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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 want to thank everybody that came out and raced on a very hot weekend for the commodore's cup race. We had three boats that raced and after corrections for handicaps we all finished with in 4 minutes of each other. The Winner was Brewster and crew, Congratulations Jim!



It is also time to start looking for new board members and to fill in the empty spots on the board. If you want to be nominated for any of the positions or want to nominate someone, let me know so we get your name or theirs on the list of nominations.

Happy Sails,

-Howard

Breaking News

Brianna's Law Signed by the Governor

On August 6th, 2019, Governor Andrew Cuomo signed "Brianna's Law" (S5685). Phasing in over a five-year period, this law will require all boaters in New York State to successfully complete a boater safety course in order to operate a vessel in New York waters.

The law applies to any "mechanically propelled vessel", including sailboats with auxiliary engines.

Operators exempt from this requirement include:

- United States Power Squadron members
- United States Coast Guard Auxiliary members
- Holders of maritime licenses from the USCG, Canadian Coast Guard, or recognized New York licenses.
- Police officers
- Fire, rescue or lifeguard personnel while engaged in assigned duties

Boater safety courses recognized by Brianna's Law include those offered by the United States Power Squadrons, the United States Coast Guard Auxiliary, the United States Sailing Association, the Red Cross, the Boy Scouts of America, or the American Power Boat Association. The Commissioner may approve other courses to this list as desired.

The law further states that there shall be no charge for issuance of the boater safety certificate, however, there may be fees charged for the actual instruction.

Brianna's Law will phase in over a 5-year period:

- Effective 1/1/2020, applies to anyone born after 1/1/1993.
- Effective 1/1/2021, applies to anyone born after 1/1/1988.
- Effective 1/1/2022, applies to anyone born after 1/1/1983.
- Effective 1/1/2023, applies to anyone born after 1/1/1978.
- Effective 1/1/2024, applies to all boaters.

If you are interested in obtaining your boater safety certificate, contact any of the local United States Power Squadron officers in our marina (Jim McGinnis, Phil and Judy Cherry, Ray Margeson, or Tom Alley).

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Port Tacks

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Secretary's Column

by Sue Morris



Ahoj to all the fellow FLYC members!

Wow August already! This summer has gone too quickly but trying to enjoy the last moments as much you can.

There are 28 members for 2019 FLYC membership at this time. The social outings have been well attended!

SV Sails Call

Please send in your application if you havent done so already.

Thank you and keep up the good work.

- Sue, FLYC Secretary

From the Treasurer

by Denis Kingsley



The club's finances are in good shape with all bills paid. Thanks to all who have sent in their dues.

The new marina at Sampson State Park has been totally upgraded. It is worth a

SV Tark

road trip or by boat to see it. Overnight docking fees are \$25 for a slip and add \$10 for water and shore power.

- Denis, still cooking the books.

Socially Speaking

by Maggie Martin & Lynne McGinnis



Hello from the Social Committee!

We are well into the summer and have had a good time with new faces and good turnout at all of our picnics and brunches. Everyone has enjoyed the variety of great dishes that our members

have been bringing.

Our next planned picnic is on Labor Day weekend, Monday, September 2nd @ 1700h. This will be the popular LUAU at this event, so think Hawaiian theme. It will be a barbeque, with Island main entrée provided by the club. Sign up please so we can order enough food!

SV Sacre Bleu & SV Brewster

The Grape Harvest Festival will be on Sunday, September 21st, @ 1700h, bring grape-themed dishes, your chance to get creative! As always, we thank all of you for the great help setting up and breaking down.

Happy August boating!

- Maggie & Lynne

Contact: Maggie 607-621-7247

Lynne 607-426-7914

Email both at social@flyc.us

Seneca Lake Surrenders Its Watery Secrets

Posted by Brian Nearing

NYS Parks & Historic Sites



The cold, dark depths of Seneca Lake are revealing a rare glimpse of the state's early maritime history to a high-tech research vessel as it finds long-lost shipwrecks in the deepest of the Finger Lakes.

Armed with a multibeam sonar array, researchers from Middlebury College and the Lake Champlain Maritime Museum are producing accurate three-dimensional images of the bottom that also pinpoint wrecks from Seneca's heyday of commercial canal shipping nearly two centuries ago.

Starting in late June, the [Research Vessel David Folger](#) was based in the newly-rebuilt marina at [Sampson State Park](#) for a two-week survey, headed by Thomas Manley, an assistant geology professor at Middlebury College, and Art Cohn, co-founder and director emeritus of the [Lake Champlain Maritime Museum](#).

Called [bathymetric mapping](#), the team's work is providing valuable insights into an era when canals drove the state's economy. The mission is being supported through a \$15,000 grant from NYS Parks Historic Preservation Office and also by the NYS Canal Corp.

