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Port Tacks

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

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Please send any comments, questions or corrections to:
editor@flyc.us

Commodore's Comments

by Howard Cabezas

SV Ruthie

I would like to thank the Social Committee for all they did for the Commodore's Cup dinner including getting the guest cook, Cody owner of The Elf In The Oak, 4221 NY-414, Burdett, NY to cook the steaks this year. Without the social committee the dinner events we have would not happen, they are doing a great job!



I would also like to thank everyone who came out and raced in the Commodore's Cup Race!! Without all of you racing, it would not be as much fun! As a good Commodore would do I made sure everyone made it back to port and came in after everyone else, so yes, I finished last before corrections.

Congratulations to *Lanakai* and Skipper Tony for winning this year's Commodore's Cup Race!! For all the results please visit our web site (<http://www.flyc.us>) and for upcoming events.

Thank you for such a great race. There are still more races before the end of the season, so see you all out there a few more times!

Happy Sails,

-Howard

Rear Commodore's Comments

by Steve Howard



Well, we've made it to the midpoint of the 2018 Summer Series of races. The first of our special non-series races, the "Commodore's Cup" is scheduled to be run just a few days from this writing. The results of the race, including information about the course will be found elsewhere in this issue of *Port Tacks*.

Four races have been held with between 5 and 8 boats on the line. Aeolus, god of, especially the North, wind has not made much of his presence known, so far. The races have become more tactical instead of outright speedfests.

Race 1 had six boats racing over a 7.12 mile course with *Lanikai* followed by *Lucky Lady* and *Tomfoolery*.

Race 2, with five boats, sailed an 8.06 mile course. Again, it was *Lanikai* first with *Tomfoolery* and *Cetacea* on the next steps of our podium.

Race 3's seven boats covered a 7.33 mile course ending with *Ruthie* correcting out over *Brewster* and *Tomfoolery*.

Five boats were sent out for a short race of only 4.03 miles in Race 4 due to lack of wind (which, of course, increased after the finish of the race), but *Brewster* crossed ahead of *Ginger* and then *Tomfoolery*.

After four races, all boats are able to drop their worst finish score (and remember, this year, if you don't sail you receive a minimum eighth place score (or the number of boats sailing plus one if eight or more boats race).

Mid-season standings are as follows:

- *Tomfoolery* leads with only 8 pts.
- *Lanikai* and *Ruthie* are tied with 9 pts.
- And *Brewster* with 11 pts.

Three points are all that separate the top four boats, so all it could take to completely change the rankings, one way or another, could be a perfectly sailed race, a tactical "oopsy", or not showing up to race.

Because of all the boats that will be leaving on the Lake Ontario Cruise, the second half of the Summer Series will kick off with Race 5 on August 18th, Race 6 on the 25th and Race 7 on September 1st. The Seneca Yacht Club's Barge Race is on September 9th, followed, the next day, by the "Cock of the Walk Race" back from Geneva to home.

Port Tacks

Published six times a year by the Finger Lakes Yacht Club. The opinions expressed in **Port Tacks** are those of the authors and do not necessarily represent those of the Finger Lakes Yacht Club, its officers, directors, or members.

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We'll try to finish the series on the 15th with Race 8. September 22nd is set aside for any needed make-up racing; the Grape Harvest Race is on the 29th and the Gear Buster on October 13th for those still in the water.

Special scoring exists for the "Cock of the Walk" which will be Predicted Elapsed Time scoring and the Grape Harvest Race which is a pursuit race with a staggered start sequence.

So...

Grab some crew and come out and join in the competition.

One last note:

Whether by collision, theft or the cutting of the anchor rode by a prop, we have already lost a race marker, 260 feet of line and chain, a 30-pound anchor and shackles. This is roughly a \$300+ loss.

Please keep your eyes peeled for the race marker in case it has found its way onto a shore somewhere or is drifting happily along mid-lake. Throw a lasso over it or let someone else know about its whereabouts.

Thanks.

- Steve

Secretary's Column

by Sue Morris



Ahoy fellow FLYC members! Hoping everyone is enjoying the summer weather! It is going fast so enjoy every moment! We had some great new and renewed members at the recent FLYC social events! Great to see all of you!

