

June 2022

Volume 18, Issue 3

Port Tacks

The Finger Lakes Yacht Club, Village Marina, Watkins Glen, NY

In This Issue

Commodore's Comments	1
Vice Commodore's Comments	2
Rear Commodore's Comments	3
Secretary's Column.....	4
From the Treasurer.....	4
Socially Speaking	4
Sandbaggers.....	5
Boat Handling Basics - Knots	6
Editor's Corner.....	7
2022 FLYC Calendar	8
2022 FLYC Membership Application.....	9

Please send any comments, questions, or corrections to:
editor@flyc.us

It's Time to Renew Your Membership!

In case you missed it, FLYC membership dues were due on May 1st. We have a lot of activities planned for this summer, so don't put off renewing your membership any longer!

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 in the marina soon!

Commodore's Comments

by Terry Stewart

SV Syren

And We're Off!

The launching is going along at a good rate. More than half of the boats are in. We seemed to start slow, I think due to the cold and drizzily weather. After attempting to lift the Schooner with our new lift, and getting part way, we decided to work on the boat in the slip. It was that it was our first attempt at using the lift, our first time lifting 44,000 pounds, making it an exciting moment. We found that if any one set of slings has in excess of 28,000 pounds on it, that is the sling's maximum. An alarm goes off and winches will not lift. We lifted it twice and each time had in excess of 28,000 on a sling. Our own fault. We were mildly disappointed but still have every confidence this lift will accomplish the task after we get some more experience with it. We have begun using it where we can fit in with it and it is working well.



The *True Love* schooner went through its Coast Guard inspection on May 24th and, although it was the second time for us, it's still a nerve-wracking experience. From pig stick to keel and from stem to stern being examined is like being at the doctor's office. The Coast Guard always has a bank of 1,000 questions; you just never know which ones they will ask. Here is a list of what an examiner wants to see laid out for them: Coast Pilot, chart of Seneca Lake, Great Lakes Light List, drug test program, Captain's license, original certificate of inspection, documentation, crew manual, fire extinguisher inspection report, rigging report, set of emergency instructions for fire and man-overboard, Captain's logs, log of your practice drills, and passenger manifest records are a few of the required things to show them. Now, they may not ask for them all, but they may. These are the things I can remember sitting here and I probably missed a few. Then it's operating underway, while being asked questions, raising sails, operating all equipment, and performing a man overboard drill with their 150-pound victim dummy completes the event. Thank goodness we have the best crew and Captain in the world with Bill, Brock, Scott, and Josh. We did extremely well, and it was all due to these guys. Now onto a safe and productive 2022.

-Terry

Vice Commodore's Comments

by John Chesbrough

SV Aquarell



Already?

I'm just as surprised as everyone else that the sailing season is upon us. The weather has been behaving like a petulant cat: cold and unpleasant for days, then a sudden burst of tropical heat, sun, and humidity, then back to unsettled/undecided blah. I

guess we'll have to keep a positive outlook and take what gets served up. I would be very happy if I knew that the rainfall will be normal and non-violent.

As Memorial Day weekend is upon us the marina is shaping up for the summer very well. Some select and privileged boats were honored to be dropped into the lake by the new travel lift. Is it true that we won't have to release our back stays for the new lift? Wow, we are now spoiled.

By now everyone has seen or heard that the new restaurant is open and serving food. There's just one thing missing but we are promised that it will arrive soon, maybe even by the time this newsletter is published. *[Sorry, thier liquer license is still "pending". - Ed.]* Watch your head when you walk up the entry ramp. Last I knew the bulletin board was lost in action but that too is promised to reappear.

Everyone is to have a good, fun summer. It's not an election year so we won't worry about advertising.

- John

Port Tacks

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Rear Commodore's Comments

by Don Swanson

SV Independence



Ahhhhh...

We made it. Spring has arrived and summer is starting to unfold. After many long and cold months on the hard, it's time to wet the hull, bend on the sails and get back out on the water! Hopefully as you read this, you're at your slip or at the very least your splash date is circled on your calendar. I could hardly wait another day to get back on the water and on account of that and

other scheduling issues, my splash date was the earliest I have ever made it. Normally I plan for a launch date in early May, but this year I took the plunge (pun fully and unabashedly intended) and wetted the hull before the end of April. Naturally, the weather shifted immediately the day after launch and for a couple days I wondered if my decision was sound, but we made it through OK and have enjoyed some fine sailing days as a result.

