

In This Issue

COMMODORE'S COMMENTS	1
VICE COMMODORE'S COMMENTS	3
REAR COMMODORE'S COMMENTS	5
SECRETARY'S COLUMN	7
VENDÉE GLOBE UPDATE	8
EDITOR'S CORNER	9
2024 FLYC CALENDAR	10
2024 FLYC MEMBERSHIP APPLICATION	11

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

MEMBERSHIP RENEWALS ARE DUE!

A reminder that FLYC dues are due on May 1st. Don't forget to send in your check to the club Secretary. Details on page 7.

Commodore's Comments

by Terry Stewart

SV True Love

Every season is great, isn't it? The months of January and February saw us at the Rochester and Syracuse boat shows. *True Love* rented space to put up our banners and with rack cards in hand, bantered endlessly with boat show dreamers.



While boat salesman with furrowed brows waited for the next victim to pitch to, Lisa and I were happily touting the ease of enjoying someone else's boat with not a care in the world. Payments, insurance, slip fees, maintenance and repairs are not your issues, and we have "adult beverages" aboard the "Famous Schooner *True Love*". We'll see how that turns out in the coming months.

From a book entitled *Soundings: Essays on the Sea and Men Who Follow Her*, by Boris Lauer-Leonardi, I submit this for your reading enjoyment:

SPRING

The odor of paint mixed with sunlight and cool fresh air is a stimulating potion and makes a boatyard in the spring an exciting place for the sailor. In fact, he enjoys it so much that a moment of unrecognized regret stabs his heart as the old pot hits the water.

The boatyard is a remarkable place. One moment it is somnolent, the next it bursts into electrifying activity, then, just as suddenly, all you see are empty cradles, paint cans and unwanted ladders so recently fought over.

The boatyard is a world unto itself, as no other. The energy expended in it would power the world and the verbal mileage would circle the

globe with ease. There are perennial characters, lovable but trying, like the fellow who hauls out last to be out first, and then vanishes. Or the man who sands to windward of you while you varnish, or paints his mast while you finish your decks.

However, there is little if any blood shed, and firm lifetime friendships are born here. And, by and large, it is essential to the development of the yachtsman to have the company of his fellows during the preseason budding period. Not only does it give him the feeling of belonging to a romantic band of adventurers, but it broadens his spectrum of knowledge, as much as can be learned from others, since no one enjoys a three hundred and sixty degree experience.

A man who has never worked on readying a boat for the season is not a complete yachtsman. He will neither appreciate a good job nor comprehend the superb performance of the professional. Hence it behooves all hands to repair to the local yard and work on a boat, any boat...

Full stop, and there we have it, springtime in the boatyard! See you there.

-Terry

**MY KIDNAPPERS
RETURNING ME BACK
after listening to me talk
about Sailing for 2 hours**



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



Subtitle

At this time of year, we pay closer attention to the weather, wishing for warmer and milder days so we can pay more attention to big floating toys. I'm still not used to the new

storage arrangement. Speaking of progress, all the marina dock posts, including finger pier posts, have new bright white plastic caps. These caps will protect the posts from rain, sea gulls and punishment from the sun.



Figure 1: A new post cap.

Our boats survive the winter better when they have some sort of cover thrown down to keep out water, dust, leaves, sun, and seagulls. There is a wide array of choices when it comes to selecting a boat cover, anything from an inexpensive tarp across the boom to a whole boat cover custom made for your boat only, and lots of methods in between. The inexpensive tarps are usually damaged by April from the sun's ultraviolet rays and the wind. A combination of a few tarps of different sizes can cover a whole boat if enough rope and assorted clamping is employed. Shrink wrapping is still popular and very effective to protect a boat. Using last year's shrink wrap is always a temptation with varying degrees of success.

