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Please send any comments, questions, or corrections to:  
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## Coming Soon: Total Solar Eclipse!

Mark your calendars: There will be a total solar eclipse coming to Western New York and the northern parts of the Finger Lakes (Penn Yan and north to Lake Ontario).

**When:** Monday, April 8<sup>th</sup>, 2024. Totality will occur around 3:20pm.

For more information, see:

<https://www.greatamericaneclipse.com>

## Commodore's Comments

by Terry Stewart

SV True Love

Now sitting in the dead of winter and waiting for the world to wobble back to where our latitudes we live in get their fair share of the rays.

Our trip to the *Moby Dick* read-aloud marathon is over and was a fun time.



Our most recent adventure was four days at the Rochester Boat Show to promote *True Love* sailboat cruises. The boat show seemed well-attended, and Lisa and I had a central spot where every attendee had to traverse by us, to get to all the powerboat displays. Did you get that? All powerboats, no sailboats! What does that say about our society today? This morning, I committed the Schooner to a booth at the Syracuse Boat Show on February 15<sup>th</sup> through the 18<sup>th</sup>. This show promises to have some sailboat interest from what we hear.

So, I was thinking. Do you know what one of the most fun parts of boat travel is? Anchoring. Yes, anchoring. Why? Well, on your boat you have your galley, your saloon, your cockpit, the sails and all else to keep you busy. However, your sleeping quarters, wherever they may be, are only as sound as your anchoring technique and ability. Long and restless nights persist unless you have confidence in your "ground tackle" and its performance. The selection of anchor, it's weight and choice of rode are all critical to a good night's sleep. Equally important is your snubber, connections, and windlass operation, if you are lucky enough to have one.

I once thought anchoring was your anchor and the amount of scope you put out. In my limited experience of traveling on tidal waters we quickly discovered how much more there was to it. All of a sudden you're in a crowded anchorage during a tide change at 3am, in a thunder storm, and what a chaotic

scene there can be. Even communication with your neighbor is very important for if they put out a scope way longer than you do, you're going to have trouble at tide change. Then there is the excitement of wind over opposing current causing your vessel not to swing and your anchor chain will gnaw on your bottom unless the snubber is attached deeper on the rode.

There is at least one whole book dedicated to anchoring aptly titled *The Complete Book of Anchoring and Mooring* by Earl Hinz. Credit to John Chesbrough, who, if I remember correctly, informed me of this interesting collection of anchoring information. Operating your boat is a wonderful thing, equally as wonderful is being competent when anchoring your boat. It will increase your quality of sleep, ...sometimes.

-Terry



## Port Tacks

*Published six times a year by the Finger Lakes Yacht Club. The opinions expressed in **Port Tacks** are those of the authors and do not necessarily represent those of the Finger Lakes Yacht Club, its officers, directors, or members.*

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# Vice Commodore's Comments

by John Chesbrough

SV Plein Air



## Navigation

This winter I've been dwelling on navigation and its various instruments, their uses, and applications. You can be sure that there are plenty of sources for information on this

subject. For my purposes I'm limiting the research to one book: *Tools. Extending Our Reach*, a catalog from a Cooper Hewitt Smithsonian Design exhibition by the same name, December 2014 - May 2015.

In the 15<sup>th</sup> century European ocean sailing was able to continue moving further away from shore thanks to new technology such as the astrolabe and the use of astrology. The astrolabe had been introduced as early as the 10<sup>th</sup> century by Muslim scientists. As a very simple explanation the angles between known celestial bodies and the astrolabe aboard a ship could be crunched to pinpoint a position on a chart. These early navigators understood the influences of both time change and latitude change on those angles measured. More than one astrolabe could be put to use along with other new high-tech tools such as quadrants, cross staffs, and back staffs. The astrolabes were large, heavy, cumbersome, brass tools with interchangeable parts appropriate to different geographical areas. Think of a template with holes for known stars casting their images onto a round plate with more fixed reference points. Now mariners were getting a very good grip on latitudes. Whoever was good with the new tools would be good at commercial trade in distant lands.

