

In This Issue

COMMODORE'S COMMENTS	1
VICE COMMODORE'S COMMENTS	3
REAR COMMODORE'S COMMENTS	4
SECRETARY'S COLUMN	6
SOCIALLY SPEAKING.....	7
THE 2023 SENECA YACHT CLUB BARGE RACE	8
BOATSPEED: A FREE & USEFUL APP.....	11
STARGAZING 101 EVENT DETAILS	19
EDITOR'S CORNER.....	20
2024 FLYC CALENDAR	21
2024 FLYC MEMBERSHIP APPLICATION	22

Please send any comments, questions, or corrections to:

editor@flyc.us

Commodore's Comments

by Terry Stewart

SV True Love

So, we are off to another season. The marina has a life of it's own, and it's breathing heavy. The majority of our boats are launched. The ice machine may have to be moved between the bathrooms for "Lucky Hare Brewing" to get the room they need. The bulletin board may have to be re-positioned to make room for the ice machine. The ice machine is under the direct supervision of Marian Schamel as well as the transient dock. If you notice, there is a new blue shed over by the pump out dock. This is Marian's office. She should have pump out tokens as well. There is a lock box to put money in for ice. It is planned the machine will be locked at night. The price of a bag of ice is yet to be determined. It says two dollars on the lock box now. The 607-546-8505 number rings directly to Marian now and not the Hector Office. You can report Marina news directly to her.



I hope our social events are successful. Take your hats off to Maggie, as she puts the effort in to be most concerned about keeping them going.

The *True Love* has a new neighbor by the name of *Watkins Glen Cycle Boat*. It is a pontoon vessel that takes passengers out on the lake to paddle. Their plan is to go out five times a day. It is slow moving. It has a large yellow canopy and is 26 feet long. You should be aware the boat may be in and out of the harbor whenever you are in and out of the harbor. This may force you to practice your "close quarters" situations. Hopefully the canopy will be visible to you coming down the rock jetty. All yet to be determined.

The *Schooner True Love* occupies most of my time. We are off and running with lots of bookings for the

Memorial Day weekend. Much work has been done to the interior, rigging, bowsprit as well as painting and bright work. Bill, Spencer, and Brock have spent many hours making our 98-year-old vessel a sight to behold. The schooner only sails because of the teamwork, co-operation, and dedication of everyone on this team. The water supports the boat to float, but it surely would not “float” without this dedication.

Hopefully, we all will have the 2024 season we’ve been dreaming about.

-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.*

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

OFFICERS & DIRECTORS

Contact all officers at: officers@flyc.us

Commodore
Terry Stewart commodore@flyc.us

Vice-Commodore
John Chesbrough vc@flyc.us

Rear Commodore
Don Swanson rc@flyc.us

Secretary
Katie Alley secretary@flyc.us

Treasurer
Denis Kingsley treasurer@flyc.us

Assistant Treasurer
Nancy Sisbarro asst.treas@flyc.us

Directors (Terms ending 2024)
Sue Morris morriss@flyc.us
Maggie Martin maggie@flyc.us

Directors (Terms ending 2025)
Tom Alley alley@flyc.us
Ted Carlton ted@flyc.us

Contact all directors at: directors@flyc.us

COMMITTEES & KEY CONTACTS

General Information info@flyc.us

Facebook Administrator
[Position Open] facebook@flyc.us

Newsletter Editor
Tom Alley editor@flyc.us

Race Committee
Chair: Don Swanson racechair@flyc.us
Asst. Chair: Bill Trondsen rcasst@flyc.us
Jim McGinnis mcginnis@flyc.us
Tom Alley alley@flyc.us

Social Committee Chairs
Connie Fern-Miller social@flyc.us
Maggie Martin

Nominating Committee
Nancy Sisbarro
Sue Morris

Webmaster
Tom Alley webmaster@flyc.us

Vice Commodore's Comments

by John Chesbrough

SV Plein Air

Electromagnetic Storms



In 2019 the Federal Emergency Management Agency (FEMA) declared that only two natural hazards can adversely affect the whole planet: a pandemic, and a severe solar

storm. We've been through one of those, the other is looming, recently making its presence known. Just a few weeks ago an area in the Pacific Ocean was affected, resulting in temporary loss of communication. Whichever part of Earth happens to face the solar storm at the time will feel the storm.

Space weather forecasting is challenging. It is basically applied astrophysics. Weather from outer space was unknown to us as something that can affect life on earth until the 19th century after electricity and telecommunication became widely used. The learning lesson came the hard way.

Some history of solar borne space weather: late August 1859, the aurora borealis, known and familiar in higher latitudes, was seen in Cuba, Panama, Italy, and New York City. On September 1st it happened again, this time so brightly as to disorient animals and people alike mistaking the light with sunrise. Meanwhile telegraph systems were scrambled or destroyed. On that September 1st the British scientist/astronomer Richard Carrington witnessed the solar flare and soon connected the unusual things happening on the ground with the solar storm. This is now known as the Carrington Event.

More trivia: in May 1921 nighttime light shows were seen in Texas and Samoa. A telegraph board in the Brewster, NY train station burst into flame and

burned down the station. The Albany train station had a similar occurrence. NYC train systems came to a standstill.

As technology evolved the electro-magnetic effects of solar flares grew right along. In 1967 a nuclear confrontation with Russia was narrowly avoided after North American radar systems were confused by solar activity. During the Vietnam War the coast of North Vietnam was mined by the US Navy. Many of the mines were simultaneously triggered by solar interference.

Planet Earth's magnetic field protects all life forms from harmful effects of sunlight. Solar storms, however, are strong enough to break through Earth's protective insulation. The beautiful aurora borealis is a relatively simple and benign consequence. A larger solar storm, called a coronal mass ejection, would be catastrophic. The world's electrical transmission systems would suffer major significant damage. Telecommunications that control all telephones, the agriculture industry, NASA, Wall Street, all hospitals, all satellites, you name it: anything reliant upon electrical power would stop. Thankfully today's solar weather observation and forecasting business, young but making real progress, is able to anticipate solar events with enough time margin to avoid total chaos, or so it is very much hoped. The solution might involve the intentional shutting down of electrical power temporarily. That solution would be inconvenient, to say the least, but it would be better than rebuilding from scratch which might be all that's left.

- John

o o o o o

Rear Commodore's Comments

by Don Swanson



The wait is over. Spring sprung and summer is finally taking shape. I hope the return of fair winds and warm weather is as welcome a change for you as it is for me. And to those who migrate with the seasons, welcome back to the halcyon days of another Finger Lakes

summer.

And what makes Summer so darned great? Sailing, of course! And what better reason for getting out on the water then racing. It's a great way to hone your skills and have a fun time doing so. Be sure to check our calendar in this issue or on the events page on the FLYC website.

Our summer series around-the-buoys and special fun races are held on Saturdays. Pre-race meetings usually happen at 13:00 and the race typically starts at 13:45. Times may be adjusted on account of conditions. If you sign up for our free message service (see instructions below), you'll receive notifications and changes (as text messages) when they occur. Usually, the lack of wind will be the most common factor, but other considerations sometimes come into play. Sign up to stay in the loop. It's free and no app is required.

Unfortunately, the worst reason for postponing is if nobody shows up. This rarely happens, but the larger the fleet, the more fun there is to be had. No prior racing experience is needed. We are a friendly and easy-going crew, no worries about being new to racing. In case you're interested but not quite ready to skipper your own boat, crewing is an option for getting acquainted with the process.