The custom-made boat covers include vents, which is very desirable. I once saw a boat in storage with a stove pipe protruding through the cover, with a

spinning turbine exhaust hood propelled by the wind. The stove pipe was fitted to a temporary hatch cover and ventilated the boat's interior. Many of us use a moisture absorbing product for the interior which works well if you replenish it mid-winter.



Figure 2: Custom boat cover with vents.

When it's time to shed the covers and get the boat ready for the season your cockpit and deck will still need cleaning but not nearly as much as having had no winter cover. If you had shrink-wrap, don't throw it away; re-use it for something. A custom boat cover will be less expensive in the long run and will last a lot longer if well maintained.



Figure 3: Colorful custom cover.

- John

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Figure 4: Rigging for a yet-to-be-installed cover.



Rear Commodore's Comments

by Don Swanson



The wait is nearly over. The sound of shrink-wrap removal crackles through the boat yard. It's nearly here! SPLASH date. The anticipation is palpable. But I should know better not to get too over the top. It's just April and I should know better, having endured May snowstorms more than once. Nevertheless, the sailing season on Seneca and our first outings on the race course will be soon upon us. With this in mind, this month I will be highlighting key elements of our 2024 racing calendar and a preview of how we conduct race communications and procedures.

This year, like previous seasons will feature our Summer Series and its compliment of eight races spaced throughout the following months. We will continue our use of Portsmouth Yardstick handicapping and each race will be scored, with cumulative results tallied for the entire season. Participants are welcome to join in for as many races as possible, so don't worry if you are unable to make all eight. Most of us miss at least one or two and even a poor showing shouldn't deter anyone, since we throw out the lowest score anyways.

This racing season will also feature our bevy of fun races that are scored as stand-alone events and are not part of the Summer Series. These races are no less competitive, but the emphasis is mostly on finding additional ways to hone racing skills with opportunities to change things up a bit (staggered starts, geographic marks, longer distance etc...).

Races are usually held on Saturdays with the pre-race skippers meeting at 13:00 under the flagpole. Races start at 13:45 or 14:00. Sometimes we make adjustments to our times on account of weather or distance (longer races will require an earlier meeting and start time). None of this is absolute and it is best to sign up for the text alert system I use to communicate race information. If you previously signed up, you should be good-to-go. For new sign ups, check below for instructions.

Please be sure to check our events calendar in this month's newsletter for when races are scheduled. We

SV Independence

will work diligently to keep to our calendar, but weather and other issues sometimes interfere with our plans. In the event of a postponement, delay, etc..., I will communicate changes as soon as reasonably possible. Should the need present itself, we have built in a number of make-up race days to accommodate this likely eventuality.

In addition to our scheduled races, there is also the annual ABC-FLX Sampson Cruise weekend (8/2-8/4) which is technically a Power Squadron sponsored event, although all are welcomed. There is also the annual Seneca Yacht Club Barge Race in Geneva in September which should not be missed. It's another great opportunity to cruise up the lake and the folks at SYC are gracious and welcoming hosts. The race is a longer distance race usually with a dozen or two boats in the fleet, sailing from Geneva to the Navy Barge and back, which depending on conditions can last the better part of a day. I highly recommend it. There are transient slips usually available at Seneca Lake state park, but reservations are recommended. It's also worth mentioning that there are plenty of anchorages available; as the depth is much shallower and with decent holding ground.

That pretty much sums up my thoughts for this month with one final request. None of this is possible without the continued and generous donation of time and effort on the part of the race committee and participating skippers. We kindly request and deeply appreciate all the help we can get in both setting and retrieving race marks. If everyone chips in once or twice this season, the task is a lot more manageable. Thank you in advance for your willingness to lend a hand. Hope to see you on the water soon.

Cheers,

- Don

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To sign up to receive automated text messaging from FLYC Racing, text

@gk93e3 to the number 81010

You will receive a welcome text from Remind®. (Remind is the name of this service, that allows me to communicate to all who sign up). You will receive

my notices by text message. No apps/downloads are needed.