The sextant was introduced in the mid 18<sup>th</sup> century as an instrument for finding the elusive longitudinal positioning, the east-west part of the puzzle. In

another fine nutshell explanation, observed angles between different celestial bodies could be interpreted with printed tables of lunar distances (remember those ancient astronomers) with recorded times for the angle observations. The use of a timepiece was the latest new technology, with charts, tables, corrections, declinations, and calculated time intervals to arrive at precise and accurate lines of position. The British Navy was successful due to the fact that their clocks were the best in the world.

One curiosity revealed in my sourcebook is a mid-16<sup>th</sup> century book called *Astronomicum Caesareum* by German printer, cartographer, and mathematician Peter Apian, c. 1540. This book contains detailed astronomical and astrological data and charts, including a set of 21 concentric sliding discs (volvelles) fastened together in such a way to be rotated individually to line up data to predict eclipses. Today the science of predicting astronomic events has advanced.

We will all have the experience of witnessing a total solar eclipse here in New York State this year on April 8, 2024. The partial eclipse is predicted to begin at 2:07PM, and the full eclipse begins at 3:20, lasting 3½ minutes and the partial ending at 4:33PM. This is a once in a lifetime event for our area, occurring every 400 years.

View with proper eye protection!

See you at the marina!

- John

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For more information about April's solar eclipse, check out the web site:

<https://www.greatamericaneclipse.com>

-Ed.

# Rear Commodore's Comments

by Don Swanson



## Dealing with Winter, Planning for Summer

No matter how you slice it, the off-season can be an exercise in tedium and patience. And as much as we all approach the task in our own unique fashion, are there threads common to most of us? After the shrink-wrap

goes on... what keeps you sane during the off season?

Winter boat projects, time with family, travel, and a bit of armchair sailing with a good book and a warm fire keeps me going. On the other hand, if you wait out the cold by escaping to more temperate climates, I feel for you (how monotonous it must be to have sun and warmth daily? Tongue firmly in cheek!). So, please forgive me as I use this month's entry to ramble a bit on how I wait out the off season and a bit of a preview of what is on the docket for the 2024 FLYC Racing season.

I will admit to sometimes feeling a bit of the winter blues, but I mostly avoid the worst by keeping active. To say that I ski on it when it's hard and sail on it when it's wet, nicely summarizes how I endure the off season. Who around the Finger Lakes doesn't occasionally vent about the cold rain and snow? I have. But I have also made my peace and cherish my good fortune to have made this my home. Notwithstanding the burden of snowy, white-knuckled commutes for work (agast!) and other inconveniences I welcome the winter snow (and even the rain) because without it, Seneca Lake wouldn't be. But seriously, in the same way sailing is a negotiation with the elements, so is outdoor adventure during winter. For me, I ski (Nordic and alpine) and hike our many local state parks during the dredges of winter.

In anticipation of our upcoming sailing season, I have a few items to share. The 2024 racing season will be a repeat of our usual eight race summer series,

*SV Independence*

plus a number of "fun" races. These include our traditional season bookend races: The Rust Removal Regatta and Gear Buster Race to start and end the season, respectively, as well as the Commodore's Cup, Grape Harvest Race, and others. As of now, the calendar is still a work in progress, but it will be finalized by our April issue, early enough for racers to schedule and plan accordingly.

Having few specifics to share for now, I would like to share a bit of my thinking on planning the 2024 racing calendar. This year you may find more of the summer series races in June and September when winds are more compliant and fewer folks have competing plans like family vacations and other non-sailing related activities. This is not to say we won't have summer series races in July or August, but more of them will be before and after high summer. We will also continue, and perhaps expand, the use of staggered starts, especially for the longer race courses. Theoretically, by having each vessel's start time based on their handicap, the starts are less stressful (especially for the race committee boat) and the finishes more exciting. At least that's the idea and it works pretty well when the wind is steady (or at least persistent) throughout the day.

