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Port Tacks

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

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Commodore's Comments

by Howard Cabezas

SV Ruthie

Thank you for electing me as your Commodore for the 2017 sailing season! I am very excited about being involved with this sporting club and with it's terrific members! Thank you to last year's officers for all their hard work, dedication, and humor! I have big sails to fill! I look forward to our meeting on February 4th at 1:00 pm to plan the upcoming sailing season events. Please let me know if there is anything you wish to see added or changed from previous years, so we can discuss that at the meeting.



For those of you I have yet to meet, I sail *Ruthie*, a Catalina 25 Tall Rig, docked at Watkins Glen Village Marina, at Slip 329. My wife, Meghan, our four children, (Hannah, Samuel, Henry and Tessa Bell), and I can be found sailing *Ruthie* on most weekends and weekday nights six months out of the year.

At the Annual Meeting Dinner, held at the Watkins Glen Harbor Hotel, I was presented a BEAUTIFUL sailing trophy for winning the summer racing season. It was my first season as a race participant, and as grateful as I am to have won this BEAUTIFUL trophy, I encourage all of you to participate in the races next season, if you are interested. The more the merrier! And, did I mention the trophy was BEAUTIFUL?

I look forward to meeting you all next season and hope the winter season treats you and yours kindly. Only 135 days left!

-Howard

Race Committee Notes

by Steve Howard

SV Horseplay

In the vein of, why didn't this article come out just a bit sooner (as in, before the Gear Buster Race), or why didn't I pay more attention to that chapter in the book (*Sailing in Windy Weather*), or the October issue of *Spinsheet* that had the article, *Mastering the Heavy Air Run* by David Flynn from Quantum Sails.

Here, I'll try to condense all the words of wisdom into a brief bit.

"... if you don't find your heart in your throat and feel a surge of adrenalin as you bear away on a big breeze run, if you are not just a little bit nervous, you may need to check your pulse to make sure you are still alive."

Be deliberate but aggressive

Make sure that the whole crew knows their jobs: sheets and guys flaked out, spinnaker (or whisker) pole prepped. Things that you can easily make right in 10 knots can be more that you can muscle in 20.

"You have to pay attention to detail, because you only have one chance to get it right."

"At the same time, if you are hesitant or timid, you will increase your chances of losing control."

Get the whole crew fired up about the plan, because in heavy air things are going to have to be done quicker than normal.

After setting a spinnaker (or winging over the genny), don't be in a rush to trim in the sheet. Let everyone get back onto the rail, the bow cleaned up, etc. Allow the sail to luff for just that extra bit of time, letting the boat get balanced before the big push from the sail. "You have to have everyone in place, or you will probably crash the moment you trim in."

Driving: The survival angle

In lighter air, when sailing downwind, you sail a bit higher in order to create apparent wind. In moderate air you sail a bit lower using the pressure for your speed. In heavy air, "...*there is only one narrow range that you can sail in. I call it the survival angle.*"

Sailing too high can cause you to round up to windward; too low and it can cause the boat to round down ("...potentially all the way into the dreaded accidental gybe. Avoid this at all costs"). **This is the specific part that I needed to have read, and re-read, before the Gear Buster.**

Bear off as a puff hits, keeping the same heel and helm pressure all the time. It is a **constant** series of adjustments. The crew can (and needs to) help the driver by keeping weight aft, easing the sails and hiking in the puffs, trimming and moving to leeward

Port Tacks

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in the lulls. Trim just before a roll to windward, ease before it rolls back.

Gybing: The moment of truth

"The scariest part of any heavy air run will be the gybe."

Be deliberate and aggressive.

Gybe when you are going as fast as possible to minimize apparent wind and to avoid wallowing. Surfing down a wave is actually best. Commit to the turn then don't hesitate.

Turn smoothly from one broad reach to the other.

Aggressively move the mainsail from one side to the other. Don't trim it in gradually or you'll be steering the boat, fighting the helmsman in the process.

At the end of the run:

Get the chute down early.

