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# Port Tacks

The Finger Lakes Yacht Club, Village Marina, Watkins Glen, NY

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## Commodore's Comments

by Barry Lewis

*[Editor's Note: It appears that our fearless leader is behind on his Christmas shopping. If you would like to rent this space to promote your favorite boating topic, please contact the Editor.]*

SV Kestrel



Pier 4 replacement was well underway in mid-November with nearly all of the old dock and fingers removed.

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# FLYC 2015 Election Results

The following individuals were elected at the annual meeting held on November 1<sup>st</sup>, 2015:

## **Elected Officers & Directors –**

Commodore: Barry Lewis  
Vice Commodore: Steve Howard  
Rear Commodore: *Vacant*

Board of Directors: Tom Alley  
(2-year term) Dave Dawson-Elli  
Sue Morris

## **Appointed Officers –**

Secretary: Sue Morris  
Treasurer: Denis Kingsley

## **Incumbant Directors with Term Remaining –**

Board of Directors: Ray Margeson  
(1-year remaining) Rich Follette  
Tom Vedder

Rear Commodore office is vacant. Acting Rear-Commodore will be Steve Howard.

Treasurer and Secretary will be formally appointed by the Board at their February meeting.

Congratulations to our new and returning officers and directors! Thank you to all of the members that took the time to vote!

Get ready, 2016 will be here soon!

## **Port Tacks**

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**Club Web Site** <http://www.flyc.us>

### **OFFICERS & DIRECTORS**

**Commodore**  
Barry Lewis [commodore@flyc.us](mailto:commodore@flyc.us)

**Vice-Commodore**  
Steve Howard [vc@flyc.us](mailto:vc@flyc.us)

**Rear Commodore**  
*Position vacant.*  
*Steve Howard filling in.* [rc@flyc.us](mailto:rc@flyc.us)

**Secretary**  
Sue Morris [secretary@flyc.us](mailto:secretary@flyc.us)

**Treasurer**  
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Sue Morris [morris@flyc.us](mailto:morris@flyc.us)

**Directors (1-year remaining)**  
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### **COMMITTEES & KEY CONTACTS**

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Rebecca Lewis [facebook@flyc.us](mailto:facebook@flyc.us)

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Rebecca Lewis [social@flyc.us](mailto:social@flyc.us)

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Tom Alley [webmaster@flyc.us](mailto:webmaster@flyc.us)

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## Vice Commodore's Comments

by Steve Howard

SV Horseplay



Greetings from Dock 2, Slip 221. At least, the plan right now is for you to be able to find me there onboard *Horseplay*, a 1980 O'Day 23.

I will again be serving as Vice Commodore for the upcoming year. In that role, my responsibilities center around the on-shore (social and membership) side of the club. Mostly,

this means I'll be doing whatever I can to assist Barry and Becky in their jobs.

Nancy and I joined FLYC back in 2010 when we bought the boat mid-season. Nancy and her partner own D&N Performance Horses, boarding, breeding, training and the sale (I actually misspelled sale, Freudian slip) of Quarter Horses for Reining, Cutting, Team Penning, Team Sorting and Pleasure riding. She has upwards of 20-30 horses at home in the barns, while I have *Horseplay* in her slip at the marina.

Since last year, at this this time, my employment has altered, a bit, changing from being a Manufacturers' Rep back to being a Distributor's Sales Rep, though still in the marine equipment industry. My company, Kellogg Marine Supply, is part of

Mercury Marine's Parts and Accessories division. Our general catalog is over 1500 pages in length and, while we do not sell directly to the public, I will be glad to give you as much information as I can as to what products are out there and where you can find them, whether from our dealers or the competitions'. Just ask.

My job has me on the road throughout Central NY and Eastern PA more on a day-to-day basis rather than extended trips from MD to Prince Edward Island which allowed for more mid-week sailing. I'll be doing my best to spend the weekends at the marina. Don't be a stranger.

In the meantime, I can be reached by via all the basic methods:  
814-450-5235 cell  
[vc@flyc.us](mailto:vc@flyc.us)

Have a great Holiday Season.

Spring is not that far away.

- Steve

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## Rear Commodore's Comments

by Steve Howard

SV Horseplay



Yes, it's me again.

At the Annual Meeting, we weren't able to get a volunteer to fill the position of Rear Commodore. This position deals with the on-water aspects of the Club (primarily Racing). I had told Jim McGinnis, who had held the job for the past 3 years, that I would take over the role of Race Committee Chairman, hence

Rear Commodore. I have crewed for Jim on *Brewster* over the past couple of seasons, but plan to put *Horseplay* out on the course a few times next year. Besides, this will necessitate the addition of some new equipment. Boys and their toys.

