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Volume 18, 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

It's Time to Renew Your Membership!

FLYC membership dues are due on May 1st each year. That's just around the corner. We have a lot of activities planned for this summer, so don't forget!

The renewal form is on the last page of this newsletter with instructions where to send it. We look forward to seeing all of you in the boatyard and marina soon!

FLYC Calendar is Set!

The FLYC Board of Directors held their planning meeting in early March and have the club's event calendar all filled in! You can find the calendar on the next to last page of this newsletter. Print it out and hang it on your 'fridge so you don't miss anything! A copy is also on the club web site.

Commodore's Comments

by Terry Stewart

SV Syren

On the USCG

I have had a number of experiences with the US Coast Guard and every time the experience has been very pleasant and impressive. I have been boarded twice, once off the coast of Mexico and again in the Fort Pierce Inlet in Florida. In other years participated in three "industry day" presentations in Buffalo, submitted maritime credentials forms at the Claude Pepper Federal building in Miami, had the schooner inspected last year and have had numerous email and phone contacts doing the above as well as renewing credentials three times. So that's a fair amount of contact to reach my conclusion that these CG folks are polite, helpful, and talented.



The information given at "Industry Days" has proven very safety oriented as well. Most interesting was a talk on electrical shock drownings. Family members affected by this tragedy told their stories how stray electrical current around docks and faulty wiring in vessels caused deaths via immobilization from the stray current leading to the drowning. The lesson learned is swimming in a marina is a bad practice.

The Coast Guard rules on fire extinguishers have undergone some change which is to take effect on April 20th, 2022. The highlights are that if your disposable fire extinguisher is older than 12 years it is deemed expired. The label on the bottle itself must state "Marine Type – USCG approved". There are no changes to the requirement to carry a fire extinguisher and likewise there are no changes to the quantity you are required based on the size of your vessel. A non rechargeable (disposable) is intended for a one time use whereas a rechargeable one requires regular maintenance and servicing.

This is where it gets tricky. If your boat manufacture year is between 1953 – 2017 you may still carry B-1, B-2 or the 5-B, 20-B. If your boat is manufactured 2018 or newer you must carry only a 5-B or 20-B. There are 10-B designation extinguishers but two B-5s do not equal a B-10 (regardless of how much math you think you know) The 10-B extinguishers only count as a 5-B even though they do carry more extinguishing agent than a 5-B. One 20-B extinguisher may be substituted for two 5-B ones.

We did have a fire on a vessel on Dock 3 last year. The source of it escapes me now however it was successfully put out with

a neighboring vessel's extinguisher by Dirk. The powerboat was unattended at the time, so the emergency had to be observed and action taken by others on our docks. This is a reminder of how each and every one of our fire extinguishers may come into play to save the day, or worse yet, the night.

Happy Spring everyone! See you soon!

-Terry

Vice Commodore's Comments

by John Chesbrough

SV Aquarell



Fire Extinguishers

This winter I saw a product that I'd never before considered, never crossed my mind, and that was a fire blanket. I saw it on a boat, neatly contained in a vertically mounted package with drawstrings at the bottom for easy deployment. Most of us

were taught in childhood that a blanket can be used to extinguish flame by smothering, cutting off the air supply. Brilliant for a boat, and probably cleaner/less messy than using a chemical extinguisher, but don't let that consideration interfere with the more important issue; stop that fire asap!

The Coast Guard (USCG) has issued new fire extinguisher requirements, effective April 20, 2022, for recreational boats. I won't try to describe it all, go to:

<https://uscgboating.org/recreational-boaters/fire-extinguisher-faq.php>

This site will provide other links for more information. Portable and semi-portable fire extinguishers must be marked with a number, which designates its extinguishing potential, and a letter which designates the class of fire that the extinguisher is suited for. Extinguishers must be marked "marine type-USCG approved". Portable extinguishers have a twelve-year life span, the last two digits of its origin year are stamped on the bottom. Rechargeable



Photo 1: A fire blanket mounted to a boat bulkhead for easy access.

Port Tacks

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extinguishers must carry a tag showing the record of annual service/inspection.

