

December 2018

Volume 14, Issue 6

Port Tacks

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

In This Issue

Commodore's Comments	1
Rear Commodore's Comments	1
Secretary's Column.....	2
From the Treasurer.....	2
Socially Speaking	2
Adding Secondary Winches	3
Editor's Corner.....	7
Boat Show/Event Calendar.....	7
Events & Boat Shows	7
Road Trip Regatta Calendar.....	7
2019 Membership Application/Renewal	Last Page

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

Commodore's Comments

by Howard Cabezas

SV Ruthie

I would like to wish you all a Merry Christmas and a Happy New Year. I would also like to thank all the Officers, Directors, Committee chairs, Secretary, and Treasurer for all they have done this year. Also thank you to all the members for coming out to the events throughout the summer.



As you may know this year's annual dinner was cancelled, we will be rescheduling it for early 2019. An email will be sent out in December with the annual dinner details.

Have a Wonderful Holiday Season and see you next year!

Happy Sails,

-Howard

Rear Commodore's Comments

by Steve Howard

Now for the Dark Time, and I don't just mean he shorter days.

Unless you're planning on making a trip South or planning on joining a Frostbite crew, the bright lights of sailing and racing are gone for several months.



If you are going to be shore-bound until Spring, why not look into attending some of the clinics that will be held over the winter. Contact all of the sail lofts, check the website calendars of the larger Yacht Clubs (Buffalo Y.C., Rochester Y.C., etc.), talk with the folks at Obersheimers Sailor Supply and RCR Yachts about upcoming lectures that they might be holding. Even if the lectures have nothing to do with Racing (Tactics, Rules, Starts, etc.) it'll help keep your head in a better place.

It is with deep sadness that we mark the passing of former member and Past Rear-Commodore Michael Claprod.



Michael, anchored off Lodi Point in 2014.

Michael passed away on November 4th, 2018 at the age of 74 after a long illness.

Among his many interests, sailing was a passion for Michael and he could often be seen aboard his colorful 26-foot sloop, *Miss Liberty*.

We offer our sincere condolences and sympathies to Michael's family and friends.

Take a bit of time to plan out some modifications for next season, making it easier and more fun to race (even if short-handed).

Finally, get out. Get your exercise. It will be amazing how much better you'll feel, both now and next Spring.

- Steve

Secretary's Column

by Sue Morris

SV Sails Call



Happy holidays to all!

No news to report except our Annual meeting had to be postponed so updates on officers and board will be at later date.

Take care and stay warm!

- Sue, FLYC Secretary

From the Treasurer

by Denis Kingsley

SV Tark



To date all bills have been paid in a timely manner and we still have a few shekels left in the treasury.

- Denis, still cooking the books.

Socially Speaking

by Maggie Martin & Lynne McGinnis SV Sacre Bleu & SV Brewster

We had good attendance and participation throughout the summer months, and many enjoyed the picnics. The Lake is still there and is beautiful on many of these winter days

Again this year, we cancelled the end of year banquet as it was planned due to little response. The annual meeting will be rescheduled by Commodore Howard.



We will be working to plan social events opposite racing days again in 2019 so that we all can enjoy both. Thank you again for all of the help that many of you provided this year. We couldn't do it without you.

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.

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

OFFICERS & DIRECTORS

Contact all officers at: officers@flyc.us

Commodore
Howard Cabezas commodore@flyc.us

Vice-Commodore
Barry Lewis vc@flyc.us

Rear Commodore
Steve Howard rc@flyc.us

Secretary
Sue Morris secretary@flyc.us

Treasurer
Denis Kingsley treasurer@flyc.us

Directors (Terms ending 2019)

Tom Alley alley@flyc.us
Dave Dawson-Elli dde@flyc.us
Jim Morris morris@flyc.us

Directors (Terms ending 2018)

Cliff Geer geer@flyc.us
Sue Morris morris@flyc.us
Tom Vedder vedder@flyc.us

Contact all directors at: directors@flyc.us

COMMITTEES & KEY CONTACTS

General Information info@flyc.us

Club Photographer
Rebecca Lewis photo@flyc.us

Facebook Administrator
Rebecca Lewis facebook@flyc.us

Newsletter Editor
Tom Alley editor@flyc.us

Race Committee Chair
Steve Howard racechair@flyc.us

Social Committee Co-Chairs
Maggie Martin social@flyc.us
Lynne McGinnis social2@flyc.us

Webmaster
Tom Alley webmaster@flyc.us

Enjoy the holidays, stay warm and well. New Years resolution – try to sign up for the picnics and events ahead of the event, and we will continue to post the sign up sheets!

