small float does the trick. For boats with higher freeboard, a mast buoy is a huge help, making pickup easy without a boat hook.

Pennant

The pennant ties the boat to the mooring. Choose the largest diameter that reasonably fits through the bow chocks and around the mooring bit or cleat for best bet. Easy splicing 3 strand line is most common, made from nylon for shock absorbing stretch. Equivalent diameter double braid polyester offers more strength than 3 strand. Either should include some kind of chafe gear sleeving to prevent abrasion. To connect the pennant to chain use an eyesplice around a galvanized thimble and a heavy-duty galvanized shackle. Some larger, heavy tonnage vessels opt for stainless steel wire pennants for maximum strength and chafe resistance.

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Information for this article obtained from:

- Chapman Book of Piloting and Seamanship
- Important recommendations for safe moorings from INAMAR Recreational Marine Insurance
- Town of Chatham, MA mooring regulations
- Mooring chain test - Practical Sailor

2015 Winter Boat Show & Seminar Schedule

compiled by Steve Howard, SV Horseplay

Local Boating Industry News

Sperry Topsider Charleston Race Week
April 16-19, 2015
www.charlestonraceweek.com

Storm Trysail Foundation Safety at Sea Seminar
April 18, 2015
SUNY Maritime Throgs Neck, NY
www.stormtrysail.org

Annapolis Spring Sailboat Show
April 24-26, 2015
www.annapolisboatshows.com

Annapolis NOOD Regatta
May 1-3, 2015
Annapolis Yacht Club
www.sailingworld.com/nood-regattas

Volvo Ocean Race in Newport, RI May 5-17, 2015
5/5-14 Race Village Opens at Fort Adams
Sailing Festival at Fort Adams
5/8-9 Concert Series at Newport Yachting Center
5/14-15 Pro-Am Races
5/15 Prize Giving
5/16 In-Port Race
5/17 Restart of the Race, Leg 7 to Lisbon Portugal
www.volvooceanracenewport.com

35th Annapolis to Newport Race
June 5-6, 2015
www.annapolisnewportrace.com

Marion to Bermuda Race
June 19, 2015 Beverly Yacht Club Marion, MA
www.marionbermuda.com

50th Anniversary Storm Trysail Block Island Race Week
June 21-26, 2015
www.blockislandraceweek.com

24th Annual WoodenBoat Show
June 26-28, 2015
Mystic Seaport Mystic, CT
www.thewoodenboatshow.com

Lake Ontario 300 Challenge
July 10, 2015 Port Credit YC Port Credit Ontario
www.loor.ca

Lightning International Masters
July 15-19, 2015
Buffalo Canoe Club, Fort Erie, Ontario
www.lightningclass.org

Lightning World Championship
July 19-25, 2015
Buffalo Canoe Club Fort Erie, Ontario
www.lightningclass.org

If this list isn't enough go to
www.marinesource.com/Boat_Shows/index.cfm

Seminars

Tuning for Speed Seminars

Hosted by RCR Yachts with Special Presenter Mike Ingham from North Sails One Design.

Friday, April 10, 7:00-8:30 **Downwind Speed**

Saturday, April 11, 4:30-6:30 **Upwind Speed**

at Buffalo Yacht Club
1 Porter Ave.
Buffalo, NY

This is a Free Seminar

Donations to benefit Buffalo Yacht Club Junior Sailing Program. Dinner and Drinks available at the Club.

RSVP to timfinkle@rcryachts.com

Mike Ingham has numerous National and Continental Championships in various classes including: Thistle, J24, JY15, Tornado catamaran, and is a former member of the US Sailing Team. Recent wins: US Sailing Championship of Champions, J24 North Americans and Europeans, Thistle Midwinters.

www.NorthU.northsails.com/seminars

4/1/15 Obersheimer Winter Seminar Series 7pm
Racing Part 2: Starts, Upwind/Downwind Tactics and Strategy

5/6/15 Obersheimer Winter Seminar Series 7pm
Weather Forecasting, Series Review and Wrap-up
Obersheimer Sailor Supply, Niagara St. Buffalo, NY

4/18/15 Storm Trysail Club Hands-On Safety-at-Sea
SUNY Maritime
Hands-On Man Over Board, Storm Sails, Reefing, Flares, Fire-fighting, Drown-proofing in foul weather gear, Raft boarding and righting, etc.
www.stormtrysailfoundation.org/2015-SASS.html

Local Boating Industry News

Ullman Sails has relocated its loft to 433 Broadway, Buffalo, NY.

Obersheimer Sailor Supply is now a **North Sails** loft located at 1884 Niagara St., Buffalo, NY

RCR Yachts, Swans Yacht Sales and **Navy Point Marine and Yacht Sales** were all Upstate NY exhibitors at the Toronto International Boat Show during January. Boats from Catalina, C&C, J Boats, Jeanneau and others, ranging from 22-40+ ft were on display and looking for new slips to call home.

