

April 2019

Volume 15, Issue 2

# 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

Boating is here, I mean Spring!!!



We gathered in March for our annual meeting and had a lovely evening appointing positions and sharing a wonderful dinner together. I am pleased to report that Jim McGinnis will be a director, and every other position will remain the same, except for

Rear Commodore. We are still in need to fill the Rear Commodore position so If anybody is interested in running the race committee, please let me know.

Big news!! This year the Commodores Cup will be spread over 2 days rather than 1 day. By spreading the race over two days we will maximize our sailing time on Saturday with a light celebration at the marina in the evening and maximize our celebration time on Sunday with a lovely lunch at the marina.

I look forward to seeing and sailing with you all!

Happy Sails,

-Howard

# Obituaries

## Anneliese Alley



Former FLYC member Anneliese Alley passed away on February 2<sup>nd</sup>, 2019 at the age of 90. After growing up in Germany during World War II, she studied nursing in Osnabrück and emigrated to the United States in 1955. She is survived by her husband of 58 years, Bob, three children, four grandchildren, and one great-grandchild.

Anneliese enjoyed sailing aboard *Tomfoolery* whenever she could and always enjoyed visiting with FLYC members at various club events.

## Thomas Vedder



Tom Vedder, age 77, died unexpectedly on February 22<sup>nd</sup>, 2019 following a traffic accident. Tom was predeceased by his wife, Ginny, his parents and his brother. Tom was Instructor Emeritus of Mechanical and Aerospace Engineering at the College of Engineering and Computer Science at Syracuse University.

He was also an enthusiastic volunteer for Meals on Wheels of Syracuse.

Tom was an active member of the FLYC, serving as a member of the Board of Directors for a number of years. He was a “regular” on Dock 3, where he savored his time aboard his Bombay Clipper, *Dreamcatcher*.

## Shirley Sears



Although Dirk Sears (*SV Destino*) is not an FLYC member, he is certainly a “fixture” within the Watkins Glen Village Marina. On behalf of the club membership we offer Dirk, his partner, Deb, and their family our sincere condolences and sympathies on the passing of his mother, Shirley, on March 24<sup>th</sup>, 2019 at the age of

85.

Shirley worked for the Corning-Painted Post School District for over 30 years, retiring in 1995. Once retired, she and her husband, Walt, spent much of their free time boating. Shirley also enjoyed many hobbies including gardening, crafting, and ballroom dancing.

## 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>

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

A memorial service will be held at His Tabernacle Family Church in Horseheads on Saturday, April 27<sup>th</sup>, at 11:00 a.m. Shirley is survived by siblings, children, grandchildren and great-grandchildren.

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## Secretary's Column

by Sue Morris

SV Sails Call



### Time to Renew Your Membership!

Ahoy to all new and renewed FLYC members!

Spring has officially started, although the weather could be warmer! Excited to get the boats in water and see everyone at the lake.

Remember to send in your completed application for membership 2019! (The form can be found on

last page of this newsletter.) \$45 is a great deal for all the fun events planned.

Send filled out paperwork and check to:

Sue Morris  
P.O. Box 14  
Pine Valley, NY 14872

Thanks, and see you soon!

- Sue, FLYC Secretary

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## From the Treasurer

by Denis Kingsley

SV Tark



The finances are in a state of suspended animation/hibernation due to the long winter months. Soon there should be activity in the account with membership renewals. We still remain solvent.

- Denis, still cooking the books.

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## Socially Speaking

by Maggie Martin & Lynne McGinnis

SV Sacre Bleu & SV Brewster



The Social calendar is being completed and a final version will be made available in time for the next newsletter. We look forward to a fun season and our BBQs are going to feature a real live chef if arrangements can be worked out! (Husbands, breathing sighs of relief...) We will be

hosting in the park by the marina.

Hope winter isn't too long and sunny days return to our lake.

- Maggie & Lynne

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# It Is Called a Lifesling for a Reason

By Adam Loory

UK Sailmakers



Photo 1: Crewmembers on deck should be tethered to the boat when recovering a MOB.