We will use one group (FLYC Racing) for all race notices.

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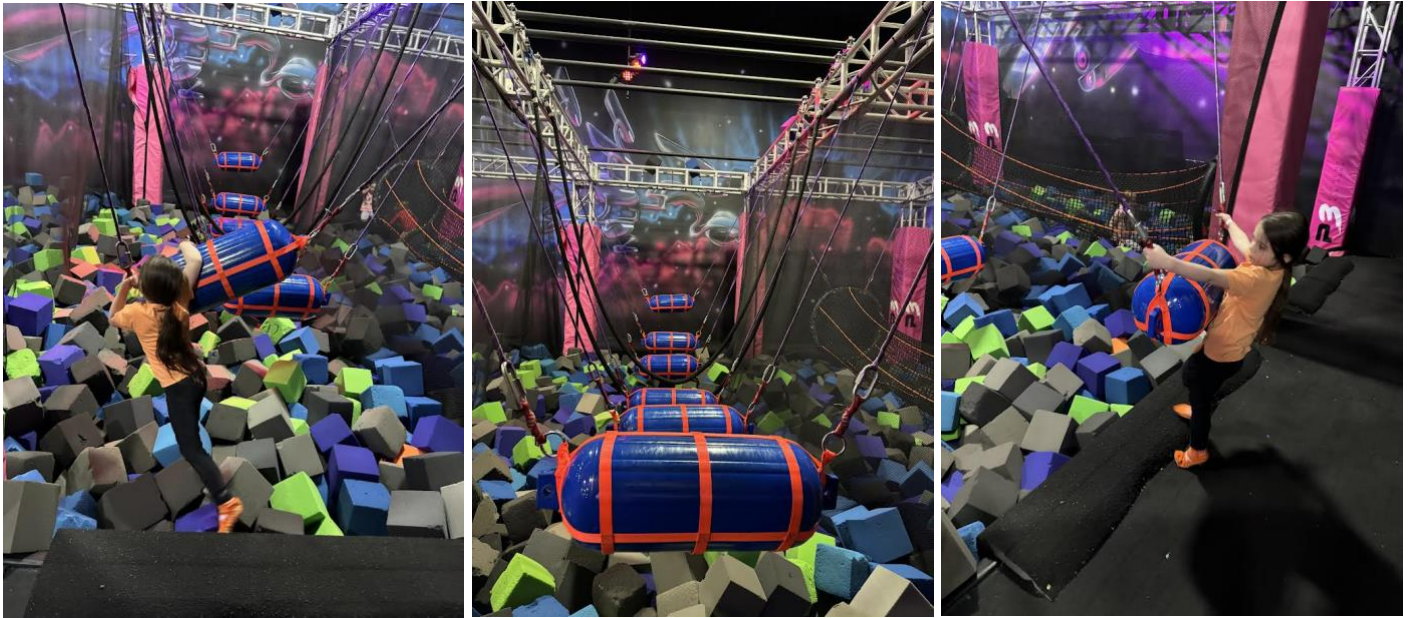


Figure 5: Spotted at DEFY Trampoline Park in Vestal - some interesting, repurposed fenders! Not exactly the nautical setting I thought my goddaughter would see these in for the first time... (Photos courtesy of Katie Alley)

FLYC members are cordially invited to attend a special event at the Finger Lakes Boating Museum on Sunday, April 7th featuring several boaters from our local marina.

(Regular museum admission rates will apply.)

Secretary's Column

by Katie Alley

SV Tomfoolery



Membership Dues Are Due

Well, it's April, which means next month is May. FLYC membership dues are (and always have been) due on May 1st. Since this is a bi-monthly publication, I believe this is the issue of *Port Tacks* in which I remind you all that

membership dues are due!

This is my second year as secretary, and I have some experience now. I am going to use said experience to set some ground rules. Membership dues must be sent **BY MAIL** to the address on the form. It is my job as secretary to stay organized, keep records, and make sure money ends up in the right place. Sending your dues by mail allows me to do this job best!