2015 FLYC Event Calendar

NOTE: There has been a change in the calendar in September where events on the weekends of the 12th and 19th have been swapped.

April

15 Earliest possible date for boat launching.

May

16 13:00 Block Party in the Boatyard. Pizza/Music/Dish to pass. Down on the hard. Seneca Sail and Power Squadron members invited.

24 13:00 Early Bird Race
17:00 Memorial Day Weekend Picnic. Bring a dish to pass – 17:00 Social Time, 17:30 Dinner (Hamburgers/Dogs/Rolls provided)

29 18:00 All-Hands-On-Deck for Member Birthday Celebration. Cake provided.

June

6 08:30 Saturday Morning Kaffee Klatch.
13:00 Race #1
17:00 Post-Race Social Hour

13 08:30 Saturday Morning Kaffee Klatch.

19 Watkins Glen Waterfront Festival* & Lighting of the Fleet. Prizes awarded for best decoration and most original. Event for both sailboats and powerboats.

20 Watkins Glen Waterfront Festival*
08:30 Saturday Morning Kaffee Klatch.
12:00 Cardboard Boat Regatta* (Note: Marina parking restrictions will apply.)

21 11:00 Fathers' Day Brunch. Bring a dish to pass.

27 08:30 Saturday Morning Kaffee Klatch
13:00 Race #2
17:00 Post-Race Social Hour

July

4 08:30 Saturday Morning Kaffee Klatch
17:00 All American Picnic. Bring a dish to pass FLYC to supply the main dish 17:00 Social 17:30 Dinner.
Dusk – Watkins Glen Fireworks (Clute Park)

10-12 Watkins Glen Wine Festival*

11 08:30 Saturday Morning Kaffee Klatch

12 13:00 Beginning Skippers' Race

18 08:00 Saturday Morning Kaffee Klatch
13:00 Race #3
17:00 Post Race Social Hour

23-26 Glenora Wine Cellars Vintage Grand Prix* (at the WGI racetrack)

25 08:30 Saturday Morning Kaffee Klatch

July (con'd)

25 10:00 Commodore's Cup Race Skippers' Meeting
11:00 Commodore's Cup Race Start
17:00 Commodore's Cup Post Race Celebration

31 Watkins Glen Italian-American Festival*

August

1-2 Watkins Glen Italian-American Festival*

1 08:30 Saturday Morning Kaffee Klatch

6-9 NASCAR at the Glen*

8 08:30 Saturday Morning Kaffee Klatch
13:00 Race #4
17:00 Post-Race Social Hour

15 08:30 Saturday Morning Kaffee Klatch
13:00 Race #5
18:00 Old Salt's Sea-fest Dinner. Bring a dessert and beverage. 18:00 Social, 18:30 Dinner.

22 08:30 Saturday Morning Kaffee Klatch

29 08:30 Saturday Morning Kaffee Klatch
13:00 Race #6
17:00 Summer Siesta. Chicken fajitas provided by FLYC. Bring a dish to pass. 17:00 Social, 17:30 Dinner.

September

5 08:30 Saturday Morning Kaffee Klatch
17:30 Homemade Soup/Chili & Chocolate Dessert Cook-Off Contest

11 Vintage Grand Prix* (road rally through town)

12 Seneca Yacht Club Barge Race.* Geneva, NY.
Possible FLYC club cruise to Geneva for tailgate party & cheering section.

19 08:30 Saturday Morning Kaffee Klatch
13:00 Race #7
17:00 Post-Race Social Hour

26 13:00 Race #8
17:00 Post-Race Social Hour

October

3 13:00 The Grape Race
17:00 Post-Race Social Hour with grape-themed menu.

8-12 Annapolis Sailboat Show*

15-18 Annapolis Powerboat Show*

31 Last date for haul-out.

November

7 FLYC Annual Meeting & Awards Banquet

* Non-FLYC events.

Finger Lakes Yacht Club

Membership Application

Membership renewals are due by May 1st. **Annual dues are $45.**
Please send this form and a check to:

Finger Lakes Yacht Club, Inc.
c/o Sue Morris, Secretary
P. O. Box 14
Pine Valley, NY 14872

Are you also a member of the U.S. Power Squadron? If so, please check this box. ☐

Application: ☐ New member ☐ Renewal

Important: *Please be sure to include the names of all of your "dependent" family members. This will ensure that membership privileges are awarded properly.*

Name(s): _____

_____

_____

Please indicate which areas interest you:
☐ Racing ☐ Web site
☐ Cruising ☐ Sailing classes
☐ Social activities ☐ Junior Sailing
☐ Newsletter ☐ _____

Address: _____

_____

_____

Phone: Home: (____)_____ Work (____)_____

Cell: (____)_____

E-mail: _____

Boat Name _____ Type: ☐ Sail ☐ Power

Make/Model _____ Length _____

Boat Year _____ Location/Slip# _____

By this application, I/we promise to uphold the By-laws of the Finger Lakes Yacht Club, Inc. and to comply with its rules and regulations.

Signature(s) _____ Date _____