[Published March 1<sup>st</sup>, 2019 on the UK Sailmakers web site.]

This is not a commercial; rather it's a lesson learned the hard way.

Those of us that work at UK Sailmakers are keenly aware of the importance of safety-at-sea, and particularly the need to understand, practice, and perfect the art of man overboard recovery.

The Chicago Yacht Club just released a 60-page report with its findings and recommendations following the death of a sailor who fell overboard in the 2018 Chicago Mackinac race. As a Safety At Sea instructor for the Storm Trysail Club, I would like to give you my takeaway from the report.

On July 21, 2018, about a half hour after the start of the 330-mile Chicago Mackinac Race, Jon Santarelli, an excellent swimmer, slipped overboard from the cockpit of the TP 52 *IMEDI*. The wind was blowing 18-25 knots and the waves were 6-8 feet in height. There was an all-hands effort to get Jon back on board; unfortunately, after three passes, Jon slipped under the water.

His inflatable PFD was set to auto-inflate... but it didn't, and he didn't manually inflate it. The boat executed a Quick Stop maneuver, and then circled around but the boat had too much

speed to stop near Jon. On the second attempt as they got close to Jon, a wave forced the boat up and over Jon and he went under the boat from starboard to port. *IMEDI* circled a third time, and this time they were able to stop the boat very close to Jon, but as they tossed Jon a line and he raised his arms, he slipped below the water and was not seen again.

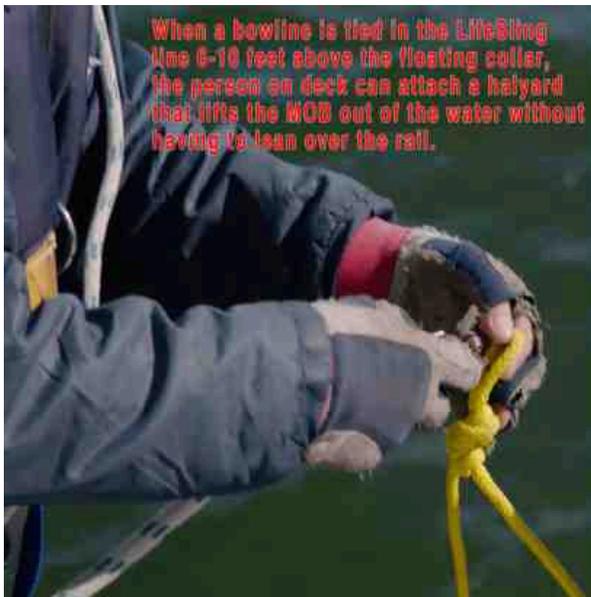
To read the full Chicago Yacht Club incident report, click here. (<http://tinyurl.com/y2q52ml3>)

Rewind to the headline and the opening paragraphs about how the STC helps teach and train MOB recovery with a Lifesling. The Lifesling, with its floating collar at the end of a 150-foot floating yellow polypropylene line, removes the need for pinpoint accuracy in returning to a MOB and helps recover the person on the first attempt. There's no argument that it's hard to stop a sailboat at a specific place in ideal conditions, let alone hitting a specific mark in high winds and waves. It's even harder... nearly impossible... to do so when adrenaline is pumping, and the crew is anxious because a friend is in peril.

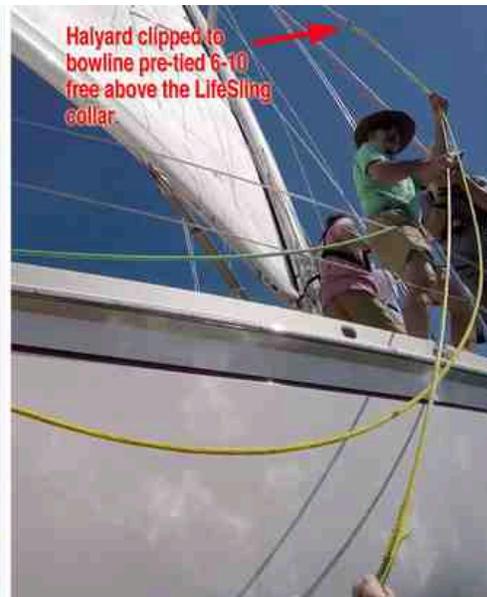
The Lifesling, used by circling the victim as if you were picking up a downed water skier, doesn't require that you to sail so close to the swimmer that you risk hitting the MOB. And, once the MOB puts the collar under their shoulders, they are mechanically attached to the boat and you are not depending on