As in the past, we will attempt to run races on Saturdays, but if we experience unfavorable conditions, we will reschedule and use make-up up race days on the calendar. Although, I make no promises, if conditions are cooperative throughout the earlier half of the season and we manage to keep to our schedule, there may be some opportunities for an additional fun race or two on unused make up days later in the season. Time will tell.

Stay tuned and until we meet again, "Cheers" to another year of fair winds and following seas, especially on race days!

Best regards,

- Don

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# Secretary's Column

by Katie Alley

SV Tomfoolery



## The Artistic Process; Quality Time in Winter

It's really nice to live in a home that you love. I don't mind being home. At my now ripe age of 25, I actually prefer staying home over going out. I love being in my comfortable apartment. I have noticed the

past few summers that I can get burnt out being out of the house all the time. My social battery can run low. I always make the most of the warm weather and sailing season - attending every club event I can, working on *True Love*, and teaching classes for America's Boating Club. To me, that's a good reason to make the most of the slower times of winter and hibernation season too. I can maximize my time at home, relaxing and working on personal projects that I enjoy.

I love my apartment, but still have housing limitations that most young people face in this economy. There is a small nook off our kitchen and living area that is intended to be a dining room space. Instead, it is my home office and art studio. As many of you know, I have a Bachelor of Fine Arts, and that means I also have a lot of art supplies (that were expensive, and I refuse to let go of any of them because I know they will be used someday, sometime). I keep my space organized and clean, though my boss did comment that my background was too distracting when we were on a video call. *Humph!*

Anyway, winter seems to be when I have the most time to paint and create since I'm home in the evenings and on weekends. Among the many canvases that I have moved with me between 3 rental homes, I have hung onto a painting that I started back in 2016. Recently, I used my time to revisit it and finally maybe finish it.

This painting is of a photo I took on July 6, 2016. I was 17 years old, and it was the summer before my senior year of high school. *Tomfoolery* was returning from my first trip to Lake Ontario via the Erie Canal. We were in the area of the Montezuma swamp. It was a hot summer day - blue skies, fluffy clouds,

undisturbed water. The reflection of the vivid green trees on the water's surface was gorgeous. We were traveling through this beautiful, preserved area of nature. It was one of those moments when you remember that upstate New York isn't really a bad place to be. My best friend Maggie (who now works overseas in the merchant marine) said to me, "You could paint this." So, I snapped the picture on my old iPhone 6 to make the moment last longer.



Figure 1: The photo that inspired it all.

I never forgot what she said. My senior year of high school, I began preparing a portfolio for college applications and created some of my first oil paintings. The only paints I had were these small, low-quality tubes that my art teacher found in a box buried in her office. Looking back, even though they were beginner budget-friendly, they really were not good for any artist taking painting seriously. They made oil painting more challenging than it is with better quality materials. I painted the first layer of the

painting (also on an old canvas that my art teacher found in her office). Then the project got set aside as I was working on other things for my college applications.

And life got a little busy for seven-ish years. I graduated high school, completed art school in the midst of a pandemic, and worked a lot of jobs. Which brings us to the present day. Comfortable apartment, quiet winter evenings and weekends. I wanted something to do. The urge to create never goes away for an artist. I needed to complete the painting for myself and Maggie, even if it took seven years to get around to it.

I painted a lot of the composition and the details and even after that, I let the painting sit in my office untouched for a couple of weeks. I looked at it every day, and it took some thinking to figure out how I wanted to finish it off. I consulted my artist friends and even a painting subreddit online for some outside advice and opinions.

Yesterday, I sat down and went to work on it, considering some of the comments I had received. I wanted to finish it, and I did. And it feels good, and I enjoyed spending my whole Saturday painting. I think that it's okay that this painting was set aside for so long. I came back to it when I was ready and had the proper time and supplies to use on it. After all, the Sistine chapel wasn't painted overnight!

Though I may not love staying home as much as I love being on Seneca Lake in the summer, I can still make this time of year a pleasant time. I can make peace with how time-consuming my artistic process is sometimes. That's important after being on so many strict deadlines during art school. I think it's really beneficial to take a break from any sort of project if it is frustrating you or even if it is simply not engaging enough for you. You'll do better if you

come back to it with a clear, open, and rested mind. (This certainly applies to any boat-related projects!) I hope that everyone finds a way to reset, relax, and make the wintertime as high-quality as it can be!



