

February 2020

Volume 16, Issue 1

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 Dawn Dowdle
Greetings!

SV The Irish Wake



We had our Annual Planning Meeting on January 11th, 2020 in Bath. Our guest speaker, Judy Cherry, Chair of Economic Development for Schuyler County Partnership for Economic Development (SCOPEd), gave a detailed presentation of the waterfront development project which includes the wastewater treatment plant (WWTP), the Village Marina Bar & Grill, and Seneca Harbor Park. Judy identified the various parcels of land along the waterfront, outlined who controlled which parcel, provided an overview of requirements contained in the marina lease, described the grant which enabled the WWTP redevelopment and feasibility study, and outlined the process and goals of the project. Judy then presented possible scenarios and alternatives, outlined the next steps, and covered open issues being considered by the project leaders.

Yes, the Marina Bar and Grill will close, but not until October 2020. Demolition of the WWTP and construction of the new waterfront structure is slated for 2021. The actual developer will not be selected until April or May 2020 with the design approval and permitting scheduled for June 2020 through April 2021. Open issues listed included parking around the marina and winter storage of boats. Those present gave Judy some ideas to share with the Advisory Committee. Many questions were asked and she answered what she could.

Although this meeting was open to all FLYC members, many of you were unable to attend. I have a copy of the presentation, a copy of the actual Request for Expression of Interest (REOI) which each interested developer had to respond to by March 17, 2020, and copies of the actual property mapping as it stands. These documents are available anytime. Some items are still open, a developer needs to be chosen, an actual design has to be chosen and permits applied for and, as this progresses, we will keep you in the loop.

Rest assured, the docks will remain as they are; they are outside of the scope of the waterfront development project. We will have key locked restrooms with showers for marina tenants (a requirement of the marina lease), and a restaurant is planned for in the new building that will replace the WWTP and the Marina Bar and Grill. Plans for condominiums at the far end of the

parking lot (between the winter storage area and the lake shore) are in the works.

This is all the news I have at the moment, other than I can't wait to get back to the lake and see you all! We will see you all as we prepare to launch our boats in 2020.

Fair Winds,

-Dawn

Breaking News

FLYC Web Site Down

Over the Holidays our club had the unfortunate privilege of drawing the attention of some "Internet entrepreneurs" who succeeded in breaking into our club web site and rendering it inoperable. A ransom payment was demanded in exchange for restoring the deleted data, but this opportunity was declined by the FLYC Webmaster.

The attack utilized a brute-force password guessing scheme that, according to system logs, managed to guess the correct password on December 21st at 11:46 EST. Forensic examination of the web server revealed that it was nearly identical in nature to attacks originating from the Netherlands in 2017 that targeted Windows-based servers running MySQL databases.

While a backup of the web site exists, for technical reasons it is not viable and cannot be read, hence the delay in getting the site back up.

One of the contributing factors in the web site's vulnerability was the age of the server hosting it. Because the hardware was over a decade old, software could not be updated to include the most current versions that would have made it more difficult to hack. A replacement server has been purchased and is in the process of being configured for use.

While a club's membership roster was stored on the site, it was not stored in the database that was compromised. No personal information was harvested in this attack.

If anyone has any questions regarding the hacking of our club server, please contact the club webmaster at webmaster@flyc.us.

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Port Tacks

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

OFFICERS & DIRECTORS

Contact all officers at: officers@flyc.us

Commodore
Dawn Dowdle commodore@flyc.us

Vice-Commodore
John Chesbrough vc@flyc.us

Rear Commodore
Tony Kutzyana rc@flyc.us

Secretary
Sue Morris secretary@flyc.us

Treasurer
Denis Kingsley treasurer@flyc.us

Directors (Terms ending 2020)
Jim McGinnis mcginnis@flyc.us
Sue Morris morris@flyc.us

Directors (Terms ending 2021)
Tom Alley alley@flyc.us
Jim Morris morris@flyc.us

Contact all directors at: directors@flyc.us

COMMITTEES & KEY CONTACTS

General Information info@flyc.us

Club Photographer
[Open] photo@flyc.us

Facebook Administrator
[Open] facebook@flyc.us

Newsletter Editor
Tom Alley editor@flyc.us

Race Committee
Chair. Tony Kutzyana racechair@flyc.us
Jim McGinnis mcginnis@flyc.us
Tom Alley alley@flyc.us

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

Webmaster
Tom Alley webmaster@flyc.us

Vice Commodore's Comments

by John Chesbrough



At the recent annual FLYC members' meeting we were treated to a presentation by FLYC member Judy Cherry, executive director of SCOPED, to explain the current state of affairs concerning the future of the Watkins Glen wastewater treatment plant (WWTP).