This is supposed to be fun! The more of you who participate, the more fun it will be, and the better we will all become as sailors and as racers.

Just as in Snow Skiing where running Slalom and Giant Slalom gates makes you a better skier by forcing you to control and turn at just THAT spot (even if you really don't want to), milling around other boats (and there is PLENTY of room at the start, this isn't some one-design, boats-less-than-a-foot-from-each-other level of racing) and learning the basic Racing Rules of Sailing to understand who has the right-of-way at a mark

rounding will make you a more competent and confident skipper or crew.

Our racing is loosely handicapped under a PHRF (Performance Handicap Racing Formula) rating system. Mostly running triangular courses from 4-8 miles long, we'll also have a couple of point-to-point races for the Commodore's Race and Grape Harvest Race. I also want to try some other fun courses, suggested by well-known, highly attended races around the country. We almost always (similar to the Freudian slip typo that I had initially made in the Vice Commodore's article, I just misspelled always as "ale"ways) gather post-race to see/discuss/argue the race results, nosh on some snacks and enjoy sailors' beverages.

I look forward to working with anyone willing to assume the position of Rear Commodore, or willing to help plan and run our races and/or tabulate our racing results.

You can catch me onboard *Horseplay* in slip 221, call my cell (814-450-5235) or send me an email at [rc@flyc.us](mailto:rc@flyc.us) if you want to know more.

For those of you looking to upgrade your sailing/racing knowledge, take a look at the Boat Show Calendar and the Obersheimer Sailors Supply Winter Seminar Series.

See you there!

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## Secretary's Column

by Sue Morris



Happy Holidays to my FLYC family!!

The sailing season came and went very quickly but not forgotten!! The roles of our new officers and directors for 2016 are beginning and we all hope to encourage everyone to join or rejoin FLYC.

Congratulations to the Officers and Directors for 2016:

Commodore: Barry Lewis

Vice Commodore and Rear Commodore: Steve Howard

Directors (2 year term): Tom Alley, Dave Dawson-Elli and Sue Morris

SV Sails Call

Directors (1 year remaining): Ray Margeson, Rich Follette and Tom Vedder.

There are so many fun events coming up for 2016!

Before you know it, it will be time to renew your membership, so please send in your membership form and checks to Sue Morris:

FLYC – Attn: Sue Morris  
100 Mead Rd  
PO Box 14  
Pine Valley, NY 14872

Thank you and looking forward to seeing everyone all soon!!

-Sue

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## From the Treasurer

by Denis Kingsley



While we are still solvent, we need to be careful with our somewhat limited funds. Currently the account has just over \$1,800 with all bills paid. Therefore, no Christmas presents from the treasury this year.

SV Tark

Also, if any member(s) care to audit the books, please contact the Commodore or me.

- Denis, still cooking the books.

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## Socially Speaking

by Rebecca Lewis



Hello everybody! It is my hope you all had a wonderful Thanksgiving holiday. It was a great day for us. For the first time in 22 years, Barry and I prepared the feast without the assistance of the kids. The boys went out hunting (sadly no luck), Zelie stayed in Durham to focus on course work but I'm excited to say she will be home for Christmas, and dinner was fantastic! To say we were "stuffed" is an understatement.

Thank you to everyone in attendance of The 2015 FLYC Annual Meeting and Dinner Banquet. You all made it a

SV Kestrel

memorable evening. A big thank you also goes out to "Take 3" for providing the musical entertainment. I look forward to opportunities to see you over the winter months and getting back to the lake come Spring 2016. It is my goal to send out periodic emails to keep in touch over the winter months so if you have any news to share let me know. I will be happy to include that too.

Thank you for giving me the opportunity to be the Social Chairperson once again for the FLYC. I am excited to start working towards another fun-filled season. Till then, warm wishes to you and your families for a Merry Christmas.

- Rebecca

# FLYC Scrapbook

Photos by Rebecca Lewis

SV Kestrel



2015FLYC  
Dinner Banquet



# A Close Encounter of the First Kind

by Jim McGinnis

Tom Alley woke me from a deep sleep. My alarm had been set for 2:45 a.m. but I slept right through it. I was bone tired.

