

June 2019

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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
Boats are in the water!

SV Ruthie

Signup sheets for summer fun experiences are available on the marina bulletin board!

Finger Lakes Yacht Club web site holds the race dates!

Trading cell phone numbers amongst interested racers for updates and cancellation is happening!

Jump on board or enjoy safe harbor with as many or as few activities suit you!

This year's Commodores Cup will be Saturday, July 20th, 2019. Skippers meeting is at 0900 hours and the start of the race is at 0945 hours. Celebration and awards will be on Sunday July 21st at the marina at 1000 hours. Sign up at the marina for connecting with likeminded others and for brunch!

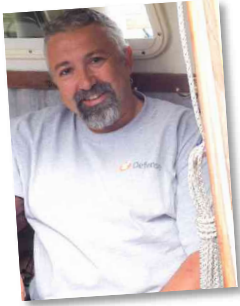
Happy Sails,

-Howard



Vice Commodore's Comments

by Barry Lewis



Over the years, racing and social events have been the primary activities for the club. Participation helps decide what we do from one season to the next. Events that have more engagement generally tend to be repeated. New ideas for events are always welcome and encouraged. We want to keep the club schedule fun and engaging. Remember, this is YOUR club. Share your ideas and thoughts. Participate. If you don't race, please feel free to come listen to the stories after each race...they are always fun to hear, and occasionally one is true.

This season finds us without a Rear Commodore again. Jim McGinnis has stepped in and established the race schedule for 2019. Please contact one of the officers or directors if you are interested in helping with the racing program. The club runs on volunteer efforts, from organizing events, setting up tables and chairs, bringing dishes to pass, to serving on committees and being officers or directors. It is in the best interest of the club to have new people participate on a regular basis as officers, directors, and committee members. This way the club won't become stagnant or stale.

- Barry

Secretary's Column

by Sue Morris

SV Sails Call



Ahoy fellow FLYC members!

It is that time of year for renewal of your membership! FLYC events are starting soon. There are many new boats so please meet your neighbors and invite them to join FLYC.

Send checks to following address:

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

Thanks, and hopefully see you soon!

- Sue, FLYC Secretary

Port Tacks

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

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From the Treasurer



by Denis Kingsley

SV Tark

There has been little financial activity on either the income or expenditure sides of the ledger. That should begin to change as dues come in and seasonal events take place.

- Denis, still cooking the books.

Socially Speaking

by Maggie Martin & Lynne McGinnis



Summer has finally arrived! We have a lot planned and hope that you can join us for our events. Please note that some dates have had to be changed since the previous newsletter, so update with the dates listed in this current issue.

We started on Memorial Day with a service in memory of friends who have “crossed the bar”. Coffee Klatch is at 0900 on Saturday mornings under the awning at the Marina on Dock 5; bring your own coffee. Race post-mortem gathers after each club race at 1700 on the lawn by the flagpole; BYOB/snack to share. There will be a “Nautical” swap meet on Saturday June 8 at 1000 (am) at the Marina so gather up unwanted boat items and bring to sell/trade. Friday, June 14th we light up the harbor by decorating our boats with lights. It is a beautiful sight for everyone, your participation is appreciated. There will be prizes

SV Sacre Bleu & SV Brewster

for “best” on each dock. The annual Fathers’ Day brunch on Sunday June 16th at 1100. Sign up and bring a dish, families are all welcome. In July we have the All-American Picnic on Thursday the 4th @ 1700 at the Marina. This year we are having a Commodores “Raft up” at Smith Park on Saturday, July 20th. Club members have mooring balls there to share and it is also shallow enough to anchor. This year will be a Commodores Brunch at the Marina on Sunday July 21st at 1100 instead of the dinner that was held at Smith Park. We look forward to seeing you again and meeting new members.

Watch for the sign-up sheets!

- Maggie & Lynne

Contact: Maggie 607-621-7247

Lynne 607-426-7914

Email both at social@flyc.us

Adventures in Paradise

By John Chesebrough

SV *Sacré Bleu*

For our 2019 winter vacation with our sailboat, *Contessa*, a 30-foot 1966 Cheoy Lee Bermuda ketch, we chose Cuba for a sailing adventure. The first order of business is filling out a government form explaining our humanitarian intentions for Cuba in general. There are 12 categories to choose from, and if you can't tailor your plans to squeeze into one of their categories, you're not digging deeply enough. This form is processed by the Coast Guard. The officer who contacted us said that very few applications are rejected. The hardest part for us was pinning down the dates for departure and return.