We currently have approximately 40 members! Thank you to all of you!

Stay healthy and safe!

SV Sails Call

- Sue, FLYC Secretary

From the Treasurer

by Denis Kingsley



There are a few shekels still carefully guarded in our treasury. All bills have been paid. We continue to be solvent.

- Denis, still cooking the books.

SV Tark

Socially Speaking

by Maggie Martin & Lynne McGinnis

We hope everyone is having a good season and doing a lot of sailing!

We thank all of you who have been helping with events, as we couldn't do it without you. If you are available on the days of a picnic, we could use more help about one hour before to help carry tables and chairs from the shed.



PLEASE NOTE: We have changed the date of the Hawaiian Beach Party & Luau from August 4th to Saturday to August 18th at 17:00. The club will provide the entrée from the grill. Bring sides and dessert, and of course pull out your grass skirts, bikinis, and flowered shirts!

SV Sacre Bleu & SV Brewster

The "Sailgate" party at Miles Winery planned for Sunday, August 26th had to be cancelled because we did not have the minimum required number of people sign up for the event.

We would like to have everyone sign up on the sheet for yourselves and the number of guests for each event on the bulletin board at the marina – a headcount is needed when we shop for food! Please bring a generous dish to share, even if you don't have a chance to make it, pick something up. Guests are welcome, please pay \$5p/p at the event. If you need to call instead of signing up, our numbers are listed below. Thanks!

- Maggie & Lynne

E-mail: Maggie social@flyc.us or 607-621-7247
Lynne social2@flyc.us or 607-426-7914

Embracing the Racing Rules of Sailing (RRS)

By Steve Howard

The Inland Lake Yachting Association (ILYA) launched the #FAIRSAILING initiative for the 2018 season in an effort to emphasize sportsmanship on the water. The focus has been on improving rules knowledge (initially for junior sailors, but adult sailors have jumped right in as well), which has resulted in the development of online videos and a rules quiz.

The video presentation is posted online with each rule being given a chapter. You can review only one rule or choose to review them in sequence. There is no limitation on how you choose to use the videos. The graphics can be re-run repetitively, so give yourself time to think.

To take part, go to the #FAIRSAILING page at SAILZING.com and then register for an account.

To view the videos, click on the Rules and Safety tab and click on ILYA #FairSailing initiative.

After viewing the video(s), click on the link for the #FairSailing Rules Quiz. After taking the quiz and submitting your answers you'll see your results and any correct answers for those you missed, along with explanations. You can re-take parts of the

quiz. You'll get different questions each time. The whole idea is to learn the rules.

The ILYA has been putting up a different rule/quiz each week. Week one is Basic Principles (Rules 1-3). It's open book, so it helps to have a copy of the RRS handy in order to check back time and again.

The following 5 weeks are: Rule 10 (On Opposite Tacks); Rule 11 (On the Same Tack, Overlapped); Rule 12 (On the Same Tack, Not Overlapped); Rule 13 (While Tacking); Rules 14 and 15 (Avoiding Contact, Acquiring the Right of Way).

Fair Sailing = Safe Sailing = Fun Sailing, and understanding (and using) all of these will lead to greater participation and enjoyment on the Race Course.

I hope you'll take part.

- Steve

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How To Make Your Partner Love the Kite

By Steve Howard

From the folks at Quantum Sailmakers, Andrew Waters explains how to prepare (and embrace with your partner) the spinnaker

Sailing as a couple is a fantastic experience, however it can go south quickly. All too often the phrase, “Honey, let’s put up the kite” is met with a grimace, bad memories, and a rise in stress levels. Without preparation and the right equipment for the conditions, what seemed like a good idea can quickly go wrong. But with careful set up, communication and an understanding of your partner’s capabilities, putting up and taking down a spinnaker can be done easily.

Handling Options

Two pieces of equipment that go a long way toward making the deployment and take-down of a downwind sail easier are a spinnaker sleeve and a top-down furling unit. While each takes a different approach to the task, depending on the sail set-up, both will make the exercise easier.