We were on the 4<sup>th</sup> day of a 5-day sailboat delivery trip from Annapolis, MD to Brunswick, GA. Dave Dawson-Elli had purchased a 2006 40-ft Nautitech Catamaran, *Verre de Mer*, and wanted to take it south for the winter. For now, let's just say the boat has all the "bells and whistles". The four of us, including Tom Taylor (T<sup>2</sup>) were taking four hour shifts each night, two hours on deck and four hours on the helm then four hours off, starting at 7 p.m. each night.



*The vessel we were delivering: A 2006 Nautitech Catamaran called Verre de Mer, see here in her temporary slip in Edgewater, MD the day prior to our departure.*

I checked my phone and saw that it was 3:10 a.m. My second shift had started at 3:00 a.m. and I should have been on the deck with Dave, who was at the helm. The port side diesel just behind my bunk was rumbling consistently at 2000 RPM, clearly just a little louder than the iPhone alarm Steve Jobs had undoubtedly fretted over for hours to make it "insanely great".

As I crawled out of the sleeping bag, I glanced out the porthole to a scene that invoked sheer terror. The red and green bow navigation lights of what appeared to be a huge ship were bearing down on us not 25 yards from the thin fiberglass hull of our catamaran. We'd been marking large ships consistently on radar over the last few days and some were lit up like a K-Mart floating past when they came into view. Others had nothing but

SV Brewster

the mandatory red/green bow and white stern lights to meet COLREGS minimum requirements.

I blinked again and noticed that the two Christmas-like bow lights were moving closer together and then they crossed! Oh thank God, I just realized we were sailing parallel to a channel marked on both sides and that the lights were the red and green sea buoys. They appeared to be a set of boats headed our way but in fact, we were completely alone. As I began to pull on clothes for the shift, I resolved not to mention this little mis-encounter to Dave.

The temperature had dipped into the 30's that night and the moon set at about 11:00 p.m., so it was beyond dark. In our wake, we were leaving a beautiful, turbulent stream of bright white fluorescence. Apparently some tiny sea creatures can generate light in response to changing water pressure. No one knows why they do that. (At least no one in our crew knew why.) The planet Venus was rising in the eastern sky as bright as a street light in an otherwise deserted alley. Stars in previously unseen constellations covered the rest of the sky like a light lace curtain.



*Sunrise on the Atlantic from Verre de Mer's helm. Obviously, it's hard to get photos at night, especially given how dark it gets offshore!*

To be up on deck, I wore several layers of shirts and a polar fleece capped off with a ski hat, gloves, windbreaker and my hip waders. We all wore our offshore inflatable life jackets with a snap link through the D-rings on the front with a short line to a carabiner that snapped into the jack lines we had strung on the deck from bow to stern. These precautions had come in very handy the night we passed Lookout Bight, NC with winds gusting 30 to 35 knots.

Let me take a minute to describe *that* night. Rounding Cape Hatteras, we had been getting pushed by a steady wind at 15 knots. By the next point of land, Lookout Bight, a Small Craft Warning had been issued by the Coast Guard. As the wind

continued to build about 1:00 a.m., the crew on deck decided it was time to put a reef in the main. As every sailor knows, it was now well past time to think about putting a reef in, but that's how it goes. The number 1 reef went in without issues. Dave only told us later that this was the first reef he'd ever put in the main of this particular vessel.

Two hours later it was blowing harder, and Dave decided to get everyone on deck for this maneuver since the wind was 30 knots and seas were 8 to 12 feet. Waves trapped under the central deck of the cat boomed and forced some seawater back up into the cockpit through the scupper drains. Spray shot up through the trampoline on the larger waves. The rest of the crew were already on deck so I just pulled on my jeans and a windbreaker under the lifejacket and headed up there.

We started to plan how to put the reef in. On *Verre de Mer*, at the mast, the reef point is held by short strap on the luff that needs to be hooked to the mast. The reefing line at the clew pulls down on the aft reef eye to shorten the sail. Dave went forward to the mast to drop the mainsail a few feet and attach the reef point. The boat was pitching violently. This big catamaran rides on top of every part of a wave. He needed light to untie and tie several knots so I held on the cabin top with one hand and provided light with my LED flashlight in the other hand. During this process I could see the spinnaker halyard was now flying free to leeward and snaking back and forth in the heavy air. It had come loose from the mast cleat and was now a lost cause. Things seemed to be going from bad to worse. Dave was crawling across the cabin top along the swinging boom to get to the reefing line which he was unable to tighten from the base of the mast.