Whether the code chart requires your specific boat to have one or two extinguishers you are permitted to have more. If you are in the cockpit when an inboard fire situation develops you might have a problem getting to the extinguisher that is mounted in the galley. It's a good idea to have an extinguisher

top side, in a locker for instance, to arm yourself with before going below. There's plenty of time to recheck all your fire safety equipment and make any necessary improvements or purchases. And remember that trusty, old wool blanket, or the tuxedo jacket waiting for the dry cleaner.

- John

Rear Commodore's Comments

by Don Swanson



Spring Fever

As I begin to compose this month's column, winter is making its final push and after this latest deposit of snow the forecast is predicting a shift to the 50s and 60s in a day or two... and not a moment too soon. I hope that you have managed to pass the dark days of winter in comfort and peace, I have only managed to do so by enjoying the outdoors whenever feasible (usually

with skis on) and by keeping my thoughts on the upcoming sailing season with a myriad of boat projects, (some planned, others not) and high expectations for a great season. For me, a timely launch will depend on the completion of several boat projects currently in progress which should be done by the end of April. With that in mind, I better get down to it and write this column so that I can get back to the workshop to continue working towards spring commissioning. Chances are, you're getting a touch of spring fever too, so hopefully we'll see each other on the yard as the countdown to splash marches forward.

We are looking forward to another season of racing and cruising and a quick review of the calendar (adopted at the March member meeting) will list the planned races, beginning in May and ending in October. Our goal is that the upcoming season will prove to be as good as ones past and, with a little luck, even a bit better. In addition to the eight planned Summer Series races there's also the Rust Removal Regatta, the Commodore's Cup, the Grape Harvest Race and for the brave at heart, the Gear Buster Race in October. And don't forget the annual Seneca Yacht Club Barge Race in Geneva.

For those who enjoy cruising, there's also the ABC-FLX & FLYC cruising events that head north to Sampson State Marine Park and Geneva in late July and early September, respectively. With some careful planning, high hopes, and decent weather, it's shaping up to be a great season. Be sure to review the calendar as there are lots of great social and other events planned too.

The plan for race days will be similar to years past with races scheduled to occur on Saturdays. We will conduct a skipper's meeting at 13:00, with the race starting at 13:45. We will also

SV Independence

be using the Remind® messaging system so that we can provide updates when adjustments need to be made. When signed up with Remind®, you receive messages as texts on your smartphone. No apps or downloads are required. To sign up to receive Remind messages follow the instructions below. If you were signed up last year, you should be good-to-go. You can also bring your phone with you to our skipper's meetings, and we will be sure to get you all set. We will be sending out a test message sometime in May to make sure the system is working, so be on the look-out for it.

REMIND® Sign Up Instructions:

Text this message: @gk93e3

To this number: 81010

For the time being, we will continue to deploy and recover our temporary marks each race day. The task is made all the more easy by the volunteer efforts on the part of race participants. We will be soliciting your assistance and truly appreciate any help you can provide. Bill and I welcome any extra hands to help place marks. We usually get underway (setting the marks) around 11:00 am on race days. Please let us know if you can help, we appreciate your assistance. Same goes for recovering the marks afterwards. One last thought on race marks... we may run some races this year that will use shore-based markers (limited use). It is not ideal, but it sure makes setting up a race a lot easier.

After the race, plan on joining us after the race for our regular 'post-mortem' social where we relive the glory and excitement of the competition with a few snacks and a cold beverage. Feel free to join us. It's usually a BYOB affair, but don't hesitate to provision a few snacks. It is a great way to cap off a fun day of racing.

Our goal is to run races on the day and time scheduled, however circumstances occasionally prevail upon us to make adjustments. As many of you know, summer winds can be fickle and tentative at best (especially on Saturdays - go figure!) and we may elect to adjust accordingly. We may simply postpone 24 hours and run the race on Sunday, or we may elect to reschedule to one of the make-up race days (also included in the calendar).

And speaking of the calendar, you may have noticed that races are not necessarily scheduled on a strict bi-weekly basis. We attempted to observe some regularity in the scheduling, but also wanted to provide a mix of weekends that included social events with racing and some that do not. We also took into consideration events happening in Watkins Glen and summer holidays. As a result, there is some variability when race days fall on the calendar. Please review and plan accordingly.