Figure 2: *The Erie Canal*, 2024. Oil on canvas. 20x16 inches.

- Katie, FLYC Secretary

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You can follow Katie and what she's up to on Facebook at "Katie Alley Art" or on Instagram at @katiealleyart.



# Rudder Repair Redux

By Don Swanson

SV Independence

The rudder on my C&C 25 is transom hung with a tiller helm. Very basic and a pleasure to use when underway.

But vex me, it had since I first bought the boat. No amount of buffing or wax could hide its dents and dings and worst of all, there was a nasty longitudinal crack along the fore and aft spine (where the two halves of the rudder were joined during construction). Thankfully, the crack was mostly above the boot stripe. And if that wasn't bad enough, hairline spider cracks were on both faces, above and below the waterline. They weren't deep, no more than the paint or gelcoat itself, and in no particular pattern indicating a structural weakness. From ten paces it looked ok, but close up it was a point of personal consternation.

I think it was after my first season with the boat that I made an initial foray into "fixing" the most concerning aspect of its condition - the network of longitudinal hairline cracks where the two halves of the rudder had been joined in the factory. The result of my efforts was lacking, but it taught me how not to go about it the next time. I deemed it a temporary "fix" and would return to it after a couple seasons when I was finally compelled *and* prepared to execute a PROPER repair to the rudder as described here.

My plan was to dry it out, repair the spine cracking and also repair a network of spider cracks below the waterline. I felt confident that I could handle the below the waterline spider cracks so I figured I would start with that and see how it went.

Maybe I would get courageous and do the topside cracking? But that would require repainting and I was still very hesitant to take on that additional complexity. As it was ...I ended up doing it all, top to bottom. I would fix the spider cracks, dents, dings, spinal cracking, and new topside paint. There would also be a couple other associated tasks along the way. In the end, I am happy to report that it is OK with me and looks a LOT better from only a pace or two away.



Figure 3: This is what I started with as seen from aft, showing the cracking along the spine.



Figure 4: And the cracks on the topside paint.

## PHASE 1

After fall haul out I removed my rudder. I do this every season. It's very manageable and fits in the car. I take it off the boat for I have suspected that it was wet inside and knew that it would be better not to be left out in the deep freeze of winter on the hard. I later confirmed that the cracking was in fact due to freeze/thaw cycles and brittle paint. It usually overwinters in the dry and cool conditions of my garage, but now it would come into the warm and dry workshop for repair.

As stated a little way back, I started with the below the waterline area. Just like the topsides there were a network of hairline stress cracks in what appeared to be a gel coat or barrier paint (with several coats of VC 17 on top). None of the cracks were gaping or spreading in any way and based on the assessment of a boat repair expert it was mostly superficial and cosmetic. Still it bothered me and now with a couple years' experience with other repairs under my belt, I figured it was within my abilities. The first step was a thorough cleaning with soap and water, followed by acetone wipe down a couple times. Next up was removing the hardware, which below the waterline is the lower pintle bracket. I have never removed these before, but a quick turn of a wrench was all it took. Off it came. Then it was time to suit up and begin removing the VC 17.

I will take a moment here and explain that during all the sanding, mixing, painting and use of volatile compounds I used appropriate personal protection including respirators (for dust and VOCs- volatile organic compounds), lots of nitrile gloves, safety glasses and hearing protection. At times I felt like I was suited up like an astronaut.

After sanding off the accumulated layers of VC 17 and the first layer or two of barrier paint underneath it was time to get on with it and dig in, literally. Equipped with a Dremel tool and bits, I proceeded to open up every hairline crack I could find. It took a few attempts, but I got every last crack. Wherever a crack terminated I went a couple millimeters beyond, just in case. I did this on both faces and then took on a proper repair along the spine. I reopened the spine crack that I had "patched" with a temporary repair a few years prior.