Do not wait for Memorial Day weekend to track me down on dock 4 and give me your dues. **Do not** come find me on the public pier while I am working on *True Love* to hand me your dues. And most importantly, **absolutely do not** hand your dues to Terry to hand to me when he sees me for my next shift. (That's a really great way to guarantee that your membership money gets mixed in Terry's Walmart budget.)

Now, don't worry, I'm not becoming a mean secretary with ridiculous rules. I'm here for you guys too! Last year, I heard from many people that they do not have a printer and cannot physically fill out the (required) membership form. I have created a digital version of the membership form that you can fill out completely on your computer! All you have to do is download the file and fill it out on one of the following applications: Google Chrome, Adobe Acrobat, or Preview (on Mac). The fields on the form become interactive, and you are able to click on each line and type in your information. Then, you can save and send your form back to me. I will send an email with this form and more detailed instructions sometime soon after this is published.

If you are not very technologically fluent, printing a single page in black and white at Staples using the

self-serve printer costs less than \$1. However, I assure you that this digital form is as easy as I can make it via email!

Even if you send me your membership form electronically, your dues still must be sent by mail. A stamp is still less than \$1, too. Let's support the post office!

I strongly encourage you to get your membership dues to me early or at least on time. The social committee uses this money directly to plan fun gatherings for us all summer. So, let's contribute on time to ensure that we have enough paper plates and plastic silverware to go around at the Memorial Day Picnic!

The officers and board members met on February 10th to lay out the 2024 calendar. All our traditional social events are lined up: Memorial Day Picnic, Father's Day Brunch, Independence Day BBQ, Commodore's Cup Dinner, Harvest Dinner, and the Soup, Chili, and Chocolate Festival. We'll continue with email RSVPs for each event since that seemed to work really well last year. Please note that **RSVPs must be made a few days before the event** (i.e., by Wednesday evening for a Saturday picnic) so that the social committee has a head count and can go grocery shopping.

Additionally, Don heard our racers' feedback that we need more wind this year, so he's planning to have more races early and late in the season.

If you have any feedback, thoughts, or complaints about anything I've been doing as secretary, please send them my way! I am open-ears. Until someone tells me I'm doing something poorly, I can only cling onto the compliments I've received and let the praise inflate my ego further.

It may have snowed this past weekend, but I'm ready for summer! Let's make 2024 another fun year.

- 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.

Vendée Globe Update

By Don Swanson

Did you know that the last qualifier race for the 2024 Vendee Globe is starting in New York City this May? Known as the *New York Vendée-Les Sables d'Olonne Race*, this Transat IMOCA class event is the last chance for skippers to earn their place for the 2024 Vendée Globe.

For the uninitiated, the Vendee Globe is *THE* non-stop, unassisted, single-handed, around the world race via the three capes and is considered the Holy Grail for solo sailors. Setting sail from Les Sables d'Olonne France every four years, the 2024 Vendee Globe race will start on November 10th, 2024.

IMOCA class boats are 60 feet (18.3 m) long and feature a single hull made from carbon fiber. The yachts have retractable foils that lift the hull out of the water above wind speeds of 18 knots (33 km/h) and allow a top speed of 35 knots (65 km/h) or more. Designers have some freedom with the hull and sail shape, but everyone has to use the same design of masts, booms, and standing rigging. With a little luck and cooperation of the winds, spectators may be treated to some high-speed foiling right off the start. The start of the race is slated for May 29th at 2pm local. As of now, the start line is "off the coast of the United States" according to the official website, although it has been reported that the start line will be 100nm offshore of Montauk on the southeast shore of Long Island to avoid the busy approaches to New York harbor and an increased likelihood of a more productive wind. Regardless, it might be a good time to charter or befriend a downstate boater/sailor for a closer view from on the water. On the other hand, there will be a more accessible viewing opportunity a few days beforehand from lower Manhattan.