On a final note, I would like to announce something new! Thanks to the efforts of Tom Alley (editor, webmaster, *and* race committee member) racing data collection is going electronic and is on the web. We will be tracking and entering times using

an integrated Google sheet that Tom has masterfully embedded in the FLYC website.

That pretty much sums up my remarks for the time being. By the time we publish again, we will have launched and with a little luck, have completed the Rust Removal Regatta (scheduled for May 28th). The first of the summer series races is planned for June 4th. In the meantime, have a great Spring. Good luck with all your Spring commissioning tasks and I look forward to seeing you at the marina and around the yard.

Cheers,

- Don

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Secretary's Column

by Sue Morris



Ahoy to all!

Spring is coming soon so enjoy the roller coaster weather!! Please send in your application and check to the following address.

Sue Morris
FLYC Secretary 2022
P. O. Box 14
Pine valley, NY 14872

See you soon!

- Sue, FLYC Secretary

o o o o o

SV Sails Call

From the Treasurer



by Denis Kingsley

We are solvent.

Perhaps "liquid" is a better term, seeing as we have traded winter snows for spring rains.

- Denis, still cooking the books.

SV Tark

Socially Speaking

by Denise Trondsen & Cindy Swank

SV Ellawicious & SV China Doll



Hello Spring!

It's that time of year when we all count down the days until boats are in the water, with the wind in our sails! It won't be

long now.

We've been hard at work lining up the social schedule and are excited to once again organize club picnics for all to enjoy. As a reminder, we will be posting sign up sheets on the marina bulletin board near the restrooms and ask that you sign up there if you plan to attend and/or bring a dish to pass. You could also reach out to one of us and let us know if you plan to be in attendance. This allows us to better plan for purchasing food for the events.

Lastly, as in the past, we welcome any and all help we can get setting up and for cleanup. Many hands make for quick work and we thank you all in advance. We look forward to seeing everyone soon!

- Denise & Cindy



Photo 2: The marina is calling us!

Contact: Denise 607-742-9051

Cindy 570-244-5549

Email both at social@flyc.us

On The Boat Again...

By Nancy Sisbarro

On the boat again.

I just can't wait to get on the boat again.

Sailing Seneca Lake with my friends,

Oh, I can't wait to get on the boat again!

Did Willy Nelson have a sailboat? I doubt it. Then what did he spend his tax money on?

Speaking of Taxes... tax time is around the corner. The good thing about Tax Time is that boating season is close behind.

This time of year is a time for reflection and rejuvenation. We do a lot of reading, yoga, cross country skiing, walking and hiking, and work on creative projects. Some people head toward warmer climates. Do you know that there are not very many warm climates in the U.S.A.? Southern Florida, Arizona, and Southern California are warm. Everywhere else is cold, windy, rainy, and/or snowy. So, we may as well embrace it, right?

My husband, Bob, is always going down to 'check' on the boat. After the snowstorm he had to brush the snow off of the boat cover. I had to go with him to make sure that he didn't fall off the ladder and break a leg or something. Do we really love our boats that much? Of course we love our family and friends, too. Somehow though the boat always gets first priority.

Our friends have a boat on the Long Island Sound and have had many adventures on their boat sailing to Block Island or

SV Amazing Grace

Martha's Vineyard. When we were with them on a couple of occasions something always went wrong.

One time it was the water maker. Russ had the floor of the cabin all pulled up and he was kneeling down trying to fix it. It only took one and a half hours off of our sailing trip.

Another time when we were en route to Newport, RI, the engine stopped working. We were about 10 miles from Mystic Seaport. So, Russ called a mechanic. The Mechanic came out to the boat to fix the engine (kind of like a house call for boats). I can't even try to guess how much that cost.

Another time, while they were moored in Salt Pond at Block Island, another boat ran into the side of their boat. Thousands of dollars later it was fixed.

A couple of years later their refrigerator/freezer was leaking and they had to have the whole galley torn out and rebuilt. It took half of the summer to get the work completed.

The boat always gets first priority. So, enjoy your quiet time while it lasts, and get ready for another splendid season of sailing. We will see you in the yard or at the docks!