Everything was going as planned until I began to probe around the holes where the pintle brackets

were bolted onto the rudder below the waterline. That is when I confirmed there was indeed moisture inside the core of the rudder. By probing the inside surface of each hole, I started pulling out bits of wet foam. Decision time. Do I open it all up (splitting both halves apart) OR dry it the best I could and if needed, continue to bring the rudder home each winter to protect from freezing? (Sounds a bit crazy, but as mentioned earlier, it is not that difficult to manage and has been coming home anyways for storage). Spring was soon approaching. I was confident of its integrity. The foam is not structural, so saturation is not going to affect structural integrity, unless of course it is allowed to let in more water and left to freeze. Also, based on the nature of the cracks, there probably wasn't much moisture inside the rudder to begin with. If it was "filled" with water, the cracking and delamination would have been much deeper and structurally compromising. Part of my calculus was knowing this was already a problem when I took ownership of the boat and doubtless it had suffered through countless winter freeze/thaw cycles. It has lasted this long (40+ years)! So, the mold was cast. I would not split it open.

Instead, I opened each of the pintle holes and dug out a significant cavity where foam had been between the sandwiched layers that made up the rudder. And even after forcing dry hot air into the interior for a couple weeks, there was probably a little moisture in there yet. But I was sure I was going to put an end to any further intrusion and any remaining moisture would be inconsequential.

After drying, it was time to pot, fill and redrill the pintle bracket bolt holes. During the drying process, I repeatedly worked a tool into the holes and dug out a fair amount of what was now dried, decayed foam. The first key step was to fill this cavity with thickened epoxy, forced in using a syringe. It took a fair amount, but more was better in the structural support it would provide under the compressive forces exerted by the bracket once it was bolted back on. Once cured, I over drilled and filled the holes once again, but this time with unthickened epoxy. This was to make absolutely certain that any errant voids would be sealed up tight. After this was cured, the final holes were drilled and countersunk to prevent stress cracking along the adjacent surface in the future.





Figure 5: Hairline cracks below the waterline.

After the cracks were filled and the holes potted it was time to sand the surfaces fair (the epoxy filling the opened cracks was left a bit proud). Using a power RO (random orbital) sander and wet sanding made this a lot easier and faster, but it again was an incremental process, demanding repeated cleaning and resanding. Ultimately the goal was to get it fair and by sanding to 80 grit the surface had a good amount of “bite” for barrier paint to grab onto.

After the lower half (below waterline) was sanded, it was time for barrier paint, but before I began, I stepped back and thought a bit. *“I have done pretty well with the bottom half, should I go for it and redo the topside? It's a risk. Once I start removing and digging into the topside paint there's no turning back. This could be daunting, and after all, I don't want to make it worse”.*

The debate in my head continued...

*“But on the other hand, the boat hull topsides also could use the same treatment as the rudder... so why not try my luck with the rudder's topsides? If I screw it up, it's limited in scope. But what I learn from*



Figure 6: Below waterline cracks and pintle bracket holes filled with epoxy and ready to drill and sand.

*redoing the topside can be an invaluable stepping stone to someday repainting the boat hull topsides which is something I would like to do someday.”*

The die was cast. The decision was made. I had more to gain than lose. I extended my procedure list and while I began applying coats of barrier coat on the newly reconditioned bottom, I would research and prepare for refurbishing the topsides.



Figure 7: Below the waterline with a couple coats of barrier paint.

## PHASE 2: The Topsides

I began by removing the above water line hardware (upper pintle bracket) and friction plates the tiller slides over. Once identifying the finish (it was paint) and what was underneath (barrier coat on fiberglass) it was time to grind the cracks.



*Figure 8: Here the port side cracks have been opened and paint is starting to be removed by sanding at the top edge.*

Once the cracks were all opened (on the faces and spine), the next step was to sand off the old paint. The red boot stripe just above the waterline was also paint and came off readily. Now it was time to fair a couple dents and dings and pot the through holes for the upper pintle bracket and tiller. Once that was done it was time to sand, sand and sand some more to get as smooth and fair a surface as possible. Next up... barrier paint - three coats and then sand to 400 grit to make a silky-smooth finish on which to apply the final coat of topside paint.