Our trip from Marathon, FL to the Cuba north coast was about 26 hours and included course corrections for the gulf stream and the shipping lane we crossed in darkness. A tug towing a barge merited a respectfully wide berth. The passage started at noon and was soon a steady 15+ knots out of the east with 4 to 6-foot waves. The main and mizzen were reefed and *Contessa* sailed well, heeling a bit but still comfortable. She's a stable, full keeled boat of Herreshoff design. I experimented with a boom to tiller line, through one block, for self steering and had fun with that until darkness came. This experiment will continue indefinitely I'm sure.

Cuba has only eight ports of entry, so we made our first stop at Marina Gaviota at the east end of the Varadero peninsula, about 100 miles east of Havana. Under current U.S. restrictions, however, we were not supposed to be there, no Americanos. The customs people and the dockmaster have been through this before and allowed us a one-night stay. The customs procedure amounted to taping up our flares and our PLB plus a lot of paperwork for them. Marina Gaviota is modern, huge (1000 slips, European style) and empty. There were five other boats and one belonged to the dockmaster. Next morning, we sailed 25 miles west to the mainland end of the Varadero peninsula, to Marina Darsena in Santa Marta.

Darsena is an older marina, a bit run down and third-worldish, also sparsely occupied by Canadians and Europeans. Quiet, friendly, easy; we liked it instantly. One interesting boat in Darsena is a 60-foot schooner rig, a Bestavaer 60C, Dutch built, with fixed booms that continue ahead of the masts for the jibs. Picture an upside-down T, the one-piece boom of aluminum casting being quite substantial. The masts pivot for sail trim. This boat once ran aground in Antarctica, in an active volcano basin. The Chilean navy sent a boat with divers to pull the schooner free and check below for damage. The slip adjacent to ours has a 47-foot catamaran from Germany leaving soon for Greece.

It was from Varadero that we took a bus to south Cuba, to Cienfuegos and Trinidad, both very old Spanish outposts full of their colonial architecture and finely cobbled streets. South Cuba is surely more representative of real Cuba than any resort area. The south coast is popular with cruisers, lots of marinas and anchorages.



Taxi in front of mosaic art site.

Back when we first approached our Cuban entry, I discovered that the jib wouldn't come down. One strand of the forestay cable had broken out and was catching a jib hank, about 2/3rds up. I borrowed a bosun's chair, went up the mast and leaned out to cut the offending strand but naturally could not squeeze it back into place. We did manage to get the jib down, but now we had a weak forestay. We contacted a rigger in Marathon who could not only fabricate a new shroud with a Staylok for the bottom stud, but also found a Cuba bound boat as a courier. Unfortunately, this boat ran aground attempting to enter the channel for Marina Hemingway near Havana. The weather was rough and no one could get to them to help. The couple aboard had not yet cleared customs and their situation was confusing to say the least. After 4½ days of being pounded in their boat they were escorted off their boat by the Cuban coast guard who delivered the couple to customs for clearance. The boat has been aground and pounding for 10 days now and we hear that the couple has decided to throw in the towel and abandon their boat to the Cuban government. I hope we are never faced with that kind of situation.

Meanwhile we finally came to Marina Hemingway, met the couple and received our new shroud cable and hardware. A couple of days later I enlisted the help of Andy from Toronto and Simon from Bern and Belgrade. Andy brought his angle grinder without which we'd have been hard pressed to cut cleanly. The new forestay was in place before lunch.



Dockside at Marina Hemingway, Havana, Cuba.

Here at Marina Hemingway there is a very big ketch, 150-feet and spotless, looks brand new. It's from Turkey and will be heading back soon via Bahamas, Bermuda, Azores, Spain, French Riviera, etc. Today a very big, very tall catamaran came in, must be 70-feet. The mast atop the main cabin starts where ours ends. We become inspired by being among these serious cruisers and we fantasize about going slowly west for more Cuban stops and then sailing more west to Isla Mujeres in the Yucatan, Mexico. Maybe next time.



John and new friends enjoying a rum and pina.