- Nancy

The Chase Continues...

By Don Swanson

SV Independence

Since taking ownership of *Independence*, I have been in an everlasting battle to eliminate leaks. Thankfully the worst offenders are from above the waterline, however tracking them down is anything but straightforward. I could regale you with a host of efforts made in the last couple years, from rebedding portlights to systematically doing the same with all the existing hardware. And to complicate matters, during this process I have added hardware (and holes - properly sealed I will add). In some cases, rebedding stemmed some water intrusion, but throughout, my hopes of success have been repeatedly dampened (pun intended) by ever persistent and bothersome leaks. Thankfully, after a diligent and focused effort, I believe that I narrowed the remaining possible sources of intrusion to a few remaining suspect areas including the porthole in the starboard cabin wall and, after careful observation and testing, the holding tank clean-out cover/flange on the port side forward deck. There may also be a few stanchion posts that need rebedding, but that will wait, for now.

This article describes how I tackled the porthole repair. I don't believe the porthole is original to the boat and appears to have been installed by a previous owner. Why? I will never know, but it's been there since I took ownership, intimidating and daring me to investigate further. After rebedding everything else in the neighborhood there has remained a drip (leak) emanating from the interior wall area below. So, after putting it off I finally decided to tackle the problem and this is what I found.

After careful removal of the porthole, it became obvious that it most definitely had been a perennial source of water intrusion, aggravated by its placement and sloppy installation. Being on an outward sloping surface, water intrusion was all but guaranteed (if improperly bedded) and upon removal (which wasn't any trouble at all), I discovered that what remained of the original sealant had long since turned to powder. The hole (and drill holes) was carelessly cut and drilled, leaving a gouged and rough edge, which promoted water intrusion, but the real problem was more involved and required a creative response.

Where the porthole was installed, there is a 3/16" gap between the outer fiberglass wall (solid - no core) and the interior fiberglass wall, meaning that when the porthole was installed and the bolts were tightened, the walls basically compress, presenting a situation where a tight and even seal was not possible, especially when considering the effects of heat and sun as materials expand and contract.

After removing the porthole, I decided it would also be a good opportunity to clean up it's brass finish and use the time to invent a way to make the wall a solid, non-compressible area, with no means for water to intrude between the layers (and down the interior wall to where it has always dripped in the cabin.

Solution

The wall where the porthole was mounted needed to be made SOLID so that the flange(s) on the porthole could be tightened thoroughly and evenly without any compression.

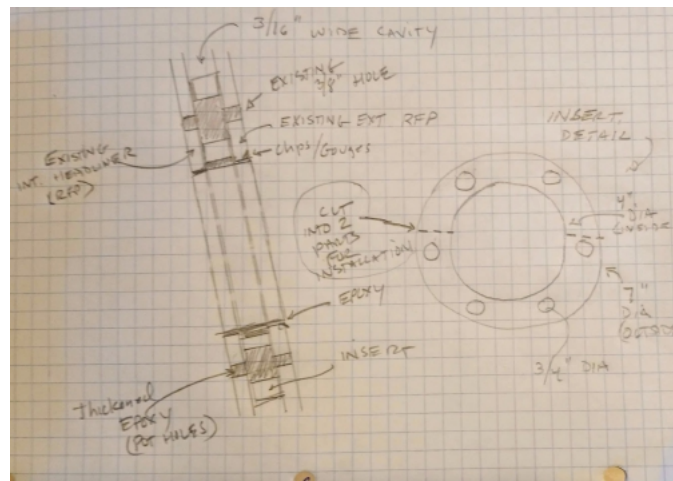


Figure 1: Plan for solution diagram. Left, a cross section view of wall area, insert and coring. Right, insert filler ring to strengthen and fill wall cavity, cut into two halves (dashed lines) to facilitate installation.

Filler Ring

First, I measured, cut, and drilled a ring of filler material (3/16" thick plywood) to match the outer flange. Imagine a ring with an inside diameter of about 4" (porthole size) and an outer diameter of 7" (like a flattened donut) to slide between walls to fill the cavity.