The Spinnaker Sleeve

The spinnaker sleeve is used for a downwind running spinnaker, though it also works well with a reaching sail and both symmetrical and asymmetrical sails. The sleeve that the sail is housed in gets hoisted to the top of the mast and then is pulled up to unveil the sail, allowing you to control the speed with which the sail is opened. The beauty of the sleeve is that it’s forgiving: if something doesn’t appear right, simply pull the sleeve back down over the sail, make the required adjustment, and then start the process again. When it’s time to take the sail down, the process is just reversed. Once the sail is completely housed, the spinnaker sleeve is lowered with the halyard and stowed away easily in a duffle bag, ready for the next use.

The Top-Down Furler

The top-down furling unit is best used with reaching sails and Code 0 type sails with straight luffs. It is similar to the spinnaker sleeve in that the sail is stowed and hoisted aloft prior to deploying the sail, but it is rolled around a torsion cable – not too different from the way the genoa might be – and unrolled in a controlled manner with the ability to stop and roll it back up if something doesn’t seem right. Then, as with the spinnaker sleeve, it is stowed aloft by rolling the unit up. When the sail is totally packed away, the top-down furler is lowered to the deck and coiled into its own bag.

Preparing for Success

Step 1: Choose the Right System

Which option is right for you depends on your sail set-up, so speak with your local sailmaker to make sure you have the correct equipment for your choice of spinnaker.

Step 2: Set it up Correctly

The preparation process also applies to the lines: Make sure the sheets are running outside of the boat (shrouds, lifelines forestay, etc.) and through the blocks correctly. Ensure that the halyard is also on the correct side of the forestay and will run freely to the top of the mast. If the sail is asymmetric, ensure the tack line and the tack of the sail are in the correct place at the end of the bowsprit (or the attachment point) before hoisting. If the sail is symmetrical, make sure that the guy is in the pole correctly and that the pole is hoisted and set at the correct height with the downhaul/foreguy on to avoid the pole “skying” (or flying up).

Step 3: Execute

Finally, no matter how many times you and your partner (or other crew) have hoisted the spinnaker, it’s important that you talk through the tasks at hand.

1. Make sure that whoever is at the helm, even if it’s the autopilot, has the correct course set with the preferred wind angle or a landmark reference identified and that the course is maintained.
2. Make sure that the lines that will be needed (sheets, and potentially a guy) are on the winches and safe to operate. If the lines are not needed, ensure that they are flaked and clear of any potential fouls.
3. Ease the mainsheet so that the mainsail will help blanket the sail while deploying.
4. Discuss the steps and progress as you go so you and your partner are aware of what the other is doing. Make one final check so you know that everything and everyone is ready for the actual unveiling of the sail. Once the sail is up, set, and stable, tidy the lines at the mast or in the cockpit and then sit back and enjoy the ride!

Taking down the sail is the opposite of putting it up and still requires the same communication and planning to ensure a smooth and easy process. Don’t wait until the last minute, and give yourself plenty of sea room to execute without a time restraint.

As you begin using your spinnaker, get comfortable putting it up in lighter winds and gradually build up wind strength as you and your partner gain more confidence with your process. Spinnakers are a lot of fun and quickly knock miles off of a distance passage.

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Make The Most of Club Racing

By Alex Curtiss

Ullman Sails / RCR Yachts Newsletter

Summer is on and yacht clubs across the USA are having their twilight series. These races are either windward leeward courses or random leg, but none the less it's still sail boat racing. Weekday racing can be used to hone critical racing skills that are used during weekend regattas. Below are three things to do during the week to help improve your weekend regattas prowess.

GET YOUR HEADINGS

Typically, while sailing during the week, boat owners will bring non-sailing friends or less experienced sailors to race with them. Without a doubt this is how we get people involved in the racing side of sailing. The social aspect has always been and will always be at the forefront of amateur sailing.

But rather than enjoying refreshments and arriving at the starting line just minutes before your start, try to rally the crew to get out to the race course 30 minutes before the gun goes off. Then in your spare time, roll out the jib, trim the sails in and go upwind. Try to sail upwind on starboard for 3-5 minutes. During the time, take a look at the jib lead, the relative trim to the spreaders, as well as main trim and traveler height. Then tack to port and repeat approach.