Prepare for the rounding and the set-up for the next leg, whether a reach or a beat.

Remember...

You'll go faster downwind with a jib than you'll go upwind with a spinnaker.

I hope these tidbits help next season when the winds pipe up to the fun range.

- Steve

Secretary's Column

by Sue Morris



Thank you for another nomination of Secretary for FLYC 2017. I hope this year brings another exciting time for all of us! Next season will be full of adventures and cooler weather! I will miss seeing all of you as we hibernate over the winter but count the days down for next summer!

SV Sails Call

Please send in your renewal or new application for FLYC membership to following address:

Sue Morris
100 Mead road
PO box 14
Pine Valley, NY 14872

Thank you!

- Sue, FLYC Secretary

From the Treasurer

by Denis Kingsley



We are solvent and in slightly better financial shape than last year at this time. We ended our fiscal year with a reasonable balance in the checking account and our income exceeded expenses by a small amount.

- Denis, still cooking the books.

SV Tark

Socially Speaking

by Lynne McGinnis & Maggie Martin



After several years of dedicated service, Rebecca Lewis has decided to retire from her position as Social Committee Chair. We wish to thank her for all she has done for our club. Her hard work is very appreciated. Thank you, Rebecca!

SV Brewster & SV Sacre Bleu

Moving forward, the social chair position will be shared between Magie Martin and Lynne McGinnis.

Maggie Martin sails on *Sacre Bleu* with husband John Chesebrough. They have been sailing for many years with children Martin, Kate and Lewis as crew. In Binghamton, they founded the ART Mission, an independent movie theater, gallery, and lofts. They live in Watkins Glen, in a renovated Victorian where Maggie has her painting studio and they run a

B&B. Winters are spent in the Florida Keys on their 30-foot Choi Lee ketch.

Lynne McGinnis is the First Mate on sailing vessel *Brewster* with husband Jim. She enjoys sailing in New York, Florida and the Caribbean. In 2013 Lynne and Jim became residents of Watkins Glen. Besides sailing, her favorite hobbies are traveling, cooking and garage sales.

We look forward to seeing all of you in an exciting year of social events. We have planned the 2017 season calendar with some of your favorites, a few new twists, and some items yet to be determined. Volunteers are always welcome to help. If you have any ideas please share them with us! You can reach us at:

E-mail: Maggie social@flyc.us
Lynne social2@flyc.us or 607-210-4009

- Lynne & Maggie

FLYC Web Site Update

by Tom Alley, FLCY Webmaster

SV Tomfoolery

The bane of computer ownership is the constant and unrelenting pace of change in the technology. Top of the line hardware is obsolete within months. Software undergoes relentless patching and updating, often on a weekly basis. And just when you think you've got an application figured out, the author comes out with a completely new version with new functions and a totally different (and allegedly "improved") user interface.

system. After swallowing the panic that was rising in my throat, I relaunched the application and, to my relief, it opened and I could update the race scores for the week.

In 2008 I stopped writing HTML (the code that displays a web page) by hand and started using a piece of software that allowed for a much more sophistication in how a web page could be displayed. Specifically, I adopted Adobe Dreamweaver as my web development platform. At that time, version 4 of the software was current. By the time I had it figured out well enough to be able to do most of the basics without constantly referring to the instruction manual, Adobe released version 5.

Since then I've not had any problems with Dreamweaver, but the handwriting is on the wall and sooner or later a change will need to be made, so I started considering alternatives.

Those of you familiar with Adobe know that their products are not described as being "inexpensive". They are top of the line tools that command top dollar in the retail marketplace. This provides an extremely powerful economic argument to not upgrade. When version 5.5 came out a year or so later, this economic disincentive remained. The following year, version 6 made its debut.

One of the disadvantages to our current web site design is that it is, for all intents and purposes, static. Like a printed book, each page is the same every time it is opened unless I go in and edit something. Most sites on the web are not like this. Many have animated banners and context-sensitive content tailored to your viewing habits or some advertiser's expectation of what will interest you today. Many sites allow users to log in and post their own information in the form of a blog or on discussion boards with other users. In other words, web sites have become interactive.