I then drilled a 3/4-inch diameter hole in the filler ring where each bolt (6) passes through. By choosing 3/4-inch diameter I knew that when filled with epoxy and re-drilled, the bolt holes would be through solid material. I also cut the ring into two parts to facilitate installation. Before installing I tested the filler ring for fit (being careful not to let my newly crafted filler ring slip out of reach between the walls). After assuring the fit was correct, the filler rings were coated with a generous layer of epoxy to seal them from moisture. After curing, they were ready to install.

To install the spacers, they were coated with a second coat of epoxy and then carefully slid into place. It should also be noted that the filler rings were sized so that the inside edge (diameter) was slightly larger than the hole, which resulted in a slight recess from the existing hole edges.



Photo 3: View from exterior looking down. Between the outer and inner walls you can see the edge of the insert in its final placement (slightly recessed and sandwiched between the outer wall and the interior wall).

Once the filler ring inserts were secured, it was time to pot the holes and line the inside edge of the hole (to create a continuous surface from outside to inside (sealing up edges of existing fiberglass and filler ring insert)).

Filling voids and coating the inside edge of the hole was a three-to four-day process of fill, cure, sand, fill, and cure again in order to remove voids, ensure proper coring and to make a fair inside surface of the largest hole. When finally done, all the holes (the main porthole body and the 6 bolt holes along the flange) were properly cored, and should any water penetrate the bedding, it would be quickly detected.

Drilling and Final Installation

Drilling the final bolt holes was challenging as the threaded holes on the outside flange plate were not exactly lined up with the holes on the inside flange and had been mounted slightly skewed. This meant that the holes needed to be oversized in order to accommodate a tilted alignment on some. In order to keep from making any hole any larger than it absolutely needed,

multiple attempts were made to get all 6 holes drilled and at their minimum absolute size.

One final wrinkle was discovering 3 bolts cut too short to accommodate the decorative covers on the outside. I hypothesize that when originally installed, some areas were overly compressed, requiring shorter bolts. After a quick trip to our neighborhood hardware store for some new brass bolts (1/4-20). These would be trimmed to proper length later on. Once all 6 bolts were ready to go, it was time for sealant and final mounting.

Sealant

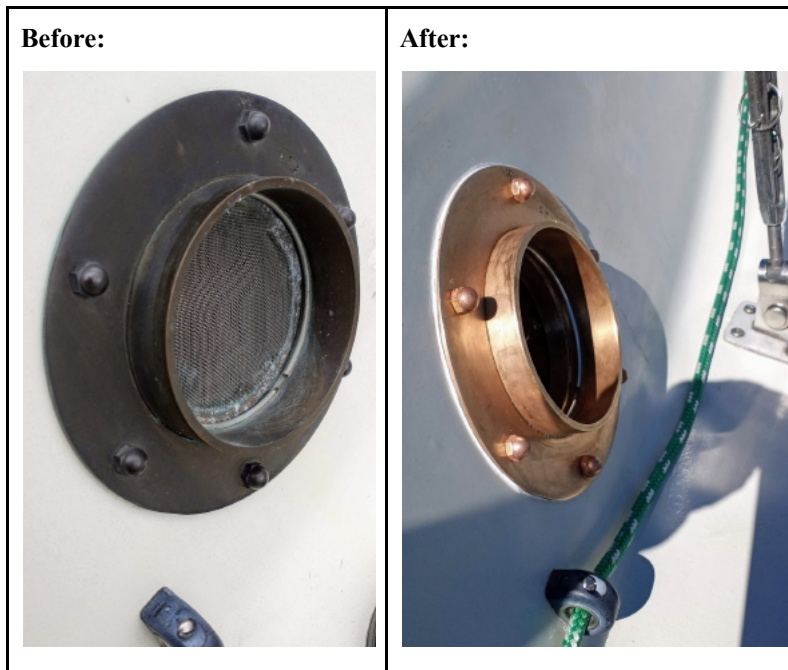
After a continuous private debate comparing the merits of butyl versus 3M 4000 UV, I choose to use both in complementary fashion. Butyl tape was applied along the edge of the largest hole where the porthole body protrudes outward. 3M 4000UV was applied around each bolt hole and as a ring of sealant around each bolt. I attached the bolts and carefully tightened them evenly to ensure a uniform seal all the way around. I then removed the oozed sealant with acetone to clean up (instead of cure and trim) and removed excess butyl where it squeezed out from between the outer flange ring and the porthole body. The final step was to cut the ends of the new screws to length and threaded the decorative caps on. It looks great and after a couple downpours all was tight and dry. Stepping back, I must say it looks great.