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

- Maggie & Lynne

Adding Secondary Winches

By Tom Alley

Introduction

When I purchased my 1965 Alberg 35 a little over two decades ago, she came with a tiller. A year later I added an Edson wheel and have never looked back, except for one small detail. When racing with the tiller, the helmsman would sit near the front of the cockpit and the sail trimmers would sit aft near the winches for both the jib and the main. With the addition of the wheel and steering pedestal, the boat was great for single-handing because everything was within reach of the helmsman, but it would get pretty congested when a full racing crew was aboard.



Photo 1: Tomfoolery cockpit in 2010.

After a few years of pondering the situation I decided to add a second pair of winches to the cockpit. Not only would this help spread out personnel when the boat was fully crewed, but it would also provide some redundancy with winches and still maintain the ability to easily single-hand for me on those days when I manage to get some “alone time” with the boat.

Acquiring Parts and Fabricating Pedestals

The first step was to find some winches to use. Putting another pair of self-tailing Lewmar 44’s would have been ideal but purchasing them new was a financial deal-breaker. Trolling around on eBay for a few months eventually netted me a pair of two-speed Barlow 24’s that looked to be both suitable as secondary winches at a cost I could justify. With the winches in hand, the next task was to figure out how to attach them to the boat.

The existing winches are mounted to the boat on a solid wooden pedestal, with the pedestal attached to the boat with thru-deck bolts and to the cockpit coaming with long wood screws. In the end, I decided to use a similar scheme with the new winches.

SV Tomfoolery



Photo 2: Pedestal mount for existing winches.

The dimensions of the new pedestal were selected to match the size of the bases of the new winches. The next question was how to actually construct them. A single, solid piece of wood was not feasible, besides, it would not be as strong as a laminated block. I didn’t have enough mahogany on hand, so I decided to build the core out of some thick (10/4, or 2½-inch thick) rough cut cherry and then cover it with 1-inch thick mahogany to match the appearance of the cockpit coaming.



Photo 3: Wood blocks used to laminate up new pedestals.



Photo 6: Laminating blocks to create new pedestals.



Photo 4: Test fit of new pedestal components.



Photo 5: Test fit of new pedestal components.

Two sets of blocks were cut on a table saw and then smoothed in a planer before being epoxied together.

The photos on this page show a rough fitting that was done to visualize the concept. A 9 x 9-inch plate of 1/4-inch aluminum (Photo 7) was acquired to act as a backing plate for the winch. This would eventually be placed under the deck. Above deck, the winch pedestal would be placed. In Photo 8 you can see that the pedestal has been pre-drilled for the through-bolts that will be used to attach the winches. Since the deck and the cockpit coaming do not intersect at a right angle, the holes were drilled before the bottom was trimmed to match the deck contour in order to ensure the mounting holes were perpendicular to the top of the pedestal. Subsequent photos show the winch in its mounted position on the pedestal.



Photo 7: Plate of 1/4-inch aluminum for backer.



Photo 8: Laminated pedestal with bolts in pre-drilled holes.

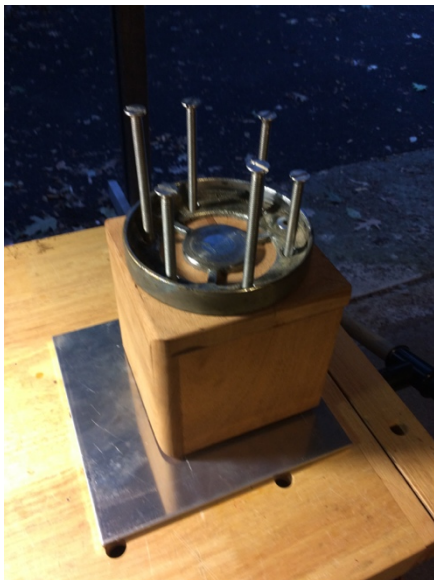


Photo 9: Winch base being attached to new pedestal.



Photo 10: New winch pedestal with all components stacked together.

Mounting Pedestals to the Boat

Back to the boat to verify the angle between the deck and coaming. No surprise, but it was slightly different on the port and starboard sides. A band saw was used to trim the bottom of each pedestal prior to a “dry fit” back on the boat again.

Once the pedestals had been fitted, their location was marked, and a clamp was used to hold them in place against the cockpit coaming. The mounting holes in the pedestal were then used as a guide for drilling the holes through the deck. An extra-long drill bit was purchased from my local “big box” store (Lowe’s) to do this.