"On our first day on Seneca Lake, we found several shipwrecks," said Cohn, pointing at a color-coded computer display that showed the crisp outline of one such vessel on the bottom. After a sighting, researchers sent down an unmanned, remote-operated vessel (ROV) to video, identify and document the scene.

"The vessels being found are intact ships, many with cargo, that have not been seen for more than 150 years," he said.



Photo 1: The crew of the David Folger at Sampson State Park at the start of the two-week survey.



Photo 2: Art Cohn speaks at the dedication of the new Sampson State Park marina.

Multibeam sonar works by sending sound waves in a fan shape into the water beneath a ship's hull. The amount of time it takes sound waves to bounce off the bottom and return to a shipboard receiver is used to determine depth, with that data then used to produce detailed, color-coded maps.

These findings add to the eight shipwrecks located during a preliminary survey by the team in summer of 2018. So far, that brings the total number of confirmed shipwrecks to 14, with more potential finds still being analyzed, said Cohn.

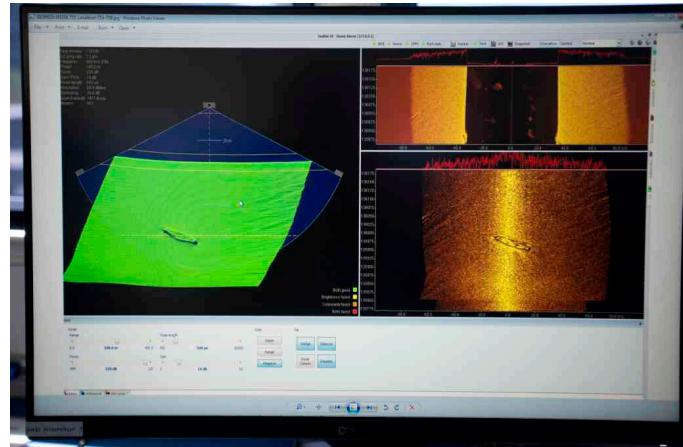


Photo 3: A 3D multibeam sonar scan of the Seneca Lake bottom clearly shows the outline of a shipwreck. Source: Seneca Lake Archaeological Survey 2018 Final Report.



Photo 4: The clear outline of a shipwreck. Source: Seneca Lake Archaeological Survey 2018 Final Report.



Photo 5: Once a potential shipwreck is located, a remote-operated vessel (ROV) with a video camera is sent down to investigate. Source: Seneca Lake Archaeological Survey 2018 Final Report.

The *David Folger* mapping project also will update lake navigation maps that date to the 1870s, when depth measurements were taken from ships by crews who dropped a lead weight from a metal chain into the lake until it hit bottom.

The newly-discovered Seneca Lake wrecks are canal boats that date from the mid-1820s to the 1850s, after the opening of the Erie Canal and construction the 20-mile Cayuga-Seneca Canal in helped make the lake part of the “superhighway” of the era.

The Erie (1825), Chemung (1833) and Crooked Lake (1833) canals helped make the lake commercially accessible from north, south and west, with hundreds of canal boats each year plying the 38-mile lake carrying cargoes of corn, coal, lumber, whiskey and other goods. But winds and storms on Seneca Lake posed a threat to such lake traffic, sometimes sending canal vessels to the bottom.



Photo 6: Canal traffic was a common sight on Seneca Lake from the 1820s to the 1850s. Source: Seneca Lake Archaeological Survey 2018 Final Report.



Seneca Lake map. The lake is anchored by Geneva in the north and Watkins Glen and Montour Falls in the south.

(Giving Tree Gallery)

Photo 9: The 38-mile lake is the longest and deepest of the Finger Lakes. Source: Seneca Lake Archaeological Survey 2018 Final Report.

Seneca Lake is up to 625 feet deep, and water temperature at such depths is in the mid- to low-30s, said Cohn, making it the perfect low-oxygen environment for preserving wooden shipwrecks. In the ocean, salt water and aquatic organisms quickly corrode such wrecks

“The shipwrecks in Seneca Lake are in many ways time capsules of the 19th century,” said Mark Peckham, a former maritime history expert with State Parks and now a trustee with the [Hudson River Maritime Museum](#) in Kingston. “I dove on some wrecks in the 1990s and was struck by their state of preservation. Some still had glass in their cabin windows and household items remaining inside.”

“These discoveries are especially significant as we are in the midst of the 200th anniversary of the construction of the NYS canal system. 2025 will mark the anniversary of



STERN DECK AND TILLER BAR

Photo 7: Underwater images taken by the *David Folger* of a sunken canal vessel. Source: Seneca Lake Archaeological Survey 2018 Final Report.



Photo 8: The bow of a sunken canal vessel. Source: Seneca Lake Archaeological Survey 2018 Final Report.

the opening of the Erie Canal,” said Peckham. “More than anything else, the canals of the 1820s spurred economic development, settled broad swaths of the state, made New York State first in population and made the port of New York one of the greatest shipping ports in the world.