As the calendar continues to progress, the day of our first race is rapidly approaching. By the time of publication, we will have conducted our first race, the infamous Rust Removal Regatta (RRR). A typical trip around the marks, the RRR is a "practice" race, a great way to shake out the cobwebs, and get into the racing spirit and season. It is also a standalone event, so it's not included in the summer series scoring. It is more about fun, practice, and company. Hope to see you out on the course.

After we have all had a chance to embarrass ourselves with the RRR, we will begin our Summer Series of races on Saturday, June 4th. The summer series will include eight scheduled races taking us through mid-September, but that's not all. Be sure to mark your calendars for the Sampson Cruise, Barge Race (SYC in Geneva, NY), Grape Harvest Race, and lastly, the Gear Buster Race, which concludes the season in October. Check the calendar in this issue of *Port Tacks* or on the club website for more information.

This season will be similar to previous seasons. We will continue using Portsmouth Yardstick for handicapping and scoring. We will be conducting a skippers' meeting each race day at 13:00 at the flagpole, and races will mostly start at 13:45 (occasionally we will adjust start time). As always, the Race Committee seeks assistance with deploying and recovering our race marks. Above all else, this pre- and post-race task is made much easier by the helpful assistance of racers. It's also a great way to dial in the wind beforehand and unwind afterwards (bottom line - more time on the water). Your continued help is deeply appreciated. We usually meet to place marks around 11am on race days. After the race is done and the marks retrieved, be sure to join us for our race post-mortem. Bring a beverage, some snacks and join in the fun as we relive the thrill of competition.

Our start line will be the same. We will initiate the countdown with a blast of the horn at T-minus 5 minutes, T-minus 1 minute, and then at zero. Skippers should always keep their own time, and just in case. We will be using VHF Channel 69 for race communications and skippers will need to radio the committee boat when crossing the finish line. Communications can sometimes be missed, so if there is no response from the committee boat, please repeat transmission. If you are listening in and can relay a message, please jump right in. Skippers are also reminded to give way and stay clear of the *Seneca Legacy* and *Spirit* cruise boats.

Weather is a factor when deciding to conduct a race or not. Safety is a priority and although we can't change the weather, we can change the race date. Rain is usually not a serious impediment, but in the event that lightning is likely we will reschedule. We will also be considering the wind conditions. If you have sailed on Seneca during the summer, you know that favorable morning winds often dissipate by mid-day (especially on Saturdays – go figure!). We may still get bamboozled by a wind that departs as soon as the start horn is blown, but hopefully that can and will be avoided. A look at the calendar will reveal that we have built in some "make-up" race days, but more often than not, if a planned race day is a dud AND the very next day (Sunday) is better we will probably just postpone the race until the next day. This worked a couple times in seasons past and hopefully it will work out again for most of us.

To remain in the loop and to get updates on racing please join our FLYC Racing Remind messaging group. This is a messaging service that allows us to send out a message that you will receive like a typical text message. To sign up follow the instructions below.

Keep in mind that this is a free service that is mostly used in K-12 education and athletics teams and that is why users are asked if they are a student, teacher, or parent. I recommend, if queried, simply put yourself in as a student or teacher.

To join our Remind message group:

Text **@gk93e3** to the number **81010**

You'll receive a welcome text from Remind.

If anyone has trouble with 81010, they can try texting @gk93e3 to (563) 265-6842.

That pretty much covers it for this month. It's great to be back in the water and seeing both familiar and some new faces and boats at the marina. Best wishes for a safe and fun season to all sailors and boaters.

Cheers,

- Don

o o o o o

Secretary's Column

by Sue Morris

SV Sails Call



Ahoy to all!

Our boating season is finally kicking off!! Don't miss out! 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

From the Treasurer

by Denis Kingsley

SV Tark



In the last issue I said we were "liquid". Now that the boating season is underway, perhaps this issue's word of the fiscal status should be "afloat"? Anyway, everything is good. We're solvent.

- Denis, still cooking the books.

Socially Speaking

by Denise Trondsen & Cindy Swank

SV Ellawicious & SV China Doll



Upcoming Events

On June 9th at 11:00 AM is the Annual FLYC Nautical Swap.

Meet at the flagpole and set out what you have to swap or sell.

June 19th is the Father's Day Brunch at 11AM. Please bring a dish to pass and a beverage of your choice.

Stay tuned for details of our July events which include the Boat Christening on July 2nd and the Independence Picnic on July 9th!

- Denise & Cindy

Contact: Denise 607-742-9051
Cindy 570-244-5549
Email both at social@flyc.us

Sandbaggers...