How to sign up to receive automated text message reminders for FLYC Racing:

Sign up to receive automated text messaging from FLYC Racing:

Text @gk93e3 to the number 81010

SV Independence

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.

This being our June issue, with our season ahead, I thought it would be a good opportunity to share something I stumbled upon recently - *The 10 Commandments of Beercan Racing*¹. (Tongue firmly in cheek and strictly for your enjoyment).

For Rob, the original author of these rules, sailboat racing should be competitive and fun, and to encourage participation at all levels he penned the *Ten Commandments of Beercan Racing*.

THE 10 COMMANDMENTS of BEERCAN RACING

I) Thou shalt not take anything other than safety too seriously. If you can only remember one commandment, this is the one. Relax, have fun, and keep it light. Late to the start? So what. Over early? Big deal. No instructions? Improvise. Too windy? Quit. Not enough wind? Break out a cold beverage and chill out. The point is to have fun but stay safe. Like the ad says, "Safe boating is no accident."

II) Thou shalt honor the racing rules if thou knowest them. The Racing Rules of Sailing, unless specifically stated elsewhere in the Sailing Instructions, is the current rules bible. Few sailors we know have actually studied it cover to cover; it's about as interesting as reading tax code or the phone book. For beer can racing, just remember some of the biggies (port tack boats shall avoid starboard ones; windward boats shall avoid leeward ones; and outside boats shall give room at the mark). Like most things, it boils down to common sense.

III) Thou shalt not run out of cold beverages. Beer (a.k.a., brewskis, chill pills, thought cylinders) is the beverage that lends its name to 'beer can' racing;

¹ Adapted from Rob Moore's *10 Commandments of Beercan Racing*. (Rob, was a contributor to the *Latitude 38* publication).

obviously, you don't want to run out of it! Of course, you can drink whatever you want out there, but there's a reason these things aren't called milk bottle races, Coca-Cola can races, hot chocolate races, or something else. Just why beer is so closely associated with this kind of racing escapes us at the moment, but it's a tradition we should just go along with.

IV) Thou shalt not covet thy competitor's boat, sails, equipment, crew, or PHRF rating. No excuses or whining; you're lucky enough to have a sailboat, so enjoy it! You don't need the latest in zircon-encrusted widgetry or nobotanium sailcloth to have a great time out on the water with your friends. Even if your boat's a heaving pig, make modest goals and work toward improving on them from week to week. Or don't - doesn't matter. It beats mowing the lawn.

V) Thou shalt not amp out. No screaming, swearing, or overly aggressive tactics. Save that stuff for the office. If you lose it, you're going to run out of crew - not to mention friends - in a big hurry. Take a long deep breath on the way to the starting line and see what a calming influence has on the nerves and performance of the skipper and crew.

VI) Thou shalt not protest thy neighbor. This is extremely tacky at this level of competition and should be avoided at all costs. Perhaps it's justifiable if one's boat is damaged and blame needs to be established, but on the whole, tossing a red flag is the height of bad taste in something as relatively inconsequential, not to mention it casts a pall on everybody's post-race festivities, including yours. And if you screw up, do the honorable thing by self-reporting your infraction.

VII) Thou shalt not mess up thy boat. Everybody knows some hardcore weekend warrior who ripped

his sails up in a Friday night race and had to sit out the championship race on Saturday. The point is that it's not worth risking your boat and gear in such casual competition: like the song says, you got to know when to hold 'em, and know when to fold 'em. Avoid other boats at all costs, not to mention buoys and other hard objects. If you have the luxury of two sets of sails, use the old ones. Trust your gut, there is always another day.

VIII) Thou shalt always go to the yacht club afterwards. Part of the gestalt of beer can races is bellying up at the postmortem picnic and snacks. Etiquette included congratulating the winners, and maybe even treating your crew to a round of cold beverages. After race festivities are a logical place to see old friends and make new ones. However, when meeting new sailors, avoid being too gung-ho and overly serious; as much as we enjoy a quick romp around the cans, there's more to life.

IX) Thou shalt bring thy spouse, kids, friends and whoever else wants to go. Races are great forums for introducing new folks to sailing, such as your neighbors, out-of-town visitors, co-workers or maybe even the family dog. Always invite your significant other. And don't just make the newcomers watch - give them a job on the boat. Get everyone involved.

X) Thou shalt not worry; thou shalt be happy. Leave the cell phone in the car. Lighten up, it's not the Big Boat Series. Have fun, and we'll see you out there!

Cheers,

- Don

o o o o o

Secretary's Column

by Katie Alley



Back Again

Purple lilacs, green hillsides, blue water dusted with yellow pollen..., safe to say it's the time of year where we're back on the water! The week of Memorial Day was filled with sights of glossy varnish, folded covers, waxed

fiberglass, and mildew-coated lockers.

Our club kicked off activities this past weekend with the Rust Removal Race and Annual Memorial Day Picnic. Four boats competed on a short course from the starting line to Hector Falls and back. I had the pleasure of crewing aboard *Sweetest Thing*, an O'Day 28, in the modest southerly wind. Chad Vigil's boat provides a smooth ride, no doubt about that. Though, Mike Crouse diagnosed her with a blown-out headsail that was slowing us down. We happily crossed third over the line and headed safely into the marina before some less-than-ideal weather moved in. Dark clouds brought a stiff north blow (with gusts I'd estimate at 40-50 knots) and heavy rain.

The picnic was its usual great reunion for the club. Chef Kevin cooked up delicious BBQ chicken for us on the grill! I'm not sure what the Commodore spoke about before I arrived, but I hope it was meaningful.

I'm back aboard the *Schooner True Love* for my fourth season as crew! Sunday was a long, fun day with three fully-booked cruises. My Fitbit logged 47 "exercise minutes" from hoisting sails and over 12,000 steps from walking the length of the 67' deck countless times. A rather enthusiastic group on the sunset cruise started chanting my name every time I refilled their Dark and Stormys. One passenger told me that Spencer (my crewmate) and I restored her faith in my generation. I guess Schooner Bum Rum can make you believe anything.

SV Tomfoolery



Strategizing for the finish line.



Chad at the helm of Sweetest Thing. Dark clouds looming in the background.



Dream Team. Crew members Spencer and Brock aboard True Love.

As a reminder, dues are well past due. Please see the membership form later in this issue with details on where to mail a check. I'm excited for the big projects I have planned for this season! There's much more to come!

- Katie, FLYC Secretary

o o o o o

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

Socially Speaking

by Maggie Martin

Hooray! It's summer again! Hope you are all getting boats ready and launched.

Welcome New Members!

All that activity makes us hungry, and we have planned a good, not too busy season this year. By this time, the Memorial Day picnic has happened, and we are happy to have Chef Kevin prepare grilled chicken for us. At this writing, we have about 33 people RSVP'd. Thank you for that and thank you Katie for keeping count!

We have a Nautical Swap Meet planned for Saturday, June 8th. Show up at 10 am to barter and gather. Bring whatever useful items you have and gain some new gadgets for your boat.

We will be doing 'Light Up Night' on Friday, June 15th. That is the weekend of the Cardboard Boat Regatta. It is always a pretty sight, and more is better! Get your lights on your boats by dusk.

We are again hosting the Father's Day Brunch on Sunday, June 16 at 11am in the Marina Park. No need to RSVP, and you can bring family. It is a nice way to start the day at Dad's (probably) favorite place-the Marina. Bring a brunch item to pass, and your beverages.