The WWTP site is owned by the Village of Watkins Glen, separate from the Seneca Harbor Park and its parking lots which are owned by Schuyler County.

Of the three proposals made, "Alternative #2" has been chosen for the future building site. It will be a two-story building with a restaurant on the second floor while the first floor will be available for retail business(es). In the near future the Village of Watkins Glen will accept proposals from prospective

developers. Demolition and construction dates are unknown until the decommissioning date of the current WWTP is known.

The Village Marina Bar and Grille will have its final closing at the end of the 2020 season. The restaurant building will remain standing to continue to provide electrical, water and bathroom services to the marina until the new building is complete and functional. The new bathrooms will be located there. Construction details are unknown until a developer is awarded the job.

The Village Marina, including the boat storage lot, will continue under Schamel Brothers. The pump-out facility is not expected to change.

Meanwhile we can expect to be kept up to date on pertinent future news as it becomes available.

- John

Rear Commodore's Comments

by Tony Kut yana



Although it seems like winter lasts forever, it won't be long before spring is here and we get back working on the boats.

Just so you know, there will be some changes coming for next racing season.

First, the scoring will be different as we will be switching from PHRF to Portsmouth Yardstick. Portsmouth, as some of you may remember, is what we used in the 'old days'. We will be keeping the boat/skipper adjustment that evens things out somewhat to keep all boats competitive.

PHRF is based upon distance which is why GPS readings are required for mark placement while Portsmouth is based upon time in which the handicap will change based upon the time required to make it around the course. Portsmouth includes a wind adjustment which I think is more suited to the conditions we encounter. I'm sure Tom will explain the changes better than me.

Second, we won't have permanent race marks so each race will require someone to set the marks before the race and someone to pick up the marks afterward. This is good in a way as the course can be very flexible and can be set to wind and water conditions.

But the bad thing is the work involved for mark placement. The last part the 2019 season we manually set the marks after the permanent ones were lost and I have to say it takes most of the day to put them out and gather them up. So, I would like to set something up to share the work between all racers.

I think that Jim had the right idea to ask for volunteers to sign up to run the committee meetings and start the race last year. Maybe we could do the same for mark placement and retrieval. If everyone participates, the workload won't be so bad. Please let me know if you have any suggestions to share this work.

- Tony

Secretary's Column

by Sue Morris



Happy 2020 to all!

Currently we have six FLYC members for the new year!

I am excited to see how everyone has been doing this year. Stay healthy!

Please mail your application/check for FLYC to the following address:

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

- Sue, FLYC Secretary

SV Sails Call

From the Treasurer



by Denis Kingsley

There had been no financial activity since the last newsletter other than an e-mail scam was attempted, successfully thwarted, and reported.

Be careful out there in cyberland!

- Denis, still cooking the books.

SV Tark

Socially Speaking

by Maggie Martin & Lynne McGinnis



Hello Snow!

The social calendar has been set for the summer 2020 season. It is much as we have had the last few years, with a few new events. We thank the Race Committee for coordinating so that many of the picnics are on non-racing

days.

The first picnic will be Memorial Day weekend on Monday, May 25th.

Our next event is the Christening of the Boats on June 5th at 6pm. If yours is new or new to you or if you have had it forever, participate! Christening is not just for new boats!

We will 'Light up' the Harbor as we have in years past on June 19th with an award going to best boat on each dock. The Friday evening event in the park may not be planned by the Cardboard Regatta Committee, but everyone enjoys seeing the boat lights,

SV Sacré Bleu & SV Brewster

so we ask that you participate and keep this beautiful event going.

A favorite event, the Hawaiian Luau, is on the calendar for Saturday, August 15th.