Once Dave got to the end of the boom we could see why. The red/white reefing line was wrapped about 20 times around the topping lift and our American flag. We could see that it wasn't coming loose anytime soon. We decided to drop the main altogether as we had now 35 knots from the north east and sailing on jib alone would be plenty of sail. (Just about this time a wave crashed against the hull and soaked me from head to toe. Thankfully, I had dry clothes below and I would be using them now.) As Dave was working his way back along the boom to the mast, the spinnaker halyard came flying past his ear. He was able to grab it and secure it on the mast cleat. Wow, maybe our luck is changing! We lowered the mainsail into the sail pack and zipped it shut. The catamaran settled down a bit and we headed southwest towards the North Carolina coast.

So getting back to Monday night off South Carolina, I was now dressed and ready for my shift but still shaken a little from seeing what I had thought was a tanker bearing down on us. I sat down on the stern rail seat and asked Dave for the de-brief from his shift. Radar was marking a few ships but nothing within 10 to 12 miles of us. There was a single red light off our starboard bow and a station ID appeared on the AIS (Automatic Identification System) radio showing it to be about 6 miles away. For some reason we weren't getting any radar reflection from it. Also, the communications link from the integrated GPS, Radar and chart plotter to the AIS was not working and because

of that the object was not showing up on the main chart plotter screen.

We could see a red light but there was no white light behind it, so we could not tell how long the object was. Its position off our starboard bow at about 2:00 o'clock did not change and there was still no radar signal. Throughout the trip we had been getting a strong radar reflection from everything we could see and much that we could not. Before we left the dock we had hoisted a radar reflector high on our mast to be certain we would be seen by other ships. For now, we wanted to maintain our course since we were running downwind directly towards Brunswick and had the main trimmed just off the shrouds. The mysterious red orb came closer and closer staying off our starboard at 2 o'clock until we could see that it was bouncing on the waves as we were.

What could that be so far off the coast of South Carolina? Contacts with aliens are described in terms of degrees of close encounters. There are encounters of the 1<sup>st</sup> kind all the way up to more recently defined levels of the 7<sup>th</sup> kind. You certainly remember Close Encounters of the Third Kind (1977) directed by Steven Spielberg with Richard Dreyfuss & Teri Garr. A close encounter of the 1<sup>st</sup> kind is, according to Wikipedia: "Visual sightings of an unidentified flying object seemingly less than 500 feet away that show an appreciable angular extension and considerable detail."

Suddenly, the light was just a hundred yards ahead of us and we could clearly see a large sailboat's port side. It was a white, 45-ft ketch with full sails on the jib, main and mizzen mast. It had a dingy hanging off davits on the stern that was possibly blocking the stern light. This was a close encounter for sure, but not the alien kind.

The other sailboat had the right of way, so we headed up and ducked behind them. The boat silently passed by and continued south east. What is the chance of that happening at 3:00 a.m., 50 miles off South Carolina? Two boats nearly collided. Their heading and speed had matched ours, keeping them on a deadly course with us for over an hour. Likely they were on auto-pilot as we were. They were the stand-on vessel. Why didn't we hail them on the radio? Why couldn't we see them on radar? Why couldn't we see their stern light? We were fortunate that we were able to avoid any problem at all, thanks to the AIS signal. Dave and I agreed that we had dodged a bullet this time.

I finished my shift without incident. For me, this was the most intense watch of the trip. I had woken up to the shock of an apparent impending collision and finished the shift with a close escape from the real thing.



*One of the members of the pod of “escorts” we thoroughly enjoyed during our last day at sea.*

At 5:00 a.m., when Tom Alley came back on deck, he noticed that we were being accompanied by a school of dolphins. So definitely our luck had changed!

*- Jim*



*The Verre de Mer delivery crew (L to R): Tom Taylor, owner Dave Dawson-Elli, Tom Alley, and Jim McGinnis after arriving in Brunswick, GA.*

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## 75 Years After Steinbeck Sailed, a Boat Is Readied to Go Back to Sea

by Kirk Johnson

PORT TOWNSEND, Wash. — Rule 1 in the world of working wooden boats, since the days of dugout canoes and fishing skiffs, has been that when they are no longer of use or they are lost at sea, people build new ones and move on. Sentimentality and fussy restoration are rarely in the tool kit.