What you have accomplished is essentially what you would want to do before the start of any race. This will give you an idea of what tack is favored and which side of the course has more pressure.

RESPECT THE RULES

You'll hear the saying over and over, "It's Wednesday night, we're not protesting," but the fact of the matter is if you consider all of the racing you've participated in throughout the summer, a large portion of it comes from twilight sailing. Do not be afraid to call someone out for breaking a rule, whether it's on the water or on the dock, it doesn't matter.

Rules are an important element of sail boat racing that are often neglected during the week. On the flip side, you have to

discipline yourself as taking turns when a rule is broken will teach you to be more aware of the rules. If you don't respect the rules during the week and pay attention to protests, you are going to have a tough time carrying out penalty turns on the weekend.

If you feel as though you might have fouled, just do the turn and move on. It is also great to teach "newbies" in the sport of sailing to respect the rules of the road. A basic explanation to the crew of why you are doing turns will ultimately do them well.

EXPERIMENT WITH TACTICS

It is important to keep the brain curious on the race course. I often ask myself, "If we do X, Y could happen," and then I try it. Thoughts like these are great learning tools because if it works, great, file that one in the playbook for future reference. If not, how can you learn and improve from it? Maybe it was a side that doesn't normally pay off, but works out one night. Reach for your notebook, write down your headings for that day, along with breeze direction, and keep note of what, why, and how things worked out. Who knows, this information could pay off in the future.

ALL AND ALL

Use your weeknight experiences to strengthen your weekend results. You shouldn't be afraid to challenge your crew from time to time (even if they are new to sailing), track and collect compass headings, respect the rules, and do not be afraid to step out from ordinary once in a while. Have you heard the saying, "You don't know what you don't know?" The same applies here, in low risk environments it's easier to experiment and gather knowledge than risk it all without direction when it counts.

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Editor's Corner

by Tom Alley



With July in the rear-view mirror and August staring us in the face, I'm sure many of us are saying, "Wait! Summer is going by too fast!"

It certainly does seem that way. Technically, we are at the midpoint of the season, but I think

we're all psychologically conditioned to believe that August is the final month of summer, we really have some more sailing available to us in September and for a good chunk of October. Still, it feels like the season is slipping away.

The club's race season is at its midpoint with four races complete and four remaining in the summer series. The Rig-Tuner's Race and Commodore's Cup results have been recorded and we still have the Grape Harvest Race and the season-finale "Gear Buster" with which to end the season. As in prior years, the top spots among the racers are all bunched together, and it can be anybody's season.

SV Tomfoolery

On the docks we have a number of new faces this year, and many of them are showing up at our club social events. This is a good thing. For those of you acting as club ambassadors, keep it up! Many other local groups and clubs are struggling. It's nice to see FLYC holding its own. For those of you who are new to the club, WELCOME! I look forward to meeting all of you and I hope you will consider sharing a story or two for our newsletter.

Speaking of sharing stories: By now many of you have been out on your boats in various capacities. I'd like to hear about some of your adventures so that we can share them here. By then we'll be into the dreary time of year when we're lamenting the need to put our vessels back into storage for the off-season. I find that reading about other people's travels tends to inspire me to begin making plans for the next boating season, so if we can share some stories we'll be able to make the off-season go by a bit more quickly as we make plans for next year.

Wishing you fair winds and following seas!

- 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.

Events & Boat Shows

August

- 01-03 USPS District 6 Rendezvous in Clayton, NY
- 04 Antique Boat Show & Auction, Clayton, NY

October

- 04-08 Annapolis Sailboat Show, Annapolis, MD
- 11-14 Annapolis Powerboat Show, Annapolis, MD

Road Trip Regatta Calendar

July

- 30-8/5 133rd LYRA Annual Regatta, Genesee YC and Rochester YC

August

- 17-19 Rochester Hospice Regatta, Genesee YC
- 25-26 Rochester YC One Design Regatta, (Optis, Lasers, 420s, Ideal 18s, Lightnings, Sonars and J24s)

September

- 09-14 J22 World Championship Annapolis YC, Annapolis, MD

2018 FLYC Calendar

This is the club calendar as discussed at the Board meeting in early February. Some dates are subject to change as plans firm up and get finalized. Please check the club web site (<http://www.FLYC.US>) to see the most current information.