We have a Marina Haul-Out/Help-Out day planned on October 17th.

Our annual Nautical Swap Meet is planned for Saturday, August 29th, so save your extra parts...

There are a couple of cruises being planned; more details to follow.

We look forward to seeing you all again, and happy winter, wherever you are. Until then!

- Maggie & Lynne

Contact: Maggie 607-621-7247
Lynne 607-426-7914
Email both at social@flyc.us

FLYC Race Scoring Changes for 2020

By Tom Alley

SV Tomfoolery

After a number of years of fairly routine race procedures, circumstances are making a few changes necessary for the 2020 racing season.

The remaining fixed marks that have been used for a number of years have either been vandalized, worn out, or gone missing. As a result, we will be using temporary, inflatable marks for all of our races this coming year. This will have a direct impact on the race scoring system that we use.

Sailboat Race Handicapping Overview

The goal of any handicapping system is to remove all variability in performance due to the equipment one is using and adjusting the result to reflect only the relative ability of the skipper and crew. The only real solution to this problem is to remove any variability between vessels and have everyone sail the same type of boat. Since we all have different preferences, tastes and budgets, this would eliminate nearly all of the amateur sailboat racing that takes place now. Therefore, we need to find a way to compensate for the differences between our boats as best as we can.

In general, all handicapping systems work the same way. An arbitrary reference point is chosen and then adjustments are made based on how a specific boat sails against the standard: Faster or slower?

Some handicapping systems are based on computations and mathematical models. The International Offshore Rule (IOR) is one that comes to mind. The boat is measured and its size, weight, sail area, sail plan, hull shape, etc. are all fed into a computer model where her speed potential is calculated. This calculated speed potential is then translated into a rating so that boats of different types can race against each other.

Other handicap systems are performance based. That is, they collect data from a number of races and use the results of these races to determine the relative performance of each type of boat. The main proponent of these types of rating systems is the Performance Handicap Racing Fleet (PHRF, pronounced “perf”) within US Sailing.

The key to both computational- and performance-based systems is that they rely on “speed potential”. This means that a boat’s handicap is strictly a function of the boat’s *potential* and not on the ability (or inability) of her crew. While it is easy to omit any influence of a crew in computational models, it’s very challenging to divorce performance data and actual results from crew influence (e.g., execution errors, poor tactics, differing levels of aggressiveness, etc.). Similarly, it can be very difficult to verify that all factors contributing to the speed potential of a specific boat are accounted for in the mathematical model used to compute boat speed.

As you can see, both systems have their advantages and their limitations.

Translating Handicaps to Race Scores

Speed differences between boats can be expressed in several ways.

The first way is as a percentage or multiplier. A boat’s speed potential is compared to the reference speed and, if they are the same, the boat’s rating is 100% or 1.000, depending if it is a percentage or multiplier, respectively. Fast boats have high ratings and slow boats have low ratings.

After a race, each boat’s elapsed time is then multiplied by its handicap to obtain a corrected elapsed time (CET) and then these are sorted to produce the ranking of the competitors. Since the handicaps are based on the ratio of a boat’s time to a reference time, these systems are referred to as “time-on-time” (ToT) handicaps.

Another way to express a rating is as a time difference over a defined distance (usually 1 mile). Typically, the reference is defined as an impossibly fast boat (so that we don’t have to worry whether a handicap is positive or negative) and speed potentials are expressed as the number of additional seconds it would take a specific boat to sail the same distance. Because this is a ratio of time to distance, these systems are referred to as “time-on-distance” (ToD) handicaps. In my case, my Alberg 35 has a standard handicap of 204 seconds per mile, meaning that in ideal conditions it will take me 204 seconds longer to sail a mile than the reference boat.

To score a race using a time-on-distance methods, one needs to know not only the elapsed time of each competitor, but also the total distance sailed. By convention, this is the rhumb-line distance along each leg of the race course, regardless of the tacking or gybing that takes place. The total distance sailed is multiplied by each boat’s handicap to provide the adjustment to the boat’s finish time. The corrected times are then sorted to rank the fleet.

And This Affects Us How?