Epilogue

After a season or two, this repair continues to hold strong. No more leaks. Mystery solved!

- Don





So You Thought You Knew All About the Equinox?

From an Article by Sunny Sea Gold

You hear a lot about the Vernal Equinox regularly this time of year, so what's the big deal? Let's look and see why.

What, exactly, is the Vernal Equinox? Technically, it is the point in time every spring when the sun is directly above the Earth's equator. Astronomically, it marks the beginning of spring, which is important for boaters like us in northern climates, but it also has significance that reaches far beyond the marina.

First of all, the word "equinox" is derived from Latin for "equal" and "night". The spring and fall equinoxes are the two days of the year when the sun rises due East and sets due West. The length of the day is *nearly* equal to that of the night, but not quite. Due to some details of orbital mechanics and atmospheric refraction, the day is actually a little bit longer than night.



In Mexico, in the ruins of the Mayan city Chichén Itzá, crowds gather at the ancient El Castillo pyramid every spring and fall equinox to witness an equinox celebration that dates back to around 1,000 A.D. when the

pyramid had been constructed. The Maya were skilled astronomers, and the pyramid is dedicated to the feathered

<https://www.rd.com/list/spring-equinox-facts/>

serpent god, Quetzalcoatl. At sunset on the equinoxes, the angle of the sun creates shadows that look like a giant snake. The light-and-shadow snake appears to slither down the pyramid steps until it merges with the huge, sculpted serpent's head at the bottom.

Spring is also known as a time of renewal and new growth. From the first crocuses and snowdrops emerging to the daffodils and tulips, the new season is what the spring equinox is all about. March showers may bring April flowers, but they also bring worms up and out of the soil. Earthworms typically spend the winter buried deep below the frost line, but the annual spring showers reduce the oxygen in the soil and cause them to make their way up to the surface. That's why the first full moon in the month of March is known as the Worm Moon.



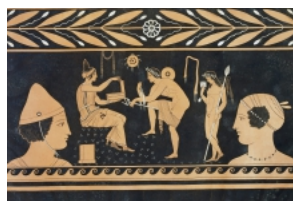


Folklore claims that special magnetic or energetic changes on the day of the vernal equinox make it possible to stand a raw egg on its end. As cool as this sounds, it's a myth. You can balance some raw eggs on their

end, but you could do it any time of year.

According to the *Washington Post*, this egg story may stem from Chinese Lunar New Year traditions that have their roots in the Shang Dynasty, which ruled China for nearly six centuries. Legend has it that on the vernal equinox in the year 1,600 B.C., a woman named Chien-Ti received a special egg from a heavenly swallow. In a story that bears similarities to Jesus's birth in Christianity, the virgin Chien-Ti became pregnant. Her child, Hsieh, went on to found the Shang dynasty, and the tale is how the family explained its divine right to rule.

For a certain group of ancient Romans, the vernal equinox was a day to celebrate the deity Cybele, a goddess closely associated with nature and fertility. A cult sprung up around her, and her festival was celebrated similarly to rituals surrounding Dionysus, god of wine: There were wild parties, dancing, drinking, and sex. Cybele's festival also included a Christmas-like tree ritual, where celebrants would cut down a pine tree and bring it to her shrine, decorating it with flowers and worshiping it as a representative of the goddess. In another interesting twist, Cybele's priests, the Galli, were self-made eunuchs who grew their hair long and dressed as females; during Cybele's festival, they joined in the religious fervor until they collapsed.

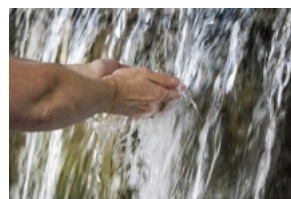
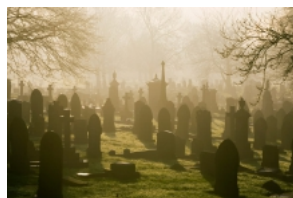


We're not the only planet that gets to experience an equinox. In fact, every planet in the solar system has an equinox, which occurs when the planet's orbit and tilt, with respect to the sun, results in both hemispheres receiving about



the same amount of light.