In the buildup to the race start on May 29th, a demonstration race will be held in New York harbor on Friday, May 24th, 2024. The Vendee Liberty Show Exhibition race is slated to be held at the base of the Statue of Liberty and will be an excellent opportunity to see these high-tech speed demons in action. Boats will also be berthed at local marinas in

SV Independence

Brooklyn and nearby Jamaica Bay, providing a chance for some up-close views.



Be sure to check the official website for more details as the date approaches.

See you there! Cheers,

- Don

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More information:

<https://www.imoca.org/en>

<https://www.newyorkvendee.org/en/start-new-york>

<https://www.sailingworld.com/racing/the-new-generation-imoca-60s/>

<https://arstechnica.com/cars/2023/01/this-racing-yacht-does-double-duty-as-a-science-research-vessel/>

Editor's Corner

by Tom Alley



Rites of Spring

I hope all of you had a nice Easter with some quality time spent with family and friends. Aside from its significance to Christianity, Easter is

also associated with the celebration of the coming spring and warmer weather – at least in the Northern Hemisphere. Unlike other celestial events, however, Easter can fall on a wide range of dates from March 22nd to April 25th. Have you ever wondered how this date is determined?

I did a little sleuthing (read: Google) and found a few details I hadn't known before.

Officially, Easter falls on the Sunday following the *Paschal Full Moon*, which is the first full moon to occur on or after March 21st. Many of you may immediately associate March 21st with the Vernal Equinox, but the astronomical spring equinox can occur at any time between March 19th and March 22nd, depending on one's time zone and the year in question. Rather than an astronomical event, the March 21st date is an ecclesiastical date and not an astronomical one.

Likewise, the date of the full moon is calculated based on mathematical approximations of a 19-year cycle called *Metonic Cycle*.

While both of these events often coincide with the astronomical ones, there are years when they don't. 2019 was one of those years. The March equinox in the Western Hemisphere happened on Wednesday, March 20th, while the first Full Moon in spring was on Thursday, March 21st in many time zones. If the Church followed the timing of these astronomical events, Easter would have been celebrated on March 24th, the Sunday after the Full Moon on March 21st. However, the Full Moon date in March specified by the Church's lunar calendar, also called the *ecclesiastical Full Moon*, was March 20th, 2019 – one day *before* the ecclesiastical date of the March

SV Tomfoolery

equinox, March 21st. For that reason, the Easter date 2019 was based on the *next* ecclesiastical Full Moon, on April 18th. This is why Easter Sunday 2019 was on April 21st.

Not all Christians observe Easter according to the Gregorian calendar; most Orthodox Christians still follow the Julian calendar.

Like the Easter date based on the Gregorian calendar, Orthodox Easter falls on a Sunday between March 22nd and April 25th in the Julian. In the Gregorian calendar, this corresponds to April 3rd to May 10th. In some years, Orthodox Easter falls on the same day as western Easter. The next time the two Easter dates coincide will be in 2025 (April 20th).

Of course, Easter also determines the date of other holidays and feasts such as Mardi Gras, Ash Wednesday, and Pentecost, to name a few.

And now that we are past the Easter and the Vernal Equinox, our days are beginning to get noticeably longer. Daylight Savings Time has been reinstated, making for more daylight hours in the evening. The weather is beginning to trend warmer, and I'm subject to the Syren call of various boat projects clamoring for my attention so that I can launch "early". ("Early" being a highly subjective term that is dependent on numerous factors that always seem to be beyond my control.)

No matter. I'll see you in the boatyard!

- Tom

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Many thanks to Konstantin Bikos and the article he wrote on TimeAndDate.com about the calculation of Easter Dates!

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.

2024 FLYC Calendar

Please check the club web site (<http://www.FLYC.US>) to see the most current information.