For the past 10 seasons, the FLYC has been using a handicapping and scoring system utilized by yacht clubs throughout the U.S. for decades. It is a time-on-distance method simply referred to as “PHRF” (pronounced “perf”). The system is simple to use, and it is relatively easy for competitors to figure out where they stand during a race by timing how far ahead or behind they are from the other competitors. The disadvantage for the Race Committee is that they need to know exactly where each race mark is in order to determine the physical length of each race.

Many yacht clubs and racers complained that boat performance changes in changing wind conditions and that rating systems using a single number did not adequately reflect this. Racers in our club can tell you that the finish order of the fleet is pretty much determined by wind speed and wave height. On windy, wavy days, the large, heavy cruisers will sail away from the fleet. On light, flat days, the smaller day sailors will leave the rest of the fleet drifting aimlessly behind them.

In response to these complaints, US Sailing and PHRF developed a ToT rating and scoring system in the 1980's that was based on the ToD data collected over many decades. In this system, a multiplier is used to convert a boat's elapsed time to its corrected elapsed time. As a result, boats will get adjustments to their time based on how long they were out, or a fixed number of seconds will be added or subtracted for every hour they are sailing.

The theory is that, when the wind is blowing, differences in handicaps will be minimized because everyone will be at hull speed and a race won't take as long. On lighter days, handicap differences will be amplified by the fact that it will take much longer to complete the course and boats with weak light air performance can get a larger boost than they would on ToD methods.

Still, this is a system that is limited by the fact that it tries to assign a single performance value to a boat. For similar boats, it works well. As race conditions or boat designs become more diverse, the system falls apart and you see conditions or design parameters having undue influence on race results.

This leads to the justification for more complex rating and scoring systems. Since the biggest variable in sailboat races is usually the weather, several systems address this by applying a different handicap to a boat at different wind speeds. This is typically applied by using the average wind speed observed by the race committee during a race and then assigning handicaps based on this observation. Unfortunately, this makes it difficult for competitors to determine where they are, particularly in close races.

Other systems apply rating adjustments based on a boat's point of sail, as some designs are optimized for beating and others for reaching or running. Others are designed to take advantage of weaknesses in specific handicapping systems so as to receive favorable handicaps. As a result, US Sailing developed AmeriCap in the 1990's.

AmeriCap handicaps are expressed as two numbers for each boat. One is a ToT handicap and the other is a ToD handicap. When a race is scored, *both* handicaps are used to compute the corrected elapsed time so as to minimize the advantages or disadvantages of either system. In addition, the method used to assign handicaps is proprietary so as to prevent designers from incorporating "rule beating" features into their boats to obtain favorable ratings.

And This Affects Us How?

Because of events over the past few years, there will be no permanent race marks in Seneca Lake in 2020, making it difficult to determine actual race course length for each race and therefore complicating scoring. As a result, we will be changing our handicapping and scoring method from PHRF ToD to the Portsmouth system.

The FLYC used the Portsmouth system up until 2010 when, after implementation of permanent race marks, the PHRF ToD methodology was adopted for simplicity. Like PHRF, Portsmouth is a performance-based system and is not based on computational modeling.

The Portsmouth system is a time-on-time system where ratings are expressed as a ratio between the speed potential of a competitor's boat to a reference boat. In addition, the Portsmouth system takes into account average wind speed during a race to further help level the playing field. It is a good system to use with smaller race fleets where there is more diversity between competitors than in larger yacht clubs where race fleets can be grouped into similarly performing classes without detracting from the competition.

One successful variation to the standard handicapping programs that the FLYC can boast about is its "golf handicaps". These are adjustments made to racers based on their performance to help minimize the difference between those more experienced and those just starting out and it gives everyone a fighting chance to do well. This program will be continued under the Portsmouth system.

Conclusion

Changes with handicapping and scoring are not the only changes coming to the racing program at the FLYC. Watch this newsletter for other updates as we get closer to the 2020 boating season.

In the meantime, if you'd like to have some input on the direction of this program, there is always more room for involvement. Give us a call and volunteer to help. There's plenty to do for everyone!

- Tom

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Your FLYC Race Committee consists of:

- Tony Kutyna, Chairman and Rear Commodore.
- Jim McGinnis, FLYC Director
- Tom Alley, FLYC Director

Please feel free to contact any of them with your questions or concerns.