For our trip back to Florida we made plans with a couple of Brits who besiege all the weather apps daily. Theirs is an 18-foot boat with a junk rig, very versatile, and a 6 HP outboard. They're gung-ho and well experienced in the English Channel and Irish Sea. Unfortunately, the day we set off didn't follow the weather report. After 4-5 uneventful hours of flat calm a squall fell in and bared its teeth. In a very short time, we were dealing with 35 knot wind and 12-foot waves. Our buddy boat turned around to surf back to Cuba but even this was too much for the 18-footer. In no time at all we lost visual contact as they radioed their distress and intent to board our boat. We were game for that in spite of worrying how this be done safely. After we turned around and pounded along seeking their position, we heard another boat on the radio offering assistance. It was a large Dutch freighter and gradually the rescue was made. The small boat had to be abandoned. Still haven't heard any details, don't know where they'll end up.

Meanwhile we slogged ahead as best we could, had to release our dinghy which we were towing as it swamped and made our situation difficult. My Danforth anchor became loose, went overboard with all its 40-feet of chain, the thimble jammed in the chock (lucky!), so I had to crawl up to cut it free. The boat was being launched about by some pretty impressive waves, and you can really feel the reaction when the bow falls back into another wall of water. On my hands and knees, I was in the air for one very brief moment. Fortunately, these conditions, rain included, lasted only 3 hours and slowly tapered off. Lucky again as the light was failing but the waves were more manageable as we tried to regain our northward course. The next day carried the calm weather, along with a big swell. Because of all the chasing and reversing during the squall we spent about 26 hours getting to Key West. Took the first anchorage we saw and tried to relax.

We finally heard from the two Brits. They had been taken to Vera Cruz, Mexico, had already been to Key West to retrieve the car and trailer, and were now in Miami for Nigel to fly home, Jonathan lives and works in North Carolina. Let us know if anyone sees their boat *Blue Belle*.

- John & Maggie

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Addendum: Happy news, *Blue Bel*, the boat that our Brit friends had to abandon, was found off southern Florida upright, towed in by Sea Tow, and reunited with her owner. Amazing!

Sampson Marina Update

Thanks to Don Kloeber for submitting a few snapshots reflecting the latest update from the Sampson Marina on Seneca Lake. According to Don's email, as of the end of May the boat launch is 50% complete. Sidewalks are in and the docks are getting their finishing touches and rubber edging.

Allowing water back into the marina should not be too far off. Power pedestals are yet to be installed, but word is that they have gotten the necessary permits approved for installation of a gas dock.



Editor's Corner

by Tom Alley



Well, here it is June already and this newsletter should have been finished days ago. It's hard to believe how quickly time has been passing this year!

While there are numerous boat projects awaiting completion aboard *Tomfoolery*, most have taken a back seat as an unexpected problem with wet fuel has siphoned away time and effort from tasks with more visible indications of progress. I would much rather be finishing upgrades to our vessel's communication gear, or even replacing the floor in the head and forward cabin where water has caused other issues, than deal with yet another stubborn engine. Like it or not, however, it appears that I will need to develop a certain degree of expertise in diesel propulsion.

Seaworthy or not, it's good to be back in the water and to be making regular visits to the marina again after what seemed like a very long winter. In a very short time the club's racing season will be kicking off and yet another summertime "routine" will be underway.

SV Tomfoolery

Speaking of routines, please check out the updated and corrected club calendar on the next page or online at the club web site (www.flyc.us). There are a number of fun events scheduled and it is literally a case of "the more the merrier". Please attend.

For those of you who may not have heard, 2019 marks the third year in a row where New York has suspended collection of tolls on its canal system. If you've never transited a lock, you might want to try a trip up to Seneca Falls as an excuse. It's a nice little town to visit and you can get some great experience along the way.

In the meantime, I'm going to go back to figure out what my diesel is so unhappy about. As much as I like my marina neighbors, I'm anxious to go see something else!

See you on the water!

- Tom

"Wishing you sunny skies above, clear water below, gentle winds behind and safe ports ahead." – Hank on the Water

2019 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.

Corrections & updates are highlighted.

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

01 **Membership renewals due!**

20 **Deadline for newsletter articles.**

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

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 **Commodore's Cup Race.** Skippers' Meeting at 0900 followed by the race at 1000.

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

20 **Deadline for newsletter articles.**

21 **Commodore's Cup Brunch.** (1100) Village Marina Flagpole.

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

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 50th Anniversary Event (?)*

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 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. <input style="margin-left: auto; margin-right: auto;" type="checkbox"/>
--

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 _____