Here I will pause and mention the topside paint. My boat is dark blue and was painted at least once in its life since its initial gel coat topsides first saw the light of day back in 1981. Not knowing the actual paint provenance and wondering how I could possibly match it was a bit of a conundrum. I did get a tip though. I learned that autopaint can be electronically scanned and matched to known mixed colors. Long story, short answer.... I was able to match the color pretty darn close and have an automotive enamel formula mixed that could be applied by spray, brush, or roll and tip (with appropriate thinners, etc..).



*Figure 9: Paint color match. The sample (the dark blue splotch on red on left) against the hull topsides on the right. Notice the reflection in the gloss of the paint. The photo is representative, but to the eye it was a near perfect match.*

## PHASE 3: The Finishing Touches

### PAINTING TOPSIDE PAINT

The topside painting process was mostly straight forward and after some trial and error I quickly worked it out. The paint flashed off quickly and once applied was ready for a new coat in 5-10 minutes. I also learned that cooler temps (50°F) helped slow it down a bit, providing a little more time for it to self-level. I would apply about three coats at a time (about 10 minutes apart) and then allow a day or two for a full cure. I would then wet sand using 400 and 600 grit to smooth out the imperfections. In total, it took about seven coats with two or three intervals of sanding.

### FINAL BARRIER COAT PAINT AND ANTIFOULING

While waiting a week or two for the topside paint to fully cure the next step was putting the final coat of barrier paint on the bottom half. As the last layer of barrier paint was still tacky, I applied a layer of antifouling VC17, which adhered very nicely and looked great.



### **SANDING and BUFFING TOPSIDES PAINT**

Based on my experiments using the paint sample, it would require careful hand (wet) sanding at about 800 grit to take down most of the high spots and imperfections as needed. Once the 800 grit reached a satisfactory level of smoothness I graduated to 1000, 1200, 1500, and 2000 grit. After the 2000 grit, buffing with a wheel and rubbing compound brought out the luster. Without a doubt, it looked 100% better and from about a pace or two away it looks, well..., pretty darn good!

After two coats of wax, all that remained was attaching the hardware (pintles). The pintle brackets lined up perfectly and looked great, all polished bright. After screwing on the tiller friction plates the job was done. I stepped back a pace and took a prideful look.

### **Epilogue**

It's been a few seasons since this repair was done. Overall, it was a success and has held up well. I have found a blister or two, but they were minor and easily remedied. The bottom line: my rudder looks a whole lot better, but more importantly, my experience has built my confidence to take on the rest of the boat topsides in the future. Not sure if I ever will, it's still a big job and mostly cosmetic, yet knowing that I can makes it a lot less daunting.



*Figure 10: Almost done. White splotches are reflections of work lights off the gloss finish.*

- Don

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# Sailing Without a Rudder

By Don Swanson

SV Independence

Lash off rudder to centerline and practice following skills:

## How to sail in a straight line.

Practice straight-line steering first. Sail onto a close-hauled or close-reaching course. Lock the wheel or lash the tiller amidships. Line up the forestay or bow pulpit on two distant objects. Try to stay lined up on your natural range.

- **Heading up.** Trim the mainsheet and ease the jib or genoa sheet. Move the crew forward to lower the bow and raise the stern.
- **Falling off.** Trim the jib or genoa and ease the mainsheet. Move the crew aft to lower the stern and raise the bow.

## How to fall off the wind

- **Sail Trim.** Ease the main and keep the headsail sheeted in. If needed, backwind the headsail to push the bow to leeward. If the boat refuses to fall off, reef the main or change to a larger headsail.
- **Crew position.** Move the crew aft.

## How to head up toward the wind

- **Sail trim.** Sheet in the main and ease the headsail.
- **Crew position.** Move the crew forward.

## How to tack

- **Sail trim.** Sheet in the main and ease the headsail. When almost into the wind, pull on the windward headsail sheet to backwind the jib and help turn the bow through the wind.
- **Crew position.** Move the crew forward. After tacking, move the crew aft.