Regular/Repeating Events

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, but bragging and boasting is mandatory.

February

- 01 **February Newsletter Publication Date.**
- 10 **FLYC Planning Meeting.** Meeting to plan the 2024 FLYC Event Calendar. All are welcome. (1000) *Panera Bread, Horseheads.*

March

- 22 **Deadline for newsletter articles.**

April

- 01 **April Newsletter Publication Date.**
- 15 **Earliest possible launch date** (per slip contract).

May

- 01 **Membership renewal deadline.**
- 24 **Deadline for newsletter articles.**
- 25 **Rust Removal Race.** Practice race. (1300)
- 26 **Memorial Day Flag Raising & Picnic.** BBQ chicken. Bring a side or dessert to share and your own beverage. (1700)

June

- 01 **June Newsletter Publication Date.**
- 01 **Summer Series Race #1.** (1300)
- 08 **FLYC Nautical Swap Meet** (TBD)
- 08 **Summer Series Race #2.** (1300)
- 15 **Watkins Glen Waterfront Festival & Cardboard Boat Races.*
- 15 **Light Up the Night.** Decorate your boat with lights for prizes. (Dusk)
- 16 **FLYC Fathers' Day Brunch.** Bring a dish to pass. (1100)
- 22 **Summer Series Race #3.** (1300)
- 22 **Come As You Are!** "Impromptu" member gathering/party after the race. BYOB, snack, and chair. (1700)
- 29 **Summer Series Race #4.** (1300)

July

- ?04 **Watkins Glen Independence Day Fireworks (2145)*
- 06 **Summer Series Race #5.** (1300)
- 06 **Independence Picnic & BBQ.** BYOB & BYO grill food and cook it up on the club grill. (1700)
- 12-14 **Lake Ontario 300 Challenge*
- 13 **Make-Up Race Date** (1300)
- 26 **Deadline for newsletter articles.**

- 27 **Cock of the Walk Race.** A "fun" race featuring a LeMans style start not counting toward season totals. (1300)

August

- 01 **August Newsletter Publication Date.**
- 02-04 **ABC-FLX Cruise to Sampson. All FLYC members invited to join!*
- 10 **Summer Series Race #6.** (1300)
- 17 **Make-up Race.** If needed. (1300)
- 22-25 **Vintage Grand Prix*
- 24 **Summer Series Race #7.** (1300)
- 31 **Commodore's Cup Race.** Destination TBD. (1000)

September

- 01 **Commodore's Dinner.** Hawaiian Luau theme. Menu TBA. (1700)
- 06-08 **FLYC Club Cruise to Geneva.** Joint cruise with the ABC-FLX chapter.
- 07 **Seneca Yacht Club Barge Race, Geneva, NY (0900)*
- 11-15 **NASCAR at the Glen*
- 14 **Summer Series Race #8.** (1300)
- 21 **Grape Harvest Race.** (1300) Join in this annual reverse-handicap race!
- 21 **Harvest Gathering.** BYO Wine along with apple- and grape-themed foods with a dish to pass after the race. (1700)
- 22 **Deadline for newsletter articles.**
- 28 **Make-up Race.** If needed. (1300)

October

- 01 **October Newsletter Publication Date.**
- 05 **Gear Buster Race.** (1300)
- 05 **Soup/Chili/Chocolate Festival.** After the race, bring your best effort in one of these 3 categories to win! Power will be available for crock pots. (1700)
- 03-06 **Annapolis Powerboat Show.*
- 10-14 **Annapolis Sailboat Show.*
- 12 **Make up Race.** If needed. (1300)
- 31 **Marina Haulout Deadline** (per slip contract).

November

- TBA **Member Banquet & Annual Meeting.**
- 22 **Deadline for newsletter articles.**

December

- 01 **December Newsletter Publication Date.**

January 2025

- 24 **Deadline for newsletter articles.**
- *Non-FLYC events in italics.*

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 _____