In a cemetery on Emanuel Hill, in the tiny town of Stull, Kansas, lies a so-called gateway to hell, author Mark Moran writes in *Weird U.S.: Your Travel Guide to America's Local Legends and Best Kept Secrets*. Legend has it that this gateway is one of several places around the world where the devil himself can enter the human world. He can only do it twice a year, and one of those days is the vernal equinox. (The other is Halloween, naturally). Since the 1970s, people visiting the cemetery on these days report hearing disembodied growling, being grabbed by unseen arms, and experiencing amnesia. Perhaps Kansas is a better vacation destination at a different time of the year?



In ancient Judaic mythology, there's a claim that the water in springs and rivers becomes unsafe to drink during the vernal and autumnal equinoxes (and during the winter and summer solstices too), reports the *Times of Israel*.

The solstices and equinoxes were considered spiritually vulnerable moments, when warring supernatural powers might release cosmic poisons into the water. A 12th-century scholar wrote, "The venom falls into the springs and aquifers whose waters flow to the valleys and hills, into every pool of water on the face of the earth and into the waters inside wooden and stone vessels. The waters will kill all who drink from them at this hour." Water doesn't actually turn poisonous on the equinoxes, but why risk it? Let's have some beer or wine!

Unlike Thanksgiving or Independence Day, the exact date of Easter changes from year to year. Deciding what day Easter will fall on is a matter of great importance to Christian churches because it celebrates the resurrection of Jesus Christ. It's so important, according to Panos Antsaklis, PhD, a professor at Notre Dame University, that in the 4th century A.D., a group of Christian leaders came together to officially decide how to calculate Easter's date. Their decision: Easter is to be celebrated on the first Sunday after the first full moon following the vernal equinox.



Waves large and powerful enough to surf on typically only occur in oceans or massive lakes. But during extreme tides – usually after a new or full moon – waves known as "tidal bores" can pop up in rivers. The biggest and most

surfable tidal bores take place during the spring and autumn equinoxes. One notable example occurs in a river estuary near Gloucestershire, England. Called the Severn Bore, the wave rolls through every morning for two or three days around the equinox, and surfers from around the world gather to ride it. Maybe being on the water helps with seasonal allergies.

The Persian New Year celebration known as Nowruz kicks off at the vernal equinox and lasts for 13 days. On the night of the equinox, Iranian families gather for a holiday meal and count down to the first stroke of their new year with a cheer of "*Eide Shoma Mobarak*," or "Happy New Year!" The holiday table, called the *haft seen*, is decorated with seven ceremonial items: an apple representing beauty, vinegar for patience, hyacinth for spring, a sweet pudding for fertility, sprouts representing rebirth, and coins for prosperity.



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- *National Geographic*: “Why the equinox ushers in the arrival of fall”
- *Jewish Standard*: “Ancient Fears, Modern Tragedy”
- Panos Antsaklis, PhD: “The Dates of Easter Sunday”
- *The Guardian*: “Surfers ride the Severn bore”
- *NPR*: “Nowruz: Persian New Year’s Table Celebrates Spring Deliciously”

Editor’s Corner

by Tom Alley



The Vernal Equinox

As I write this issue’s column, it is the Vernal Equinox, the day that the Earth’s orientation to the sun puts it directly over the equator. Theoretically this is also the day when the day splits evenly between daylight and

darkness, but due to atmospheric refraction, orbital mechanics, and a few other subtleties in how time is measured, that event actually occurred several days ago. (Don’t worry, I won’t try to explain all that here.)

The Vernal Equinox is the astronomical event marking the end of Winter and the beginning of Spring. In the days before the Internet, we would have all thumbed through the catalogs from West Marine and Defender and a host of other chandleries numerous times by now and would have our shopping lists ready for our boat commissioning projects. Of course, nowadays we’ve been surfing well-bookmarked marine sites with digital shopping carts queued up and ready to order.