SV Plein Aire

Next is the 'Come as You Are' gathering - an "impromptu" member party after the Summer Series Race #3 on Saturday, June 22nd. Meet at the flagpole picnic table at 5 pm and bring your beverage and snack to share.

The popular 4th of July Weekend Picnic is on Saturday the 6th. This time it is DIY-We will have the grill hot and you bring your entree to BBQ it yourself and a dish to pass. We will provide ketchup, mustard and buns. (and plates, napkins, forks...) Set up at 4:15 if you can help or clean up after. This is the first time we are doing this- so let's all make it happen!

Hope to see you at some or all of these FLYC social events! All events are rain or shine-we do have our own tent if we have Volunteer power to set up in case of rain!

- Maggie

(607) 621-7247

o o o o o

Social Committee co-chairs:

Maggie Martin

Connie Fern Miller

You can contact us at: social@flyc.us if you have any questions.

The 2023 Seneca Yacht Club Barge Race

By David Kendrick

SV Rynosseros

[Originally printed in the Catboat Association Bulletin (Spring 2024) 194: pages 37-39. Reprinted here with permission of the author. Thanks, David, for sharing! – Ed.]

o o o o o

The sun has long gone. It's bucketing rain. The dog crouches unhappily in the three inches of water sloshing near the centerboard trunk. We are booming along through chop and spray, navigating by compass alone through a complete blackout. My mate is likely questioning her choice to join in this madness. How did we end up in this situation? (Spoilers - it turns out okay!) The 2023 Seneca Yacht Club (SYC) Barge Race started out much more calmly.

Some background: Racing at SYC usually consists of buoyed triangles or windward-leeward courses. In early September, however, we prep for a longer event - about 19 km (12 miles) south to round the imposing

US Navy research barge (See Figure 1) moored about halfway along Seneca's 50 km (35 mile) length. Seneca is one of the 11 Finger Lakes splayed north-south like the fingers of a giant's hands across central New York. (See Figures 2A and 2B) These long, narrow, and deep lakes – Seneca maxes out at about 200 meters (620 ft) – are essentially land-locked fjords and afford some great inland sailing. Down to the barge and return is a 39 km (24 mile) hairpin. Winds here are dominated by southerlies and northwesterlies, so, depending on the winds of the day, a sail around the barge can be a drag-race beam reach there and back, or a combination of a long



Figure 1: US Navy acoustics research barge, off Dresden, NY, in the center of Seneca Lake. The barge is designed for sonar testing and calibration. Cranes can lift whole sections of ships and it's got its own 2MW generating station. This image from the 2022 race.

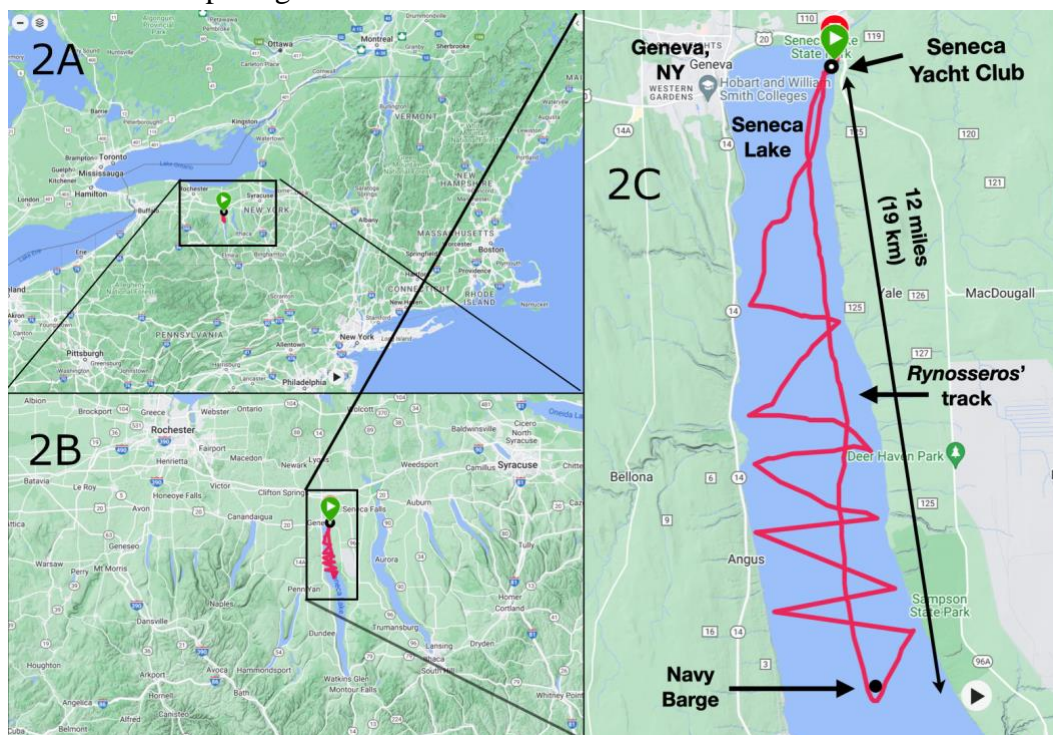


Figure 2: Seneca Lake location and features. 2A) Northeast United States, including New England, New York, and Lake Ontario. 2B) Finger Lakes region of NY state, with the 11 Finger Lakes oriented north-south, like the fingers of a giant's hand. 2C) Northern end of Seneca Lake, with locations of Seneca Yacht Club, the navy research barge, and Rynosseros' course track recorded on a sportwatch. The first two tacking legs from the south are interpolated; the watch was accidentally shut off during that time.

run and a tacking slog. See Figure 2C for a preview of our route.



Figure 3: Nan and David, single-reefed, out on *Rynosseros* on a less stormy day.

The SYC fleet invites boats from the Finger Lakes Yacht Club (FLYC), located in Watkins Glen at the southern end of Seneca, to sail up to join in the event. FLYC members are gracious with their time and enthusiasm and regularly make the trip. We use a reverse handicap start, i.e., the boat with the largest handicap starts first and the rest follow at their appropriate time.

Back to our story: The 2023 race featured ten boats, including a Sabre 28, a Pearson 30, a Pearson 26, an Alberg 35, a Beneteau Oceanis 323, and well, you get the picture, but let's not leave out the prettiest: our Marshall 18 *Rynosseros*. (See Figure 4) Hull 751 is one of the few catboats on Seneca. There's a Stur-Dee cat at SYC and I've seen a Beetle Cat moored down the lake, but that's about it.

September 9th dawned overcast with little wind. Predictions were for moderate breezes from the north - a less common wind for Seneca, that, if it filled in, promised a run down to the barge. At 10am, the AP flag ("the cat-in-the-hat" pennant, vertical red and white stripes) came out for a postponement in the hope that the wind would pick up. By just before 11, the race committee decided that 2.5 to 3 knots was enough, and elected to proceed with the start. *Rynosseros* owns the biggest handicap and so serves as the rabbit boat for the race. So, I, first mate and spouse Nan Crystal, and sailor dog Rikki Tiki Tavi (a Shetland Sheepdog) called our start out to the fleet as we crossed the start line and set off on a long run down to the barge. Compared to most of the competitors, *Rynosseros* sails pretty well on a run, so we had the downwind portion of the race to



Figure 4: *Rynosseros* running south toward the barge. Nan at the tiller, Rikki lounging happily on the bench. Other racers' sails are microdots on the horizon. But, not all is rosy - note the long bands of low clouds - they will become much darker before

ourselves. With a slight but steady wind and an occasional gust, *Rynosseros* kept well ahead of the entire fleet. We felt quite smug on this leg and enjoyed some genuine downtime, a real luxury in a busy world. (See Figure 3)

In spite of the quiet morning, we'd prepared with the variable forecast in mind. As we ran south, we tracked into an enveloping squall line, so the foul-weather gear came in useful. (See Figure 5) We kept our heading through the rain and the associated gusts pushed us on our way; however, this was only the first and mildest of several soakings.