## How to jibe

- **Sail trim.** Turn the boat off the wind as described above (see step 2). With good momentum, you should be able to pass the stern through the wind. Just before the jibe, sheet the main flat amidships and let the headsail fly free. Quickly ease the main immediately after the jibe to prevent your boat from rounding up to windward.
- **Crew position.** Move the crew aft.

- Don

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# Editor's Corner

by Tom Alley



## Off-Season Activity

Fortunately, we experienced a very mild fall season this year with long stretches of fairly decent weather. This worked out for me because my old winter

cover (it was already well-used when I got it over a decade ago) was sprouting an uncomfortably large number of “skylights”. I actually wanted to replace it last year, but just ran out of time. Well, the planets aligned this year, and, with the help of a very good friend (Thanks, Mike!), I was able to make a new one.

If you've been to the boat yard since December, the new cover is pretty hard to miss as its newness makes it stick out quite blatantly.



Figure 11: Tomfoolery's new winter coat.

It's a good thing I didn't grasp the scale of the project until I was past the point of no return. Otherwise, I'm afraid I would have succumbed to the temptation of giving up. All told, we went through 56 yards of canvas. (That's 60-inch-wide canvas!) We used about 100 yards of 1-inch-wide webbing, 1300 yards of thread, and probably around 130 linear feet of zippers and close to three dozen buckles for the webbing. In addition, there were a numerous trips between the sewing “loft” and the boat to fit, measure, mark, and repeat. After a quantity of beers (to keep the tailors hydrated, of course) and about 150 man-hours of effort, it was completed. The result is a custom-made cover for my particular Alberg 35 that I hope will last at least 15 years.

SV Tomfoolery

The best part is that the entire cover can be deployed in about an hour by a single person. Compared to the all-day effort required by the old cover, that's a huge gain!

Now it's time to start working on other projects.

## Low Season

It's been a while since I've booked a vacation anywhere, but the last time I did, I remember seeing two-tiered pricing for “high season” and “low season”. That second phrase comes to mind when thinking about where we are during January and February. It's definitely “low season” when it comes to boating in this part of the country.

On the other hand, one could think of this as a “high season” in other terms. There's certainly a bunch of club activity taking place. I'm putting this newsletter together, for one. The Race Committee is also communicating back and forth as they go through various iterations of possible race calendars to prepare for the planning meeting in February. Additional volunteers in our club are reaching out to other organizations in the community to see what their plans will be this summer so that we don't have too many conflicts or double bookings.

The nature of these tasks makes it a very optimistic time of year as we plan and dream of the activities that we can all enjoy once our boats are back in the water.

So, I guess, this isn't really the “low season” after all! See you in the boatyard!

- Tom

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*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](mailto:editor@flyc.us).*

# Finger Lakes Yacht Club

## 2024 Membership Application

Membership renewals are due by May 1st, 2024. **Annual dues are \$45.**

Please send this form and a check to:



Finger Lakes Yacht Club, Inc.  
c/o Katie Alley, Secretary  
295 Stillwater Drive  
Horseheads, NY 14845

Are you also a member of America's Boating Club (US Power Squadrons)? If yes, check this box.

Application:  New Member  Renewal

**Important:** Please include the names of all of your household family members. This will ensure that membership privileges are awarded properly.

Name(s): \_\_\_\_\_

\_\_\_\_\_

Contact Info: Renewing members - check this box if your address is unchanged from 2023

Address: \_\_\_\_\_

\_\_\_\_\_ Phone: \_\_\_\_\_

Please list all email addresses you would like to receive digital communications to.

\_\_\_\_\_

\_\_\_\_\_

Boat Name \_\_\_\_\_ Location/Slip # \_\_\_\_\_

Make/Model/Year \_\_\_\_\_ Length \_\_\_\_\_ Type  Power  Sail

Please indicate which areas interest you:

Racing  Cruising  Social activities  Newsletter  Other club activities you'd like to see? Email secretary@flyc.us  
 **New Women's Sailing Team**  Boating/Sailing Classes

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 \_\_\_\_\_