*A worker inside the Western Flyer in Port Townsend, Wash. The boat, built in 1937 and made famous by the writer John Steinbeck, is being restored as a science and education vessel. —David Ryder for the New York Times*

The Western Flyer, a sardine fishing boat made famous by the writer [John Steinbeck](#), is now on a path to breaking that pattern, as it has so many others before. Seventy-five years after Steinbeck and a scientist friend chartered the Flyer and sailed it

The New York Times

from California to Mexico — and into literary legend [in the book Steinbeck wrote about their adventures](#) — the heavily damaged, derelict vessel is being refitted in a boatyard here with the idea of putting it back to work.

Not for fishing, but for science.

The owner, John Gregg, 54, a geologist and businessman from California, bought the boat this year for \$1 million, in a statement of love that he said he knew from the beginning bordered on folly. The boat, built in 1937, sank at least three times in its hard life, and had sections of rot from stem to stern. It was stranded in dry dock when Mr. Gregg took possession, and it will need another \$2 million to become a science and education vessel.





*Steinbeck wrote about his experiences aboard the 76-foot Western Flyer in “The Log From the Sea of Cortez,” published in 1951. -David Ryder for The New York Times*

But Steinbeck’s book about the trip, “The Log From the Sea of Cortez,” published in 1951, also set the course of Mr. Gregg’s life, he said. When he was 11 and growing up in southern Georgia, a bookmobile carrying a copy of the book came to his neighborhood. That one book, Mr. Gregg said in an interview on the Flyer’s deck — the air full of the scent of pine tar, gulls cawing on the waterfront — turned him into a scientist and a lover of boats at the same time.

“I knew I’d pay too much, and he knew I’d pay too much,” he said of the negotiation with the previous owner, Gerry Kehoe, a California businessman. And the boat, he added, “is arguably worth nothing.”

For now, however, the question is how much of the old Flyer can be saved. Chris Chase, the project leader on the work at the Port Townsend boatyard, about two hours northwest of Seattle, said that there was no exact answer and that it depended on the desired outcome: Is it more important to get the boat into good working condition, or to capture its emotional and literary value?

Mr. Gregg has said while he wants the vessel to be seaworthy and state-of-the-art in its science, he does not want it to lose what he called “the soul” — the experience of living on the boat as it was known to Steinbeck and his companions on the journey, the marine biologist Ed Ricketts and the crew of four. The six of them spent six weeks in 1940 collecting marine specimens, living and working in the close quarters of the Western Flyer’s cabin and deck.

As an example of that difficult mix, consider the piece of tongue-and-groove interior wall just forward of the galley that Mr. Chase has been working on. The top four inches or so, where water seeped in from the roof of the cabin, or up in a sinking, has gone bad, but the rest of the plank is still good.



*Chris Chase, left, is leading the restoration of the Western Flyer. John Gregg, right, says he knows he paid too much for a 1937 boat that “is arguably worth nothing.” -David Ryder for The New York Times*

So Mr. Chase, 49, who came to the Pacific Northwest in his early 20s from Colorado to study the art of wooden boatbuilding, said the answer was a compromise. Because the rotted segment would carry no structural load and would be sealed in the restored interior of the cabin by molding, the entire piece of wood, he decided, could stay.

“My goal is that it goes 50 more years before needing another repair,” he said.

Various dreams about the Flyer have lived and died before. Mr. Kehoe, the previous owner, had planned, for example, on dismembering the 76-foot boat or having it installed in its entirety in the lobby of a hotel and restaurant that he owned in California. That plan ran into fierce opposition from some preservation groups.

A tough life of fishing also took its toll, from the time the Flyer spent crabbing, sardine seining and trawling for perch; it ran aground in Alaska in 1971, requiring a new front keel that Mr. Chase found after stripping off the outer hull planks.

Voices from the boat’s past have also emerged. A man in Alaska, Jim Herbert, knowing its history, heard about the effort here and contacted the team, saying he had kept a piece of steering gear from an overhaul many years ago, just because it

was from the *Flyer*. He wrote to ask if they wanted it back. The piece is functionally obsolete, but will be reinstalled for historical detail.



*Mr. Gregg, a geologist and businessman, bought the *Flyer* for \$1 million, and he is spending \$2 million to turn it into a science and education vessel. —David Ryder for the New York Times*

A crew member from 1962, Colin D. Levings, recently wrote to say that he had photographs. He had signed on as a 19-year-old college student and sailed aboard the *Flyer* for about eight months in 1962 and 1963, on a research trip out of Seattle, commissioned to study halibut trawling in Alaska.

Mr. Levings, now 73 and retired, got his Ph.D. and spent his career doing fisheries science research for the Canadian government.