Averaging about 2.5 knots, it took us five hours to make it down to the turning point. As we reached around the large guard buoys flanking the barge's southern side (See Figure 1), it was clear that the wind was picking up. We rounded ahead of the field, but, once we started beating back to the north end of the lake, it was obvious that the rest of the fleet was on its way by us. We watched, a little wistfully, as the fleet dueled with each other as they moved on. *Rynosseros* is a great boat, but she can't sail as fast or as close to the wind as the rest of the fleet. However, it wasn't long until things livened up for us as well. The winds and our boat speed increased as we beat north. The low, dark, and laden rain clouds increased as well. We continued our beat up the lake, hoping the winds would shift to the west as predicted. As the sun set, we sailed into another solid curtain of downpour. With the rain came increasing pressure and that sent us shooting along at hull speed

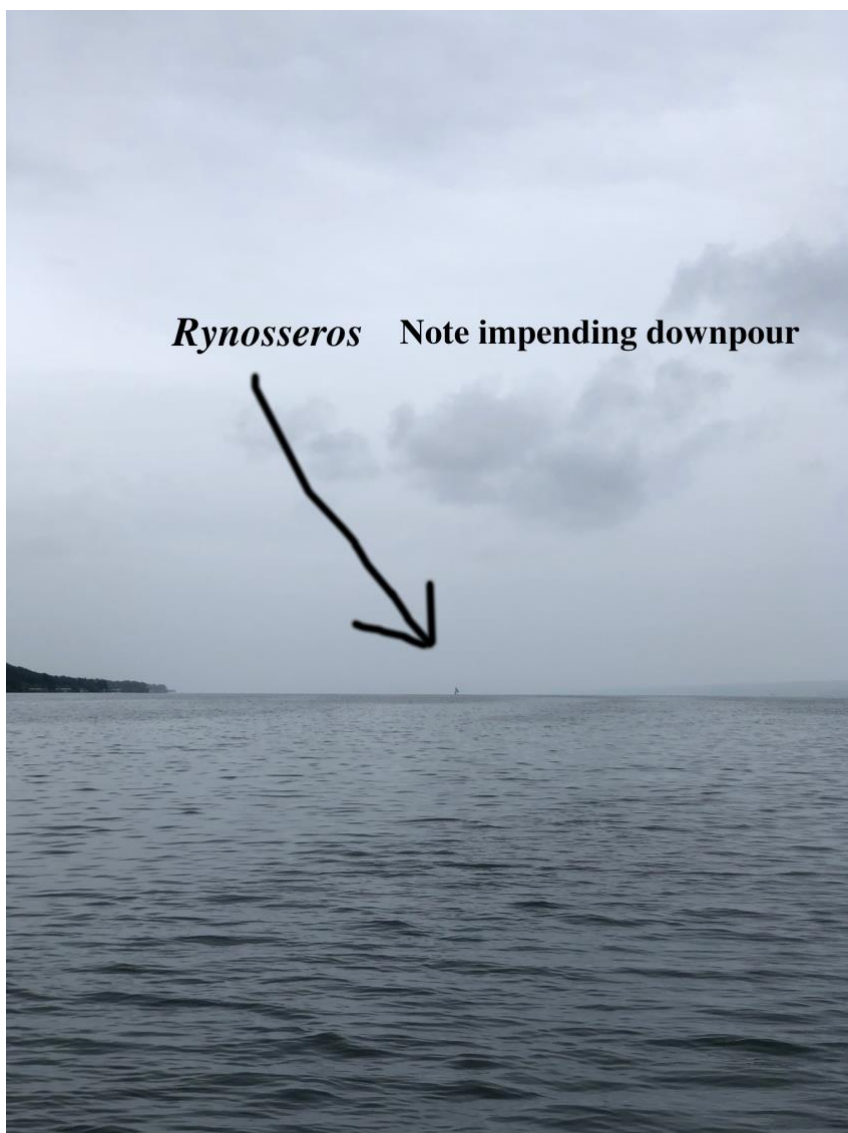


Figure 5: Rynosseros sails off the edge of the world, into the rain. Image courtesy Katie Alley, FLYC.

with gusts occasionally heeling us over precipitously. After the sun dropped, darkness enveloped us. Seneca narrows to a little less than 2 miles wide as you move north. At night, you'd normally see lights on both sides from houses, the small city of Geneva, and, eventually, the yacht club and nearby marinas. This night, however, even as we neared alternate shores on our tacks, visibility was close to nil: no lights anywhere to be seen.

But, there's good with the bad, as the wind shifted west (huzzah), morphing a continuous beat to a booming reach. (See Figure 2C for a visual on our changing heading.) Running lights on, we plowed through the chop calling out compass headings while Nan maintained a lookout, swinging the high-powered flashlight seeking any other boats (and,

eventually the extremely immovable pylons marking the canal entrance). Rikki was nonplussed. Nevertheless, our heading was true and through a good sense of dead reckoning, we eventually spotted, dimly, the many lights around the club and other nearby marinas, as well as the lights of one of FLYC's boats that had run aground on a rock pile right by SYC. We flew past them into the canal entrance, still under full sail, and back into the lee of the trees and structures in this small branch of the Erie Canal system. I have to say that while it was a strenuous sail, it was also pretty exciting.

In the backwaters of the canal, we maneuvered toward an empty slip for a place to tie up, put Nan and Rikki ashore, and secure our sopping sail and lines. As we moved forward into the slip, I reversed to slow our motion and, in a moment that I will likely never live down, jounced Nan off the bow and into the water. She was unhurt, but whatever parts of her that had remained dry were no longer. She soldiered onward, climbing out onto the dock and promptly took the dog off to the car. I finished buttoning up *Rynosseros* and met her, shivering, at the club, whence we all quickly departed for the warmth of home.

We completed the race in about 9 hours total and it was a real adventure on many fronts. Kudos to Nan and Rikki on their first-time barge race. We came in last (well, one boat retired, so 9th out of 10), but undaunted. I should note that *Rynosseros* has placed much higher in the results, even though competition from the larger boats is fierce. A few years ago, half the fleet retired due to high winds. *Rynosseros*, double-reefed, persevered sturdily; though small, she's a respected sailor on the lake. If you visit, look for her green-and-white striped sail!

- David Kendrick,
Seneca Yacht Club

o o o o o

Questions and comments: rynosseros@gmail.com

Seneca Yacht Club: <https://senecayc.org>

Finger Lakes Yacht Club: <https://www.flyc.us>

Boatspeed: A Free & Useful App

By Don Swanson



For many sailors, the suite of electronics found on their vessel is varied. Walk the docks and you will see everything from analog dial knotmeter displays, circa 1980s, to the latest chartplotters and highly integrated systems. It runs the

gamut. But for lake sailing most of those bells and whistles have limited utility. From myself, speed and depth are crucial. For wind, a Windex, a length of yarn tied to a shroud and the wind on my face is usually good enough. Fancy instruments are great and if my next boat has them, I'll keep and likely use them. However, if your boat, like mine, is equipped with vintage electronics, your smartphone may provide an easy and free option for "modernizing" your sailing game. Below I will introduce you to a free and easy to use app designed for sailors called *Boatspeed*.