Regular/Repeating Events

Saturday Morning Kaffee Klatch. Every Saturday at 0900 from Memorial Day Weekend through mid-September under the awning on Dock 5 at the Marina Bar & Grill.

Post-Mortem Racing Social. After every club race at 1700 on the lawn by the marina flagpole. BYOB/Snack to share. Open to racers and non-racers alike.

February

- 03 **Planning Meeting.** Board of Directors.
- 07 **February Newsletter Publication Date.**

March

- 20 **Deadline for newsletter articles.**

April

- 01 **April Newsletter Publication Date.**
- 15 **Earliest possible launch date.**

May

- 20 **Deadline for newsletter articles.**
- 26 **Seneca Junior Sailing Dockside Orientation. (1030)*
- 26 **Rust Removal Race.** Practice race. (1300)
- 27 **Memorial Day Picnic.** (1700)

June

- 01 **June Newsletter Publication Date.**
- 02 **Nautical Swap Meet.** (0930)
- 09 **Summer Series Race #1.** (1300)
- 15-16 **Watkins Glen Waterfront Festival*
- 17 **Sunday Fathers' Day Brunch.** (1100)
- 23 **Summer Series Race #2.** (1300)

July

- 04 **All American Picnic.** (1700)
- 07 **Summer Series Race #3.** (1300)
- 14 **Summer Series Race #4.** (1300)
- 20 **Deadline for newsletter articles.**
- 21 **Commodore's Cup Race.** (1000)
- 21 **Commodore's Cup Dinner.** (1700) Watkins Glen Village Marina. *(Note location change!)*
- 28 **FLYC Cruise #1: Lake Ontario.** Departure date.

August

- 01 **August Newsletter Publication Date.**

- 01-03 **USPS D/6 Rendezvous, Clayton, NY.*
- 02-05 **NASCAR at the Glen*
- 10-12 **Watkins Glen Italian Festival*
- 11 **Lake Ontario Cruise.** Anticipated return date.
- 18 **Summer Series Race #5.** (1300)
- 18 **Hawaiian Beach Party & Luau.** (1700) *(Note date change!)*
- 25 **Summer Series Race #6.** (1300)
- 26 ~~**FLYC "Sailgate" Party.** (1700) *(Event cancelled)*~~

September

- 01 **Summer Series Race #7.** (1300)
- 02 **Labor Day Picnic.** (1700)
- 07-09 **Glenora Wine Cellars Vintage Grand Prix.*
- 08 **FLYC Cruise #2: Geneva.** Fleet departure.
- 08 **Seneca Yacht Club Barge Race, Geneva, NY*
- 09 **Cock of the Walk Competition.** Special skipper's competition during the return trip from Geneva.
- 15 **Summer Series Race #8.** (1300)
- 21 **Deadline for newsletter articles.**
- 22 **Make-Up Race.** (1300)
- 29 **Grape Harvest Race.** (1300) Special scoring. Details to be announced.
- 29 **Grape Harvest Festival.** (1700)

October

- 01 **October Newsletter Publication Date.**
- 04-08 **Annapolis Sailboat Show*
- 07 **Soup/Chili/Chocolate Festival.** (1700)
- 13 **Gear Buster Race.** (1300) Special scoring.
- 31 **Marina Haulout Deadline** (per slip contract).

November

- TBA **Member Banquet & Annual Meeting.**
- 16 **Deadline for newsletter articles.**

December

- 01 **December Newsletter Publication Date.**

** 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:

- | | |
|--|--|
| <input type="checkbox"/> Racing | <input type="checkbox"/> Web site |
| <input type="checkbox"/> Cruising | <input type="checkbox"/> Sailing classes |
| <input type="checkbox"/> Social activities | <input type="checkbox"/> Junior Sailing |
| <input type="checkbox"/> Newsletter | <input type="checkbox"/> _____ |

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 _____