By Bill Trondsen

(summarized from

<https://cthom249.wordpress.com/2016/05/23/519/> and <https://www.mysticseaport.org/explore/vessels/annie-sandbagger/>)



Our Sailboat Racing history finds some of its earliest roots close by in the New York Harbor and Hudson River. In the mid 1800s, hundreds of oyster boats scoured these waterways by day, and then "raced" back to the markets in the evening to feed the growing population of New York City. These fishing boats were typically shallow-draft open single-sail catboats with removable centerboards that allowed them to navigate shallow waters. Tired of losing the race to market (and/or the waterfront bars...), the fishermen began to add headsails for extra speed. Informal races eventually turn into formal regattas, and a sport is born...

In the years between 1860-1880, Sandbagger boat racing with professional crews, spectator steamer boats, and gambling became very popular on the Hudson, and spread to other regions like Boston, San Francisco, and New Orleans. Sandbagger races could attract fleets of up to 40 boats, and the winner could take home over \$1000 in prize money, about 3 times the average annual wage at the time.

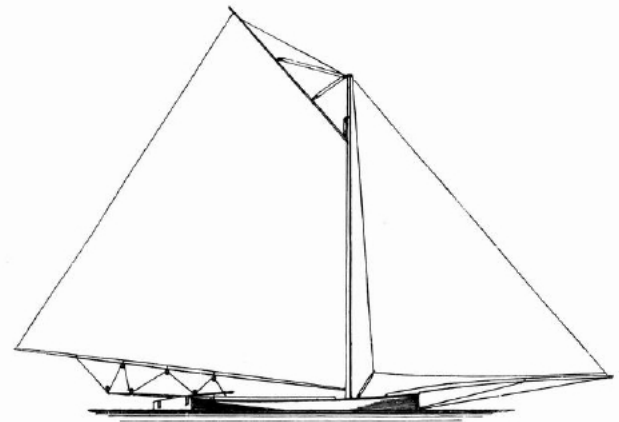
"Sandbagger" Race Boats were based on the shallow draft fishing boat, in lengths between 18-28 feet, and races were broken into four boat length categories within this range. Sail size was not regulated, so the sails became larger and larger. Designed to be fast in light winds and smooth water. SV

SV Ellawicious

"Parole" from 1870 with a boat length of 27 feet, had a sail length from bow sprit to boom tip of 70 feet!!! To compensate for the immense sail area, the boats used oversized centerboards, "barn door" rudders, additional crew, and movable ballast. The full crew of the Parole was 17 men required to heave 77 sand bags to windward at each tack, and then eject the ballast for the downwind race leg. Such difficult boats to sail, the skippers and crew of these boats were some of the best sailors of the time.

Beautiful boats and exciting racing. By 1890 as yacht clubs established new race handicapping based on boat length and sail area, the age of the Sandbagger had passed.

Tafel LXV.



Segelplan der „La Parole“.

„Cruiser“ und „La Parole“.

	Abmessungen:			
	„Cruiser“	„La Parole“	„Cruiser“	„La Parole“
Länge	6,35 m	8,00 m	Grosssegel	97,15 qm
Breite über Deck	2,55 "	3,38 "	Kliver	44,52 "
„ WL	2,59 "	3,00 "	Zusammen ca.	75 qm 141,67 "
Tiefgang	0,43 "	0,50 "		

Boat Handling Basics - Knots

By Nancy Sisbarro

SV Amazing Grace

There are many skills to learn when getting ready to sail a boat. One of the essential skills to have in your toolbox is knot tying. There are five useful knots that are handy to know.

The Bowline



The Bowline, referred to as the “King” of knots. A Bowline creates a fixed loop and is used for hitching, mooring, and lifting. The bowline is created by making a loop, bringing the free end of the rope through the hole, going around the standing line, and back down through the hole. When pressure is applied to this knot it gets tighter.

Reef Knot / Square Knot



If you ever did macrame, you have used this knot. It is used for tying two lines together. It is frequently used for furling sails. It is formed by crossing the ends of each rope, passing one end through the loop we have created with the other loop, and pulling each end to tighten.

Clove Hitch



The Clove Hitch is essential to know if you are going to tie up to a pole or piling temporarily. The clove hitch is formed by hanging the rope around the pole and making a loop. Then passing the rope around from behind and tightening to make a knot.

Round Turn and Two Half Hitches



This hitch is used for mooring lines and attached to a pole, ring, or tree. Take one end of the rope and wrap it around the pole twice so that the standing end of the rope locks the other end in place and then put two half hitches, one end around the other.