As a racer and avid sailor, I look for tools that help me improve my abilities and knowledge. I have used this app on my android phone now for several sailing seasons and have found it to be rather useful.

One may not know it from its rather generic name, but this app is designed for sailboats. When I started using *Boatspeed*, it was still a bit wonky, but subsequent versions and newer phone technology have eliminated the occasional glitch. Most recent versions are stable and are reliable. For a free download, this app has some decent features, but there are ads which are a bit inconvenient. They're easy to close and not terribly oppressive. For a nominal fee, an ad-free version can be purchased. *Boatspeed* is found on Google Play.

Boatspeed is a pretty bare poles type of app. It doesn't have a robust number of features and settings to get mired in. It provides a few modes and performs them effectively. Its operation is fairly intuitive and after a bit of practice, mastery is achievable. The help menu is actually helpful and does a good job of explaining the use of its various modes, replete with

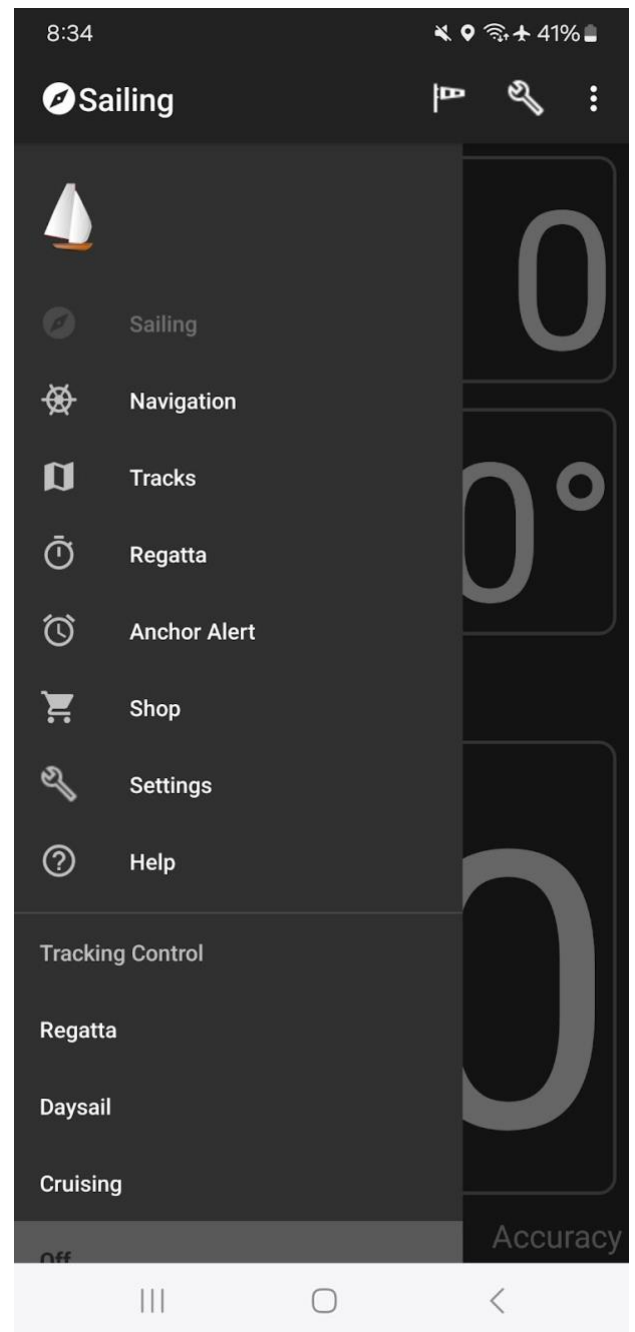
SV Independence

the grammatical hiccups of a sometimes clumsy translation.

MAIN MENU

The main menu outlines the primary modes and features, which we will explore in greater depth.

When the app opens, swipe right (from the left edge of the screen) to display the main menu. The main



menu outlines the primary modes (sailing, navigation, tracks, regatta, anchor alert, shop, settings, help and tracking control for regatta, daysail or cruise). We will explore each mode in detail below.

SAILING MODE

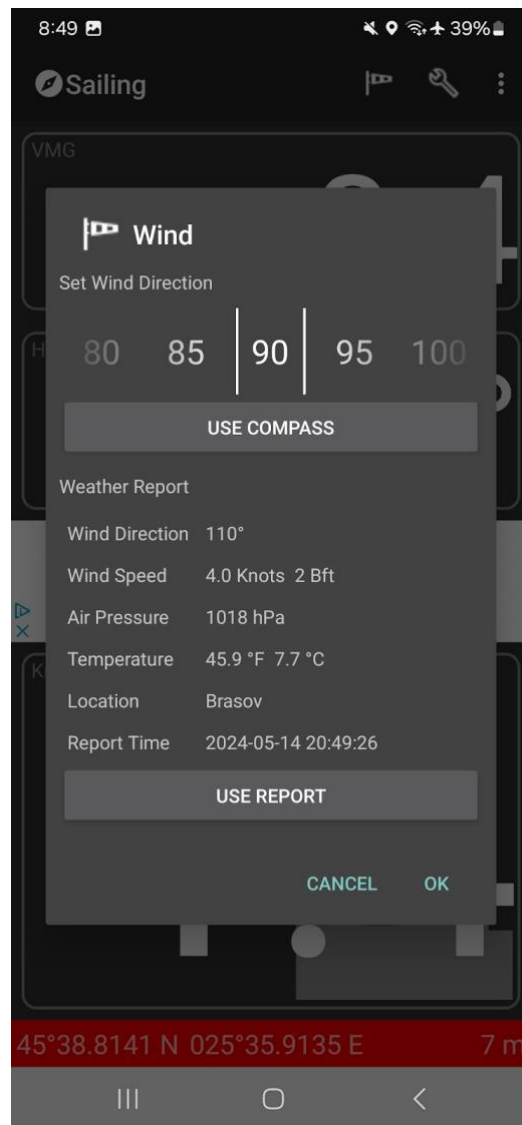
The first (and most used) feature of *Boatspeed* is Sailing mode, which displays in real time: speed, compass heading, heel angle (on some phones) and important to the racer: VMG (velocity made good). Also provided are your GPS coordinates and their relative accuracy.



Sailing mode display showing VMG, compass heading, speed and coordinates (other options are available). A banner ad is squeezed in too.