“Starboard side, just behind the wheelhouse,” he said in a telephone interview from his home near Vancouver, British Columbia, remembering exactly where he had bunked during those months at sea. He said he was planning to visit Port Townsend soon to pay homage.

Repeat visitors like Sue Hoover, a retired nurse who lives near the boatyard and came on a recent morning to show the *Flyer* to a friend who had not seen it before, said that as a sailor herself, and an avid reader, the mix that Steinbeck concocted was still irresistible.

“I’m reading the ‘Sea of Cortez’ right now,” she said, peering up at the boat.

The literary journey continues as well at Port Townsend High School, where juniors and seniors next month will begin the school’s first unit ever to focus on Steinbeck’s books about boats and fish, starting with “Cannery Row,” followed early next year by “The Log From the Sea of Cortez” and “The Pearl.”



*Barnacles inside the boat's hull. It sank at least three times, and had sections of rot from stem to stern. —David Ryder for the New York Times*

The reading will be accompanied by visits to the boatyard, for time-lapse photography and other hands-on physical research, said Chris Pierson, an English teacher who is collaborating on the unit with science teachers from the school.

“We want the students to continue asking the kinds of questions Steinbeck asked,” Mr. Pierson said.

But the biggest mix of old and new will come down to physics. The original *Flyer* was built to haul, in perfect balance, 90,000 pounds of fish. Its 1937 engine was huge and heavy. The refitted boat that Mr. Gregg envisions will have a remote-controlled research submarine on deck, a science lab where the reeking fish hold once stood, and an electric motor system with batteries and backup diesel generators that weigh half as much as the old propulsion system.

That will mean, at the end — aiming for a 2018 launch back to sea — adding tons of carefully distributed weight when all the other work is done, to make the new boat trim just like the old one.

One thing that Mr. Gregg is adamant on not changing at all, though, is the 1937-era head, or bathroom, on deck, usable but frozen in time. A modern toilet and bathroom will be added below deck.

“The aging and weathering of the wood is so perfect,” said Mr. Chase, opening the door to the tiny, tiled room. “It shows where the boat went and where we brought it back from.”

o o o o o

*The text of this article was obtained from the New York Times web site. A version of this article appears in print on November 13, 2015, on page A15 of The New York Times, New York edition with the headline: “75 Years After Steinbeck Sailed, a Boat Is Readied to Go Back to Sea.”*

# The Future of Sailing

by Captain Alex Blackwell, USCG Master



In most parts of the world, people lament the decline in enthusiasm for sailing. And yes, we do see so very, very many boats that never seem to leave the harbor. We have heard many tales of youth sailing programs that have serious rates of attrition

from one year to another. Yacht clubs everywhere are relying more and more on so called social members to keep their membership numbers up, while hoping to convert these non sailors to sailing.

It is interesting to note that people have many different ideas of what 'sailing' is. National organizations such as US Sailing and many yacht clubs view racing in a regatta as what sailing is all about. Yes, these same groups also pay lip service to other aspects of 'the sport', but by defining sailing as a sport, they do indeed contradict themselves right at the outset.

Velux 5 Oceans race leader, (October 25, 2006) Bernard Stamm was astonished on hearing that most of his opponents had returned to shore in a storm: "I was quite unhappy with the way I was doing on the race course. I was being so careful that I had the feeling I was more sailing than racing. So, to discover that I am leading is a really good surprise. It is really sad to hear that the others had to stop but, anyway, I am not going to wait for them!" So, this is a dyed in the wool racer, who clearly sees racing and sailing as not being one and the same, yet revels in both.

There are also the cruisers among us, who consider our lifestyles as true sailing and look down on those who race in circles around the buoys. And what about the rift between blow boat and stink pot owners. The boating industry seems quite fragmented, and its members quite insular. It is a small wonder then, that the US has such a hard time fielding a winning Olympic sailing team. With all the boaters interested in their small world instead of being excited at being out on the water, and enthusiastic about others enjoying this as well, we simply have no cohesive base. But these are just the symptoms, and just like in medicine, you can try and treat the symptoms, or you can try and get to the root of the problem and perhaps find an actual cure for the disease.

In a self perpetuating spiral of stress and forced activity, peer pressure and resulting busy schedules force parents to bring their offspring from one planned and organized activity to another, with no time for the kids to just be kids. Spending a whole day just messing around in the yard or in a boat just does

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not fit in a 'program'. Consequently it is a small wonder that young people drop out of organized programs because they are tired of being organized and it ceases to be fun.