The next challenge was to procure bolts that were long enough to pass all the way through the winch base, pedestal, deck and backing plate. Some silicon-bronze bolts were located, but the cost of the bolts and associated washers and nuts came to just under \$300, so an alternative was sought. A local industrial supplier suggested using shorter, stainless steel bolts with some couplers and threaded rod to make up the difference. This proved to be a workable solution. Cost of the alternative hardware was \$50.

Holes in the base of the pedestal were enlarged slightly to accommodate the couplers (basically a very tall “nut” with the interior threaded to accept a bolt from each end. Bolts were assigned positions in the tapered pedestals and then trimmed to length with a Dremel™ tool so that they would only penetrate half way into the coupler. Stainless threaded rod was then inserted into the bottom of the coupler and trimmed to length to pass through the deck and backing plate.

With all of the hardware trimmed to fit, the pedestals received multiple coats of varnish prior to a final installation on the boat. Photo 11 shows them after the third coat. Eventually, seven coats were applied, with a light sanding done between each coat. (The bolts sticking out of the bottom of the blocks were used as stand offs so that all six sides of the blocks could be varnished in a single session.)



Photo 11: Winch pedestals with three of seven coats of varnish applied.

After varnishing, all the hardware was reattached to the blocks and then the assemblies were mounted to the boat with a liberal layer of bedding compound and sealant.



Photo 13: Another view of new pedestals and winches in operating position.



Photo 12: New pedestals and winches mounted and ready for use.



Photo 14: Looking aft toward the new pedestals and winches.

Now it looks like I'll have to re-varnish the rest of the brightwork in the cockpit to match the new winch bases. (Is it any wonder why these projects are never finished! ☺)

- Tom

Editor's Corner

by Tom Alley



Well, the latter part of Fall is ensuring that we will remember 2018 as a cool, wet year. The foot of heavy, wet snow in my driveway a week before Thanksgiving certainly motivated me to wish for more of this global-warming-thing and the extended sailing season that it could bring. By the

time this issue gets out we'll be somewhere between 150-160 days until we can launch again. Hopefully the weather next year will be more agreeable with our chosen hobby.

What we can do during this time of "solid water" is begin planning for the next boating season. Time to get out the charts, books and begin surfing the Internet to scope out some new places to visit and different venues in which to sail!

One activity that may be of interest is the Tall Ships Festival that will be coming to the Buffalo area in early July 2019. A number of boats from our area are planning to traverse the canals to Buffalo to attend the event. If you're interested in participating, contact me and I'll get you details.

Other plans that can be made now are for the projects that we want to undertake on our boats in the spring as we commission and get ready to launch again. If you've made some improvements or modifications to your boat I (and many in our club) would love to hear about them. It would be fun to devote the next issue of the newsletter to various projects we've undertaken.

SV Tomfoolery

Some of you may be heading to warmer areas of the country while the rest of us sit out the snow and ice in Watkins Glen. If you do some boating while you're away, I hope you'll consider sharing tales of your adventures so that those of us remaining in the frigid north can be suitably jealous.

The non-boating season is also a good time to take a class or two in areas you'd like to learn more about. The Power Squadrons are an excellent source for these courses and their selection has increased significantly in the past couple of years. A significant portion of our members are also members of the Power Squadrons, so reach out to them and they'll get you in touch with the folks that can answer any question you have.

Finally, as we get deeper into the "planning" phase of the boating year, consider what the FLYC could be doing for you next year, as well as what you might be able to do for the FLYC. We have an enthusiastic membership, but it requires enthusiasm – and involvement on your part – to keep it so. Reach out to the various committee members, directors or officers of the club and volunteer for something you like to do. You'll have fun and our club will remain strong and healthy and inviting because of your efforts.

Looking forward to hearing from you.

- Tom

Merry Christmas & Happy New Year!

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

January

- 09-13 Chicago Boat, RV and Sail Show
- 17-20 Hartford, CT
- 18-27 Toronto Boat Show, Toronto, Ontario
- 23-27 New York, NY
- 24-27 Baltimore, MD
- 31-2/3 Rochester, NY

February

- 09-17 New England
- 14-17 Syracuse, NY
- 14-18 Miami, FL
- 20-24 Buffalo, NY
- 27-3/3 Atlantic City

Road Trip Regatta Calendar

February

- 15-17 St. Petersburg NOODs

March

- 06-10 Miami Sailing Week

April

- 11-14 Charleston Race Week

May

- 03-05 Annapolis NOODs

June

- 07-09 Chicago NOODs
- 14-22 Marion-Bermuda Race
- 14-23 Cleveland Race Week

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 _____