For the VMG, you will need to set the true wind direction. This can be done manually by compass direction (of where the wind is blowing from) or the

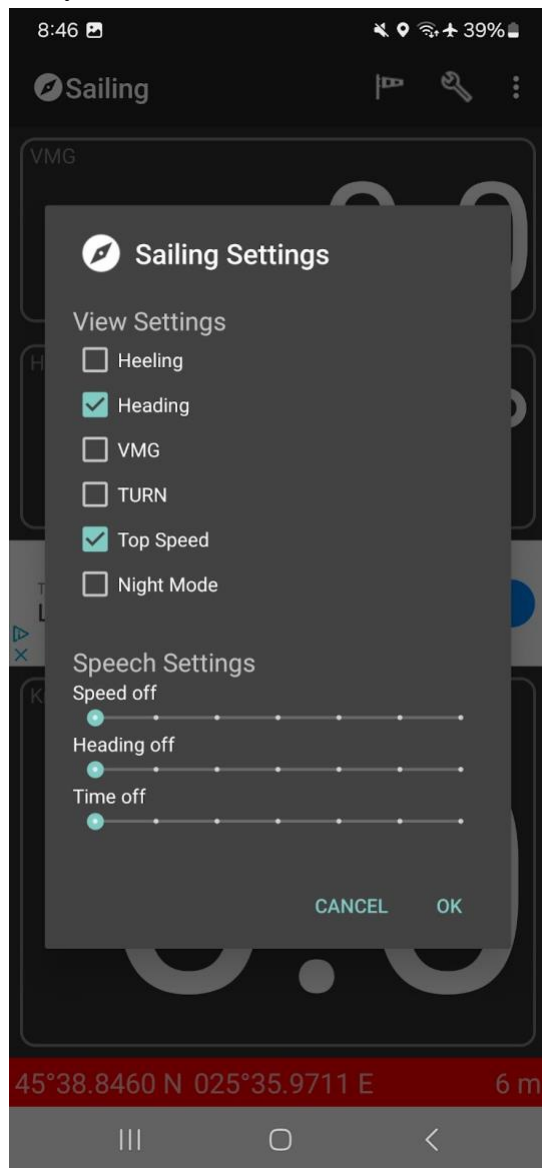
app can automatically acquire the data from online sources for your locale. To adjust for the true wind direction, press and hold on VMG box or click on windsock icon near the top of the Sailing mode screen.



Pressing and holding on the vmg box or the windsock at the top of the screen allows you to select wind direction for a more accurate VMG.

Additional capabilities and info can be displayed in Sailing mode. To access, press and holding on the screen or use the wrench (tool) symbol at top of a display. Doing so will bring up a menu of display options including: night mode (turns white lettering to red - but regrettably not the ads), speech settings, VMG, heel angle (not on all phones) and a setting called Top Speed, which provides a display of your speed history (bar graph) in the background of the

current speed display. The running graph is updated every 20 seconds.



Options available to display when in sailing mode.



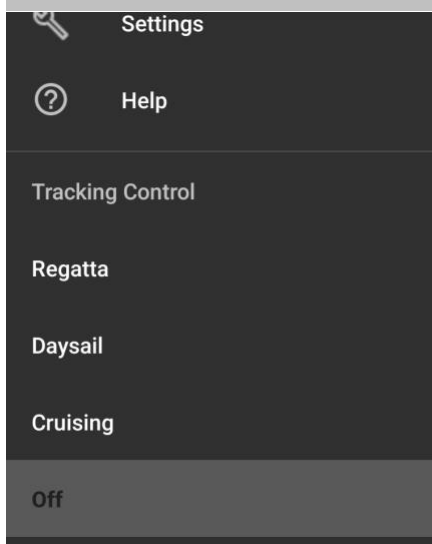
Top speed shows your current speed with a running graph of recorded speed (updated continuously every 20 seconds).

NAVIGATION MODE

Boatspeed also has a Navigation mode, however I have not found much use for this feature as I sail around Seneca Lake, but in preparing for this article I found that it was pretty easy to program in waypoints and edit accordingly. I plan on giving this a whirl next time I am out. Keep in mind this is a free program. The navigation capabilities are helpful in planning routes, but a dedicated system like a chart plotter, apps such as Navionics and paper charts are best used for actual on water navigation.

TRACKING MODE (Activated using main menu)

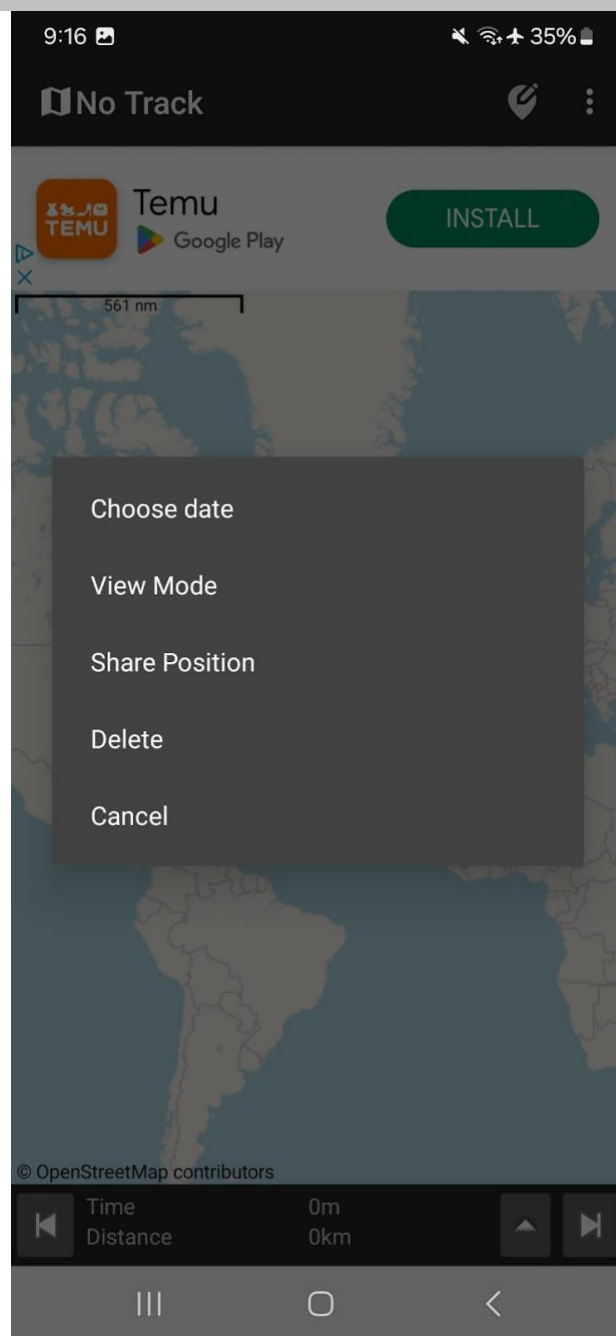
One of my favorite features is Tracking mode. When setting out, use the Tracking Control (at the bottom of the main menu) to activate tracking using one of three options: regatta, daysail, & cruising. Once selected, the app begins to record location, speed and heading at frequent intervals and always when your heading changes during tacks and jibes. The Regatta setting is the most data intensive and records data most frequently. Daysail and cruise settings record the same dataset but at less frequent intervals respectively. When you are done sailing, turning off the Tracking Control (at very bottom of main menu) completes the process and stores the track for later viewing.