A year later (2013), version 7 was released with a dramatically different licensing structure. Ownership of the software was no longer possible. Instead it was rented to you in the form of a subscription. The subscription model does several things. First, it provides a steady cash flow to the software developer. Second, it provides end-users (no longer "owners") of the software to get the latest software updates as part of their subscription. This, in turn, relieves the software developer from having to provide support for software that is more than 1 or 2 versions behind the current release. Since the subscription-based version of Dreamweaver has been released, it has undergone 5 additional major upgrades, effectively pushing it to the equivalent of version 10 or 11, depending on how you count.

Interactive web sites are no longer based on a static HTML page. Instead, they rely on a "content management system", or CMS. There are multiple CMS packages available. Some are commercial in nature and must be purchased (e.g., Weebly), and others are open-source and available free of charge (e.g., Joomla!).

Earlier this year, Apple released their next version of MacOS X (version 10.12 or, "Sierra"). After letting the dust settle from the inevitable bugs found by the early adopters, I installed it on my computer. The next time I launched Dreamweaver (remember, I'm still using version 4), I got a message saying that the application was no longer supported by the operating

Several months ago, I started looking into "Joomla!" as a possible CMS platform for the FLYC web site. Since then, I've put together a proof-of-concept site and then later a test site that has nearly all the features of our existing web site. The test site has gotten to be fairly sophisticated and, by the time you read this article, it will be in its later testing phases. It is my hope that the new site will be deployed in early 2017.

The new site will sport a number of new features. Here are the more significant ones:

- **Individual logins.** Up to now, member-only functions on the web site were accessed via a common login. The new system will allow for individual user logins. This will improve the security of things like the member directory.
- **Simplified content management.** Web site content can be created and edited much the same way as you create a document in a word processor. It is no longer necessary to learn a markup language like HTML or to have to write

code in a language such as PHP. In addition, content can be managed remotely through a browser without having to rely on special tools to upload preformatted files.

- **Improved access control.** With the individual logins, access rights to various functions can be controlled on a per-user level. Combined with the simplified content management, it is very easy to delegate editing and authoring permissions to the appropriate people within the club. Any user can be granted permission to create or modify content and the system has processes built in for updates to be screened and approved before appearing online.
- **Improved club calendar.** The old calendar was simply a listing of dates and a description of events on those dates. The new calendar takes this a step beyond by integrating a sign-up sheet for each event. You no longer have to trek all the way to the club bulletin board by the marina bathrooms in order to sign up for a club event. Now you can do this from your smart phone.
- **Improved e-mail integration.** Connecting the old web site to e-mail was, quite frankly, a royal pain. The new site

makes this integration almost seamless. This should improve the ability for the club to send out notifications to club members.

- **Context-sensitive content.** Since the web server will know who you are by virtue of your individual login, only relevant content will be displayed. For example, a menu entry to display the club roster will only be displayed to club members. Controls for editing web pages will only be displayed for committee members responsible for these activities.

So as you can see, the new web site will be more interactive, have some new bells and whistles, and will (hopefully) usher in the next generation of capabilities for our organization.

Stay tuned for announcements of the deployment of the new FLYC web site early next year!

- Tom

Editor's Corner

by Tom Alley

SV Tomfoolery

In theory, things should start winding down. The marina is closed, the boat has been hauled out and (mostly) winterized, the kids are well into their school routine and we're no longer on daylight savings time. So why does it feel like I'm busier than ever?

We can't look back on this particular season without also considering all of the repairs that seemed to take hours, days, and sometimes weeks, longer than expected.

Now that I look back, it's amazing I had any time to sail at all!

Part of it might be the great sailing weather we had all summer, and the extended warm spell into the fall that helped all of us eek out every last weekend on the calendar. The other part is more personal, with a series of college visits (five at last count) that Katie and I made this summer and fall. Oh, yeah, that "job thing" I go to every day, and the traveling I had to do for that.