By now our calendars are likely marked with an anticipated launch date and our our attention will become more focused on

SV Tomfoolery

the weather to see if it will be conducive to chipping away at the pre-commissioning to-do list. It’s an optimistic time of year with forward-looking anticipation of the coming boating season.

In a sense, it’s like New Year’s Day and all the resolutions made to go with it. This year, we resolve, we’ll *make* time to get to the boat regularly. We’ll take that trip up the lake like we’ve always wanted to. We’ll fix that leaky portlight once and for all! (Like Don did, earlier in this issue!) Alas, like New Year’s resolutions, our boating resolutions have a similar mortality rate when confronted with jobs, families, and life’s other obligations. Still, it would be nice if we could manage to keep just one of these promises to ourselves, wouldn’t it? I know I’ll keep trying!

...and this year I mean it! 😊

- 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.

2022 FLYC Calendar

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

Corrections & updates are highlighted.

Regular/Repeating Events

Saturday Morning Kaffee Klatch. Every Saturday at 0900 from Memorial Day Weekend through mid-September on the lawn by the marina flagpole.

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

21 **Deadline for newsletter articles.**

February

01 **February Newsletter Publication Date.**

March

05 **FLYC Planning Meeting.** Meeting of the Board of Directors to plan the 2022 FLYC Event Calendar. All are welcome. (1000) *Location TBD.*

19 **Deadline for newsletter articles.**

April

01 **April Newsletter Publication Date.**

15 **Earliest possible launch date** (per slip contract).

30 **Board of Directors Meeting.** Village Marina. (1200)
All members welcome

May

01 **Membership renewals due!**

25 **Deadline for newsletter articles.**

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

30 **Memorial Day Flag Raising & Picnic.** Hot dogs, hamburgers, veggie burgers. Bring a side or dessert to share and your own beverage. (1700)

June

01 **June Newsletter Publication Date.**

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

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

11 **FLYC Nautical Swap Meet** (TBD)

17-18 **Watkins Glen Waterfront Festival & Cardboard Boat Races.*

19 **FLYC Fathers' Day Brunch** (1100)

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

July

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

02 **Christening/Rechristening of the Fleet & Light Up the Night.** Village Marina, all docks. Walk the docks, meet your neighbors, and learn about their boats as they are rechristened. Share hors d'oeuvres at your boat. BYOB. (1700)

TBD **Watkins Glen Independence Day Fireworks (2145)*

09 **Make-up Race.** If needed. (1300)

09 **Independence Picnic.** Hamburgers, hot dogs, veggie burgers on the grill. Bring a side or dessert and your own beverage. (1700)

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

22 **Deadline for newsletter articles.**

23 **Make-up Race.** If needed. (1300)

29-31 **ABC-FLX Cruise to Sampson. All FLYC members invited to join!*

August

01 **August Newsletter Publication Date.**

05-06 **Watkins Glen Italian Festival*

06 **Commodore's Cup Race.** Destination TBD. (0900)

TBD **Commodore's Dinner.** BBQ with Chef Mike. (1700)

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

18-21 **NASCAR at the Glen*

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

September

03 **Make-up Race.** If needed. (1300)

04 **Labor Day Picnic.** Grilled chicken or portobello with Chef Mike. (1700)

09-11 **FLYC Club Cruise to Geneva.** Joint cruise with the ABC-FLX chapter.

10 **Seneca Yacht Club Barge Race, Geneva, NY (0900)*

10 **Vintage Grand Prix*

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

23 **Deadline for newsletter articles.**

24 **Grape Harvest Race.** (1300) Join in this annual reverse-handicap race!

October

01 **October Newsletter Publication Date.**

01 **Make-up Race.** If needed. (1300)

08 **Gear Buster Race.** (1300)

08 **Soup/Chili/Chocolate Festival.** Bring your best effort in one of these 3 categories to win! Power will be available for crock pots. (1700)

06-09 **Annapolis Powerboat Show.*

13-17 **Annapolis Sailboat Show.*

29 **Member Banquet & Annual Meeting.** *Location TBD* (1600) RSVP

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

November

24 **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. <div style="text-align: center;"><input type="checkbox"/></div>
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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 _____