The *David Folger* reached the lake from its home port on Lake Champlain by taking the Champlain, Erie and Cayuga-Seneca canals in the New York State Canal System.

The multibeam sonar array aboard the *David Folger* also allows researchers to understand the composition of the ground beneath the bottom of Seneca Lake, said Manley. Those sub-bottom images look almost like a slice through a layer cake.

Some images might offer clues into a long-running lake mystery _ the source of mysterious booming noises that

seemingly come from the water itself. The sounds have been known locally as Seneca Guns, Lake Drums or Lake Guns.

One modern theory is that such sounds might be caused by the sudden collapse and depressurization of caverns or tunnels underneath the lake, which has a history of salt mining being done around and beneath it.



Photo 10: Middlebury College researcher Thomas Manley explains underwater mapping imagery to NYS Parks Police Capt. Michael Daddona.

Manley pointed to a lake bottom image that shows such potential collapses – a nearly-circular depression that is some 40 feet deep, and another such depression nearby that is shaped like a horseshoe.

As Seneca Lake shipwrecks are located, they will be protected as public resources under the [Federal Abandoned Shipwreck Act of 1987](#). All shipwrecks located under this survey’s permit issued by the New York State Museum will be reported to the Museum and integrated into the state’s archaeological inventory.

Said Peckham, “These sites are subject to environmental degradation, such as silt deposit, erosion, organic deterioration, and the effects of mussel encrustation, and human intrusions like anchoring, diver handling, theft of artifacts, and construction of bulkheads, marinas, pipelines, and cable crossings. The latter threats can be addressed through improved public education and interpretation, law enforcement and by providing appropriate submerged heritage diving sites that foster and support responsible recreation and tourism.”

In Lake Erie, recreational diving on such historic wrecks has proved to be a popular [tourist attraction](#). That could make

Sampson State Park’s rebuilt \$7.5 million marina the perfect jumping-off point for such trips.

But not all mysteries have been uncovered yet – researchers aboard the *David Folger* spotted no trace of potential relatives of a mythical Seneca Lake [sea monster](#) that was supposedly deliberately run over by the captain of a steamboat in 1899, according to a Rochester newspaper account at the time..., but stay tuned.



Photo 11: A newspaper headline on the alleged monster encounter. Source: Seneca Lake Archaeological Survey 2018 Final Report.



Photo 12: An artist imagines the legendary beast. Source: Seneca Lake Archaeological Survey 2018 Final Report.

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Posted by Brian Nearing, NYS Parks deputy public information officer on the NYS Parks Blog.

Reprinted with permission.

Editor's Corner

by Tom Alley



Wow! Where is the summer going? Seems like it wasn't all that long ago that we were chipping ice off our windsheilds and knocking snow off of our boat covers.

As you saw earlier in this issue, a new law in New York State is going to impact the way we boat in the coming years. Aside from the mandatory education requirement, the law also changes who may actually operate a vessel. The wording in the law is subtle, but significant.

In the past, it was sufficient to have a person with the proper safety certification aboard who was supervising operations of the vessel. Under Brianna's Law, however, anyone operating the boat must be certified.

Another new thing under Brianna's Law is that many boats no longer enjoy any exemptions. Where prior laws focused on jet skis and fast powerboats, the new law applies to any vessel with a motor. This includes sailboats, motorized dinghies, and even motorized paddle/surf boards (yes, there are such things). And it doesn't matter if the motor runs on fossil fuels or electricity; if it's mechanical, it falls under Brianna's Law.

The good news is that there are several groups in the area that can provide the training you need to get your Boater Safety Card. The Sheriff will continue to provide their training classes. In Ithaca you have the Coast Guard Auxiliary. You can also seek out training from any other organization approved of by the NY Commissioner.

SV Tomfoolery

Of the groups offering training is the Finger Lakes Chapter of America's Boating Club (a.k.a., Seneca Sail & Power Squadron). This program is unique in that it offers an on-the-water, hands-on component not available from other sources. This group has received national recognition for their local educational program and I would highly recommend them. You can contact them through their web site

<http://www.abc-flx.org>

or talk to any of their members who keep their boats at the marina.

Other local happenings include the opening of the new and improved Samson Marina. People who have visited the site are unanimous in their praise of what a nice job the new facility managers have done at upgrading and modernizing the marina. I am told it is well worth your effort to go up there for a visit, whether by boat or by car. If you go by boat, however, you would be wise to have a slip reservation as the marina is filling up fast!

So, before the summer zooms past us, make some time to enjoy it. We'll be transitioning to "fall sailing" in no time at all!

- Tom

Well, your editor has opened his big mouth again. If you wish to agree, or pick a fight, please send your comments to editor@flvc.us.

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 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*

09-11 **Watkins Glen Italian Festival*

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

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

September

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

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

07 **Seneca Yacht Club Barge Race, Geneva, NY*

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

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.

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 _____