someone's grip to hold on. Also, you have the advantage of a powerful halyard winch to bring them back aboard. Even a small person can lift a soaking wet 250-pound person out of the water using a winch.

Had the Lifesling been deployed when Jon still had the strength to swim to it, there may not have been no need for a third attempt or perhaps even a second attempt. Once the person in the water gets hold of any part of the line, the boat can be stopped by luffing into the wind or by using the engine.



When a bowline is tied in the Lifesling line 6-10 feet above the floating collar, the person on deck can attach a halyard that lifts the MOB out of the water without having to lean over the rail.



Halyard clipped to bowline pre-tied 6-10 feet above the Lifesling collar.

It's easy for us to sit here in our office and proclaim these concepts, but we do speak from experience. I was on Andrew Weiss's Sydney 43 *CHRISTOPHER DRAGON* in 2014 when a crewman went overboard on a cold spring day just after the five-minute warning for a race. The story about the recovery was published in November 2014 and it is reprinted in the next article [*...on the web site. -Ed.*]. Thanks to crew practice and training exercises, Weiss was able to maneuver his boat to effectively and efficiently recover the MOB with the Lifesling, and still start the race on time.

Photo 2: To make it safer to lift a victim from the water with a Lifesling, make sure there is loop tied in the Lifesling line 6-10 feet from the floating collar. This way the person on the deck can attach the halyard to the Lifesling without leaning out over the side of the boat.

Weiss had learned through his training exercises that, like the TP 52 *IMEDI*, having a small profile fin keel makes the boat handle differently than a more traditionally designed boat, because they go into "irons" at slow speeds if the jib is lowered.

So, what does all mean? Simply that you can't practice MOB recoveries enough. The most instructive practice sessions are when you can put a person in the water, so use those warm summer days. You should not be afraid to use all your MOB gear: Lifesling, MOM, Dan Buoy, Man Overboard Pole, etc. And don't be afraid to throw anything over the side that will float. Give the person in the water every chance possible to grab

one. Another benefit of a lot of floating items is that it is easier to see the person in the water marked with a "debris field." And, finally, make sure your inflatable PFDs work.

We, like the rest of the sailing community, were deeply saddened by the loss of Jon Santarelli; yet we know that such tragedies are possible regardless of how much training we all undergo. That said, we must all continue diligently to be aware of conditions around us. We must anticipate the worst-case scenario. We must do whatever we can to prevent this from happening again. In reality, that is a tall order from the "wish doctor;" but take the time to read this report from the Chicago Yacht Club. Share it, digest it, practice its recommendations. Most of all, sail safely.

- Adam

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# Editor's Corner

by Tom Alley



After an incredibly busy winter, the calendar is finally saying we're under 50 days from launch – assuming, of course, that the weather cooperates.

As usual, I have a “to-do” list that is a mile long and a calendar that's just packed with all sorts of time-consuming obligations. There will be much effort spent prioritizing the list so as to optimize the effectiveness of this year's preparations while still trying to get launched before Memorial Day.

In the past few weeks I have also moved into a new position at work, so I'm in the process of finding my way around a new job and learning more things that I didn't expect to have to know. Having been in my old, and extremely familiar, position for over 10 years, I've conveniently forgotten how much energy it takes to learn new things in a timeframe dictated by others. I can say with surety that I sleep well at night. Unfortunately, this is not necessarily due to virtuous living, but more the result of running at full throttle all day long and just simply running out of gas in the evenings.