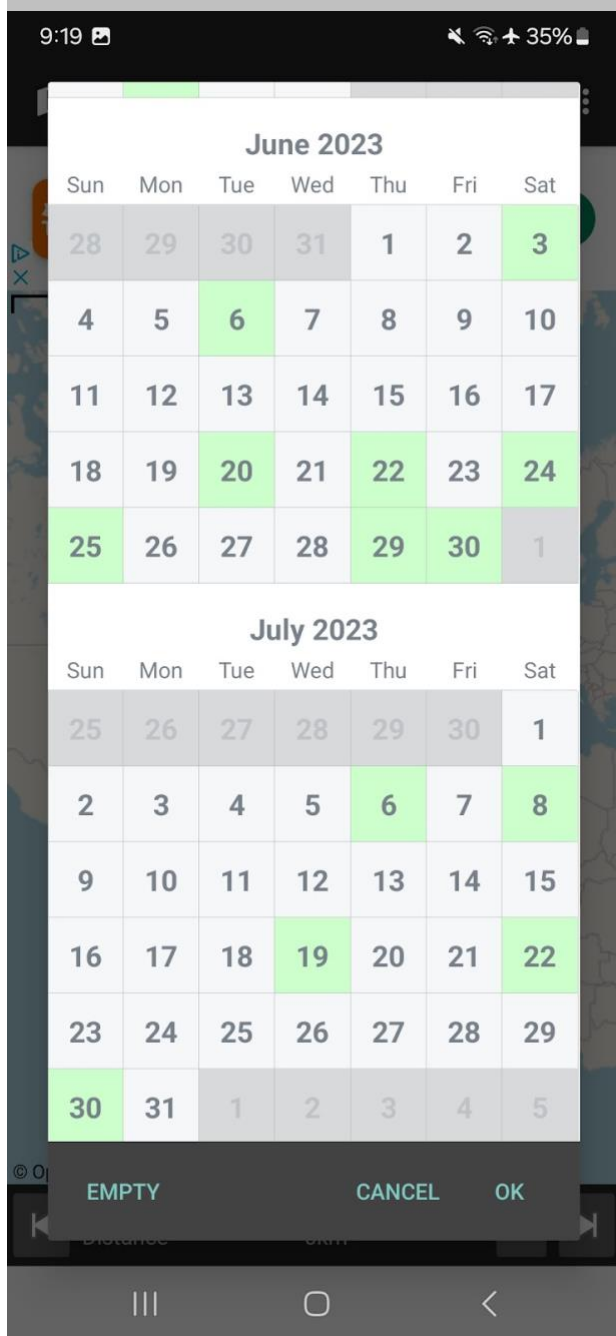
Tracking controls on bottom of main menu turns on tracking (3 options) and also turns it off.

TRACKS MODE (for accessing stored tracks)

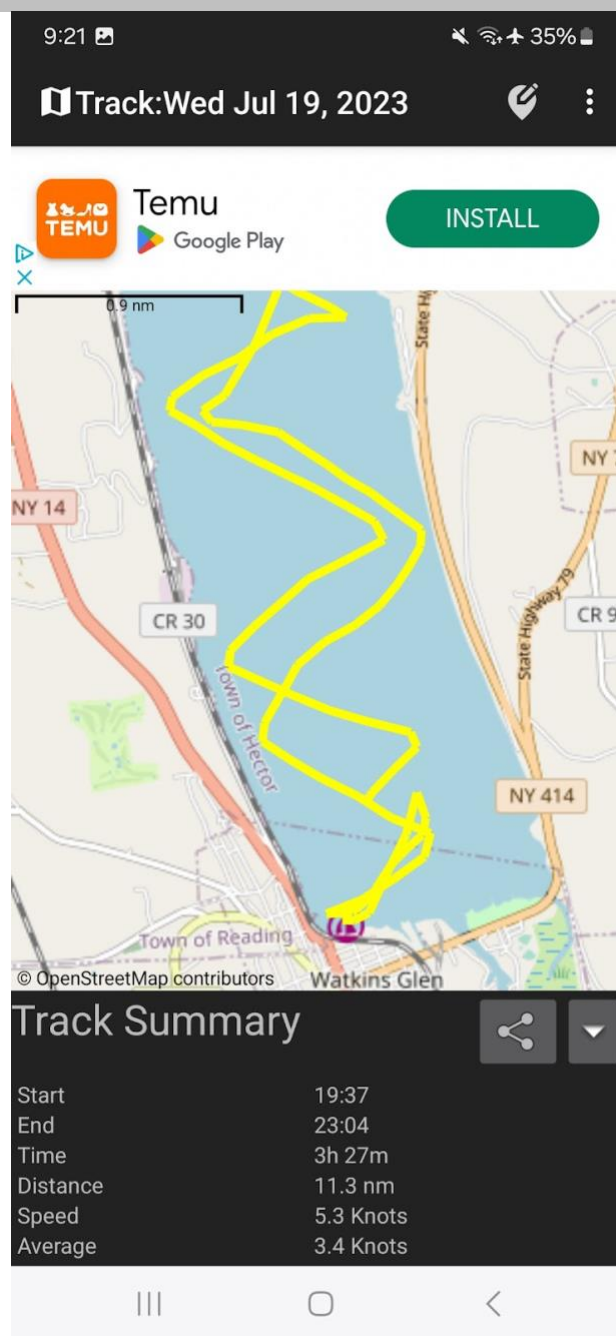
Selecting Tracks off the main menu allows you to review your stored tracks by calendar date. If you have already viewed a previous track, it will be displayed. If no track is displayed, there will be a world map shown (if connected online; if not a blank grid will be shown) and by pressing and holding a finger on it will display a calendar with your stored tracks by date. Click on the date to display the track. You can also access the calendar by pressing on the edit & tool symbol (teardrop & pencil) at the top of the Tracks display screen.



Press and hold to display stored tracks and options for viewing mode.



Calendar showing dates of stored tracks.



A typical track with stats provided in summary (Speed shown is the maximum attained speed for the track).

For each track the start and end times, total time elapsed, distance, top speed and average speed is summarized. If you have a data/internet connection, the track will be displayed over a map/chart of the area.



With tracks mode you can review a sail with granular detail.

REGATTA MODE

The regatta mode provides a countdown clock (which can be adjusted) and the actual local time. Without a doubt, this is a great tool for both the race committee and racers. It also has a speech mode which is very handy. As in other modes pressing and holding will open options and allow you to adjust countdown time and turn on speech mode. You can also access these controls by pressing on the clock symbol at the top of the Regatta display view.



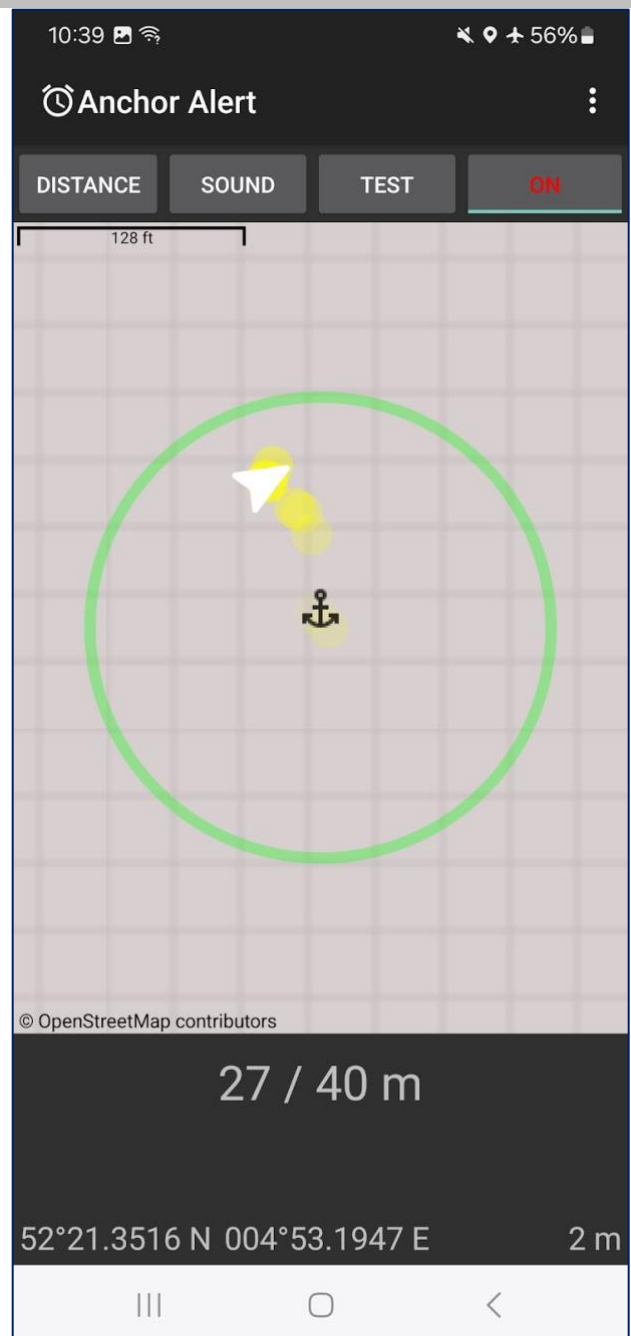
Regatta display view with countdown running. The default is 5 minutes but can be adjusted. Current local time is also displayed above the countdown timer.