Figure Eight Knot



The Figure Eight Knot is used as a stopper so that a line will not go through a hole or grommet. Make a loop and go around the line and back through the hole to make a figure 8. Pull both ends to tighten.

I suggest that you go online or get a knot tying book to see pictures and step by step instructions to learn these knots. Then practice them regularly so that you will know how to do them when needed.

- Nancy

Editor's Corner

by Tom Alley



Writer's Block

Like other club members who write articles and columns for our newsletter, sometimes it's hard to find something to write about and a classic case of Writer's Block sets in. Your Editor is no different, and this seems to be one of

those months where there don't seem to be too many fresh ideas to ponder. (Too many fumes from the bottom paint?) Maybe the best thing for me to do is to begin cheerleading some of the activities planned for the 2022 boating season.

Cruise to Sampson State Marina

By the time you read this, *Tomfoolery* will be tied in her slip once more and being prepared for another season worth of sailing. There is a lot planned for this summer between the FLYC and the Finger Lakes Chapter of America's Boating Club. Aside from our regular race schedule, the ABC-FLX has extended an invitation to all FLYC members to join them on their cruise to Sampson on the weekend of July 29th through July 31st. I've been to two of these events and have enjoyed them thoroughly, so I would recommend them to any of you. It's also a great way to begin stretching your horizons if you've never left the sight of the Village Marina. The best part is that you won't be alone and there will be plenty of other cruisers sailing with you to help out if you suddenly have questions or if you need some encouragement.

If this sounds like fun, make your slip reservations online for Sampson now, because they are filling up quickly!

This year, the ABC-FLX will be running some seminars and certification events where you can learn new boating skills and earn credit toward Boat Operator Certification from America's Boating Club. We had about 30 people at this event last year and got rave reviews for the hands-on instruction people received. If you're interested, contact Jim McGinnis (seo@abc-flx.org) for more details.

The Seneca Barge Race

The "Barge Race", hosted by Seneca Yacht Club in Geneva, has become an annual, invitational event for FLYC members. 2022 will be no different. This is another opportunity to go explore the other end of Seneca Lake and to interact with the sailors there. It combines the best of cruising and racing and appreciating our common interest in sailing.

Sailing the length of Seneca Lake is always fun and provides an opportunity to practice sailing longer distances like those that are typical in the Great Lakes, but without being exposed to conditions as severe as those found on open water. It's a

SV Tomfoolery

wonderful steppingstone for planning a longer trip to bigger waters in the future. (Like in 2023? Canal trip to Lake Ontario, anyone?) At the north end of the lake, you will find good holding for anchoring along with a couple of marinas where you can tie up overnight (providing you don't draw over 6 feet). You will also experience different wind and wave conditions due to the topography of the lake and surrounding lands. In other words, it's a great way to gain sailing experience.

Once at the north end of the lake, you can either sail your boat in the Barge Race, or crew with one of the boats that is racing, or just sit back and cheer on your FLYC colleagues as they battle the SYC locals over this long course. After the race, there is usually some socializing that takes place where food, beverages and yarns are all shared.

The race itself is also a lot of fun. At 24 miles, it is currently the longest regular race on the lake each summer and provides competitors with plenty of opportunities to optimize their sail plan and sail trim without having to worry about too many short tacks. With the reverse-handicap staggered start (slow boats start first, fast boats after), you always know where you stand because the first boat to finish wins.

What more can I say? Of course, *Tomfoolery* will be there again this year! The FLYC fleet will be leaving Watkins Glen for Geneva on Friday, September 9th and will return on Sunday, September 11th. I hope you will join us!

Closer to Home

You don't have to sail to the other end of the lake to have fun. We have plenty of on-the-water activities planned around our home port, too. The most common of these are the regular races we have on most of the Saturdays this coming boating season. As I've said many times, the best way to learn how to sail is to participate in your local race circuit. Even if you never plan to race competitively in other leagues, you will learn more about your boat and your sailing than you will in any classes you can take. Ask any world cruiser where they learned how to cross oceans and they will tell you it started on their local club race course.

The best part is that FLYC racing is relatively low-key compared to fleets I've raced in elsewhere. The focus is on fun and sailing, not exploiting every rule to your advantage.

Don't want to race your own boat? There are always skippers looking to take on extra crew. Just show up!

And on that note, I'm looking forward to seeing you show up at the marina. See you soon!

- Tom

Well, your editor has opened his big mouth again. If you wish to agree, or (more likely) 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.

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 _____