Oh, well. Can't look back for long. It's already time to begin preparing for next season. Only about 165 days until launch! (Sorry, it takes me a little longer than Howard to get my boat ready each spring!)

- Tom

Boat Show/Event Calendar

Thanks to Steve Howard for compiling this list. If you know of any upcoming events, please share them!

Obersheimer Winter Seminar Series

December

07 **Batteries, Electrical Distribution Systems, Cushions and Canvas**

January

04 **Windlasses, Mast Maintenance, Everything you wanted to know about rope.**

February

01 **Autopilots and Instrumentation, Buying and Selling Boats**

March

01 **Racing Part 1: Starting, Upwind, Racing Rules of Sailing 2017-2020**

April

05 **Racing Part 2: Mark Roundings, Downwind, Changing Gears, Sail Trim**

Events & Boat Shows

December

11/30-12/2 **Workboat Show**, New Orleans, LA

01-04 **St. Petersburg (FL) Power and Sailboat Show**, St Petersburg, FL

January

11-15 **Chicago Boat, RV and Strictly Sail Show**, Chicago, IL

20-29 **Toronto Boat Show**, Toronto, Ont

25-29 **New York Boat Show**, New York, NY

26-29 **Baltimore (MD) Boat Show**

February

11-19 **New England Boat Show**, Boston, MA

16-19 **Central New York Boat Show**, Syracuse, NY

16-20 **Miami International Boat Show**, Miami, FL

22-26 **Western NY Boat Show**, Orchard Park, NY

23-26 **Greater Philadelphia Outdoor Show**, Oaks, PA

March

01-05 **Atlantic City Boat Show**, Atlantic City, NJ

02-05 **World Fishing and Outdoor Show**, Suffern, NY

24-26 **Maine Boat Builders Show**, Portland, ME

April

21-23 **Bay Bridge Show**, Stevensville, MD

28-30 **Annapolis Spring Sailboat Show**, Annapolis, MD

June

30-7/2 **Wooden Boat Show**, Mystic, CT

October

05-09 **US Sailboat Show**, Annapolis, MD

12-15 **US Power Boat Show**, Annapolis, MD

Regattas

December

10-11 **Quantum J70 Winter Series 1**, Tampa, FL

January

07-08 **Quantum J70 Winter Series 2**, Tampa, FL

15-20 **Quantum Key West Race Week**, Key West, FL

February

04-05 **Quantum J70 Winter Series 3**, Tampa, FL

17-19 **St. Petersburg NOODs**, St. Petersburg, FL

23-26 **J70 MidWinter Championships**, St. Petersburg, FL

March

12-17 **Flying Scot Mid-Winter Championship** New Orleans (LA)

18-21 **Lightning Winter Championship**, St. Petersburg, FL

23-25 **Lightning MidWinter Championship**, Miami, FL

24-26 **J22 MidWinter Championship**, New Orleans, LA

April

20-23 **Sperry Charleston Race Week**, Charleston, SC

May

05-07 **Annapolis NOODs**, Annapolis, MD

19-21 **J24 National Championship**, Seattle, WA

26-28 **J24 North American Championship**, Houston, TX

June

09-11 **Chicago NOODs**, Chicago, IL

16-18 **Cleveland Race Week**, Cleveland, OH

July

20-23 **J22 North American Championship**, Buffalo, NY

27-30 **Marblehead NOODs**, Marblehead, MA

28-30 **CanAm Challenge**, Youngstown, NY

28-30 **J88 North American Championship**, Youngstown, NY

29-30 **Lightning Atlantic Coast Championship**, Burlington, VT

31-8/6 **LYRA Championship**, Rochester, NY

August

04-06 **J70 Corinthian National Championship**, S. Dartmouth, MA

September

14-18 **Beneteau 36.7 North American Championship**, Youngstown, NY

15-23 **J24 World Championship**, Port Credit, Ontario Canada

21-24 **Lightning North American Championship**, Wrightsville Beach, NC

October

09-15 **J70 North American Championship**, Rye, NY