I believe that the root of the problem in building interest in any activity or sport is making it too stressful and competitive at an early age. How different would it all be if the youngest kids (and then progressing onwards through their life) were to be shown just how much fun it is to go out in a boat. Would kids not then provide a large pool of young adults clamoring to crew on a race (or cruise), or buy their own boat(s) as their formative childhood memories taught them a deep love for being out on the water? Would these same young enthusiastic adults not perhaps then grow up into potential sponsors and supporters of a thriving Olympic fleet - elevating this into a real matter of national pride?

Perhaps a cure for the problem of a lack of enthusiasm for sailing or any other activity is just to learn to relax, to "smell the roses", to enjoy a sunset at anchor, in short, to learn to live. Let the kids discover stuff for themselves

The kids are our future and the future is theirs. Though it may run contrary to current convention and also to popular belief, perhaps we might just let the kids be kids. Give them access to a boat and let them find out where it takes them. If we spend less time stressing over their prowess on a race course, we may even start to enjoy sailing more ourselves.

We actively lobbied our yacht club to change its junior program and include pleasure sailing as well as racing. We had heard from numerous parents that their child had dropped out due to the pressures of the constant competition. In fact their attrition rate bordered on 30% per annum. One also always puts the racing successes up on the pedestal and not the "Joy of Sailing". They then added a program of messing about in boats parallel to the racing program. What was the result? Zero attrition, a succession of olympians, a dramatic increase in junior members of the club, and plenty of young and enthusiastic crew for the big boats.

- Alex

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*Captain Alex is also the co-author of Happy Hooking – The Art of Anchoring.*

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## Editor's Corner

by Tom Alley

I remember when I first got into boating and made the observation that a good number of boats in just about any marina don't go anywhere except for their annual trip between the boatyard and their slip and back. If you include boats that only take the occasional, short trip away from their dock, but never leave sight of it, you will be talking about the majority of recreational vessels in any given port.

Why is this? A boat is not a trivial expense, nor is its upkeep. However, I will concede that the annual cost of boat ownership is less than what one could expect to pay just in taxes for waterfront property. (Especially in New York!) So unless your objective is simply to find a way to enjoy a "cabin by the lake" without the heavy capital investment and expense required to have a cabin by the lake, why a boat?

Admiral Grace Hopper expresses it another way: "A ship in port is safe, but that's not what ships are built for."

What holds a person back? Why the reluctance to leave the dock? Is it fear? A lack of confidence? Or is it as simple as a lack of desire or a lack of time?

While generalizing (stereotyping) is frowned upon by our politically correct culture, we still grant license to pollsters to take surveys and to express judgements in the form of "typical" responses. Drawing upon over two decades of teaching boating classes and talking with numerous boat owners, I think it would be safe to say that self-confidence is the biggest hurdle for slipping dock lines or for sailing out of sight of your familiar, comfortable, and *safe*, home port.

Those more adventurous in nature tend to test self-perceived limits because it's what they are inclined to do. The rest of us will opt for the more comfortable, well-traveled, and familiar route, armed with a quiver full of excuses and justifications for staying put.

"I'm not a racer." "My boat's not set up for cruising." "I don't have the right anchor." "I worry about a storm popping up." "I'm not experienced enough to do that." "I don't want to get seasick." "It's too far away." "My boat is too slow to sail that far." "I'm not ready to do that." "Oh, I *couldn't* do that!"

SV Tomfoolery

One of Newton's Laws is demonstrated repeatedly in marinas everywhere: An object at rest will tend to stay at rest.

So how does one overcome the inertia of self-doubt? Incrementally. One small step at a time.

Most importantly, take steps with someone else. My first trip crossing Lake Ontario was on someone else's boat, with others that had made the trip numerous times. A year later I was taking my own boat to visit Canadian ports.

One of the advantages of being on a smaller, inland lake is that there are numerous opportunities to learn how to expand one's horizons without all of the risks posed on larger bodies of water. One is never out of range for communications. In fact, even cell phones will work everywhere on Seneca Lake. We can still cruise the lake for a long weekend and "get away" from many of our daily distractions. You simply don't need to be equipped, stocked and prepped for extended passagemaking, yet you can still experience cruising and voyaging.

And if you have a less than satisfying day, a comfortable harbor and a good restaurant are easy to find.

Too often I have seen close friends exhaust their energy, their funds, and on occasion, their time, with never-ending preparations. Some had their dreams taken away by an unexpected event or a sudden, debilitating illness. Others simply fell victim to the uncertainty of untying that first dock line.