You have probably noticed that in the past few issues I've started including short tributes to members and friends of the FLYC who have passed away. Unfortunately, this list seems to be longer with each issue that gets published. We are very fortunate, however, that our marina family is composed of wonderful and supportive people who band together in time of need. Many thanks to everyone who has made the effort to reach

SV Tomfoolery

out to those impacted by a loss. Know that your actions are very much appreciated!

As we all start getting afflicted with “launch fever” in anticipation of getting our boats back into the water, please take a moment to stay safe. I don't want to be including a tribute to you because of something preventable. Nor do I want to hear that your boat won't get launched because you got injured and won't be able to use the boat this season. Our seasons are too short to risk missing one!

Take care with ladders – make sure they are secure and are tied such that they cannot fall down or get blown over by the wind. It's embarrassing to be stuck on your boat when the wind has toppled your ladder! (...especially if you just realized you needed to visit the marina restrooms!) Similarly, take care with the many chemicals and power tools we use. Wear eye and hearing protection when appropriate and make sure you're not using volatile compounds in a confined space without the proper respirator.

Above all, don't be afraid to ask your boatyard neighbor for a hand, even if only for moral support or as a “watcher” to make sure someone is there in case something doesn't go as planned. We're all in this together and, quite frankly, it's more fun to work on things together than alone.

That said, I'll see you in the boatyard!

- Tom

# 2019 FLYC Calendar

This is the club calendar as discussed at the Board meeting in early March. 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.

## March

02 **Annual Meeting & Planning Session,** Board of Directors (1730)

20 **Deadline for newsletter articles.**

## April

01 **April Newsletter Publication Date.**

15 **Earliest possible launch date.**

## May

20 **Deadline for newsletter articles.**

25 **Rust Removal Race.** Practice race. (1300)

26 *\*Seneca Junior Sailing Dockside Orientation. (1030)*

27 **Memorial Day Service.** Remembering FLYC members who have crossed the bar. (1300) Village Marina Flagpole.

27 **Memorial Day Picnic.** (1700)

## June

01 **June Newsletter Publication Date.**

08 **Nautical Swap Meet.** (1000)

08 **Summer Series Race #1.** (1300)

14 **Light Up the Night Competition.** (2000) Village Marina, all docks.

15-16 *\*Watkins Glen Waterfront Festival*

16 **Sunday Fathers' Day Brunch.** (1100)

22 **Summer Series Race #2.** (1300)

## July

01-03 *\*USPS D/6 Rendezvous, Buffalo, NY.*

04 **All American Picnic.** (1700)

06 **Summer Series Race #3.** (1300)

20 **Summer Series Race #4.** (1300)

20 **Deadline for newsletter articles.**

## August

01 **August Newsletter Publication Date.**

02-05 *\*NASCAR at the Glen*

TBA *\*Watkins Glen Italian Festival*

10 **Summer Series Race #5.** (1300)

16-18 *\*Woodstock 50<sup>th</sup> Anniversary Event*

20 **Commodore's Raft-Up at Smith Park.** (1500)

21 **Commodore's Cup Brunch.** (1000) Village Marina Flagpole.

24 **Summer Series Race #6.** (1300)

## September

02 **Labor Day Picnic.** (1700)

06-09 *\*Glenora Wine Cellars Vintage Grand Prix.*

07 **Summer Series Race #7.** (1300)

14(?) *\*Seneca Yacht Club Barge Race, Geneva, NY*

21 **Deadline for newsletter articles.**

21 **Summer Series Race #8.** (1300)

21 **Grape Harvest Festival.** (1700)

28 **Member Banquet & Annual Meeting.** (TBD)

## October

01 **October Newsletter Publication Date.**

04-08 *\*Annapolis Sailboat Show*

12 **Gear Buster Race.** (1300) Special scoring.

12 **Soup/Chili/Chocolate Festival.** (1700)

31 **Marina Haulout Deadline** (per slip contract).

## November

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 1<sup>st</sup>. **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 \_\_\_\_\_