Editor's Corner

by Tom Alley



Happy New Year!

The Holidays are behind us and we can begin to focus on getting back into what is (hopefully) a less chaotic pace and rhythm to life before winter loosens its hold and we begin the annual rush of recommissioning our boats for another season on the lake. I don't know about you, but I could use a breather. Unfortunately, every time I open up a block of time in my calendar there are one or more (or many more) things waiting to fill it.

Aside from the obvious task of rebuilding our club's web server and of updating the scoring spreadsheets used by our Race Committee, there are the less obvious time vampires that lurk in every corner. A recent reorganization at work means I have a new boss beginning next month. Three years of planning for a "bucket list" item of mine will be culminating later this year when we reach a go/no-go point and either pull the trigger to execute it or postpone it to the next window of opportunity. The pessimist in me makes me believe the word "hectic" will completely fall short of describing what is to come. Bottom line: I think I'm going to be busy this year. Really busy!

One opportunity the next few months will bring, however, is the time to begin dreaming and scheming of what we will be doing on the water. Not only is the FLYC making plans and setting dates for its usual assortment of events, other boating-related groups in our area are doing the same.

SV Tomfoolery

The Finger Lakes Chapter of America's Boating Club (also known as the Seneca Sail & Power Squadron) is filling in its calendar and will be extending invitations to FLYC members for several joint events this summer. The biggest event will be an overnight cruise to the newly rebuilt Sampson Marina. Keep the weekend of July 31st to August 1st open, because this event looks like it will be a lot of fun.

Not ready for a cruise of that magnitude? Well, there will be other events leading up to it to help you build your skills and confidence. After all, as Admiral Grace Hopper said, "A ship in port is safe, but that's not what ships are built for." Besides, once we get to Sampson, there will be plenty of things to do and a fun group of folks to do them with. Personally, I'm looking forward to that trip!

With that said, the FLYC's tentative event calendar can be found at the end of this newsletter. Block off some time for some quality boating activities this summer before other things crowd out your "float time".

Stay warm. Dream big. See you in the boatyard!

- Tom

Well, your editor has opened his big mouth again. If you wish to agree, or to tell him he doesn't know squat, please send your comments to editor@flyc.us.

2020 FLYC Calendar - Tentative

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

January

24 **Deadline for newsletter articles.**

February

01 **February Newsletter Publication Date.**

March

20 **Deadline for newsletter articles.**

April

01 **April Newsletter Publication Date.**

15 **Earliest possible launch date.**

May

01 **Membership renewals due!**

22 **Deadline for newsletter articles.**

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

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

June

01 **June Newsletter Publication Date.**

05 **Christening/Rechristening of the Fleet.** (1700)

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

19 **Light Up the Night Competition.** (1900) Village Marina, all docks.

20 **Watkins Glen Waterfront Festival*

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

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

July

04 **All American Picnic.** (1700 cocktails/1730 dinner)

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

18 **Commodore's Cup Race.** (0900)

18 **Commodore's Dinner.** (1700 cocktails/1730 dinner)

24 **Deadline for newsletter articles.**

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

August

01 **August Newsletter Publication Date.**

01-02 **ABC-FLX Rendezvous at Sampson State Park Marina.** (FLYC members invited!)

07-09 **Watkins Glen Italian Festival*

13-16 **NASCAR at the Glen*

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

15 **Hawaiian Luau at the Flagpole.** (1700 cocktails/1730 dinner)

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

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

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

September

07 **Labor Day Picnic.** (1700 cocktails/1730 dinner)

10-13 **Glenora Wine Cellars Vintage Grand Prix.*

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

12-13 **FLYC Club Cruise #2 to Geneva.** Joint cruise with the ABC-FLX Chapter.

18 **Deadline for newsletter articles.**

19 **Grape Harvest Race.** (1300)

19 **Grape Harvest Festival.** (1600)

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

October

01 **October Newsletter Publication Date.**

03 **Soup/Chili/Chocolate Festival.** (1600)

08-12 **Annapolis Sailboat Show.*

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

17 **FLYC Haul-Out / Help-Out Day.** (1000)

17 **Member Banquet & Annual Meeting.** Details TBD.

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

November

20 **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 _____