Karen Larson, editor of *Good Old Boat Magazine*, summed it up nicely when she wrote, "The point of going is to be gone!"

Our club is small, but there are plenty of folks who will help you get there, one step (or in our case, one tack) at a time, and show you how to have fun all along the way. Let's make a New Year's resolution to go somewhere in 2016!

- Tom

# Boat Show/Event Calendar

A listing of boat shows, seminars, and regattas (in locations with non-solidified water) to get you through the off-season! Compiled by Steve Howard.

## Boat Shows

### January 2016

- 08-17 **Toronto International Boat Show**
- 21-25 **New York Boat Show**
- 28-31 **Rochester Boat Show**

### February

- 03-07 **Atlantic City Boat Show**
- 06-14 **Great American Outdoor Show, PA Farm Show Complex, Harrisburg, PA**
- 11-15 **Miami International Boat Show**
- 13-21 **New England Boat Show**
- 18-21 **Central New York Boat Show**
- 24-28 **Western New York Boat Show**

### March

- 10-13 **World Outdoor Fishing and Hunting Expo, Rockland Community College, Suffern, NY**

### April

- 22-24 **Annapolis Spring Sailboat Show**

## Regattas

### January 2016

- 17-22 **Key West Race Week**

### April

- 14-17 **Charleston (SC) Race Week**

### July

- 22-24 **Can Am Challenge, Youngstown Yacht Club**

### August

- 05 **J/80 North Americans, National Yacht Club, Toronto, ONT**
- 13-19 **Lightning North Americans, Rochester Yacht Club**
- 19-25 **J/22 Worlds, Kingston, Ontario**

## FLYC Calendar

### February 2016

- 07 **Board of Directors 2016 Planning Meeting, Morris Residence, Pine Valley. (13:00)**

### April

- 15 **Earliest possible launch date (per slip contract).**

### May

- 01 **FLYC Membership Renewals Due**

## Distance Races

### June

- 03 **Susan Hood Trophy Race, (The Coolest Race on the Lake!) Port Credit Yacht Club**

### July

- 16 **Lake Ontario 300/600 Challenge, Port Credit Yacht Club**



**NORTH SAILS**



## Obersheimer Sailor Supply Winter Seminar Series

November 4th - Preparing The Boat For Winter, What Did We Learn This Year, Getting Your Kids & Friends Sailing\*

December 2nd - Travel Cruising, Marine Safety, Heavy Weather

January 6th - Make Your Boat A Yacht, Boat Electronics for Dummies

February 3rd - Bottom, Gelcote & Teak Repair, Anchors, Instrument Systems

March 2nd - Racing Part 1: Starting, Upwind/Downwind Tactics & Strategy, Play Chess Not Checkers, Racing in WNY\*

April 6th - Racing Part 2: Sail Trim, Turning the Corners, How to Be Successful Racing PHRF\*

May 4th - Weather Forecasting (Back by Popular Demand)\*\*, General Discussion, Q&A, Social BBQ  
Hot Dogs/Hamburgers Will be Provided

\* Guest Speakers: Tim Ray (North U), John Tracy (US Club Judge)  
\*\*Guest Speaker: Todd Santos (WVVB)

Coffee and Cookies Provided at All Seminars  
All Seminars Start at 7PM

### October

- 31 **Last possible haulout date (per slip contract).**

\* *Non-FLYC events.*

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## Classified Ads

### *For FLYC Members*

Just a reminder that members can place non-commercial ads in our newsletter to buy, sell or trade boating-related "stuff".

### *A Note from Wilbur's Chandlery*

*Happy Holidays!*

*If you are looking for that special something for your sailor or boat, I can get it for you.*

*Our trip to Annapolis Boat show this year proved to be very advantageous for all of us. We were able to set up business relationships with several new suppliers. If you're a sailor and want/need anything for your boat, we can get it and at a good price.*

*I'm proud to announce that I can now furnish products from;*

*For sailing hardware; Garhauer, Harken, Barton, Lewmar Schaefer and Ronstan, plus Johnson Marine for lifelines*

*For cordage; New England and Samson as well as Marlow. (dyneema available)*

*For paints; Interlux and Pettit (varnish and bottom paints)*

*Maintenance; waxes, cleaners, gel coat, fiber glass, epoxy, fillers, sealers, silicone, head parts and treatment, fresh water tank treatment, etc.*

*We want to be your local marine store and remember, we deliver to your boat.*

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*607 769 0086 (cell)*

*E-Mail Wilburd@frontiernet.net*