ANCHOR ALERT

Anchor Alert mode is helpful when dropping the hook. It takes some getting used to and choosing a more dedicated program, app or device may be more suitable and reliable. Of course, no device is a substitute for best practices when setting an anchor and monitoring your position. Nevertheless, for the times I have anchored, this feature has been useful in helping me sleep more soundly. The trickiest part of

this feature is setting the anchor location which needs to be done when dropping the hook. To set a maximum acceptable drift area/distance (a radius from where the anchor is set) in meters select Distance at top of the display As long as you set the anchor alert where and when you drop your hook and know how much rode you have out it's a pretty basic equation. Unfortunately, distance is measured only in meters. If your phone is online the display will be a map/chart of where you are, otherwise a blank graph will be displayed (same as in Tracks mode). Select SOUND to choose your preferred ringtone/alarm sound and by selecting TEST you can test the alert and the whole device wakeup process. 10 seconds after pressing the TEST button an alert is simulated. Switch off your device and see if the wakeup process works as expected. Press OFF to stop the test. You may need to adjust permissions and power saving settings to keep the program from being idled. Click on the 3 dots (upper right) and select Permissions to see how your device is set up and how to adjust it.

Activation or setting the alert is done by pressing the right button that indicates status. It is nominally OFF. Pressing it sets the anchor location, changes its color from to red and it will now display ON. This is done when and where the anchor is lowered. Be sure not to turn it off until you no longer need it (it does not retain the anchors coordinates - admittedly a weakness), but you can adjust the rode distance and alert settings once its set and on.



Anchor alert is ON. Current position is 27m from anchor and rode is 40m. Pattern of dots fade with time, showing relative drift locale.

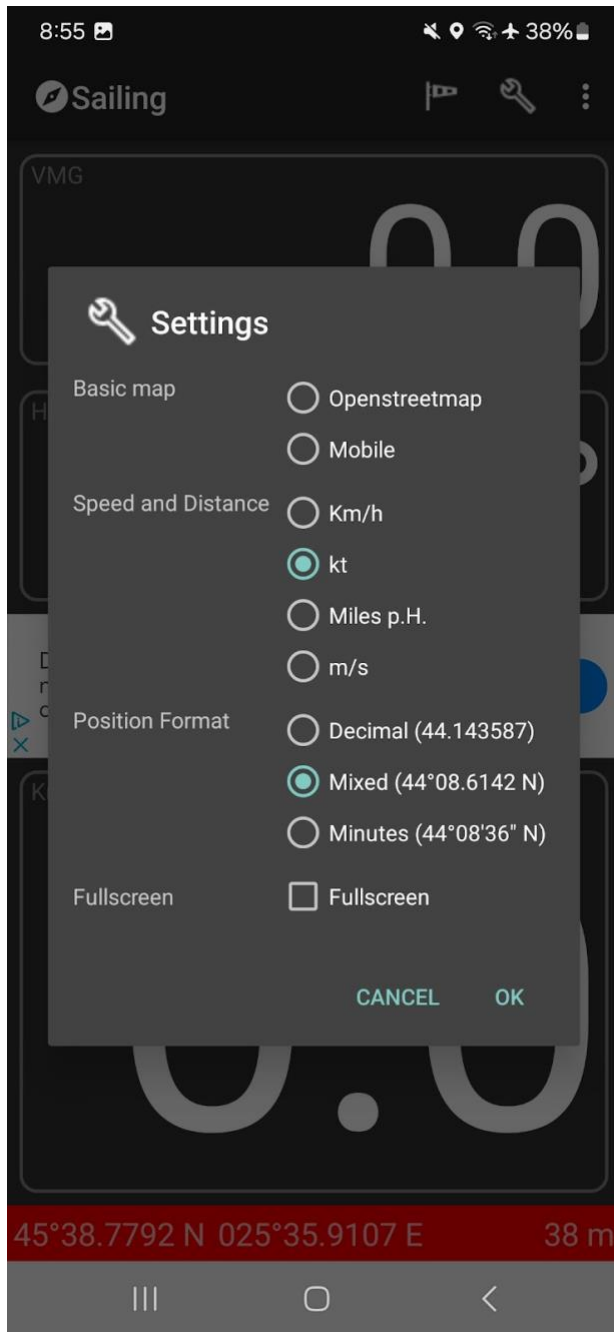
The Anchor Alert mode takes a little getting used to. Practicing using before relying on it. It tends to be a power hungry mode so also keep that in mind.

SHOP MODE

Shop is the menu item that allows a user to purchase additional capabilities and ad free use.

SETTINGS MODE

Selecting Settings off the main menu allows you to choose which units to use for displaying speed and your preferred coordinate system.

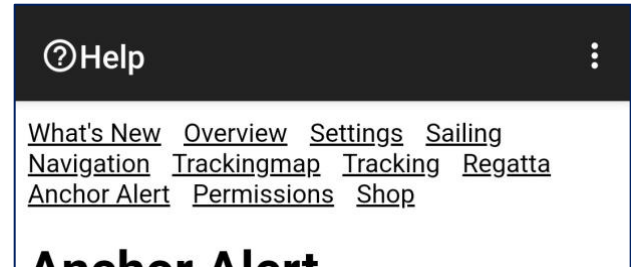


Settings mode.

HELP

Help mode which provides a decent set of instructions and guidance on using the program.

Detailed explanations for each mode is listed at the top of the screen in Help mode.



Help menu contents.

SUMMARY

This app does a decent job providing the data and capabilities I want for most of my sailing needs. Using the app is intuitive and with practice should be easy to master. In most modes pressing and holding or selecting the edit/tool option at the top of the screen will provide more options and settings. Since it is on my phone, I can take it with me and review track data in a more granular fashion at the time and place of my choosing.

The drawbacks are fairly standard, first and foremost the ads can be annoying and cumbersome. On my android phone and with the most updated version (free) I have encountered two types of ad/interruptions. The most common are your typical banner ads that occupy a thin rectangular field of space on some screens/views. The other are full screen ads that pop up when changing modes. These are usually easy to eliminate once you find the "X" to click on. I'm pretty easy going, so this doesn't bother me too much, otherwise I might pay for an ad free version.

- Don

o o o o o

For more information on this app, see their web site at: <https://boatspeed.app/>

STARGAZING 101

FINDING YOUR WAY AROUND THE NIGHT SKY

JUNE 4TH

DIGITAL DOME
CORNING COMMUNITY COLLEGE

7:30 PM

PLANETARIUM PRESENTATION
OPEN TO THE PUBLIC



**\$10 EVENT ADMISSION
SCAN THE QR CODE TO
GET YOUR TICKETS
SEATING IS LIMITED**

Join us for an introductory presentation on how to identify the celestial bodies above us. This event is suitable for everyone - curious youth and inquisitive adults. Local celestial navigators will also point out which stars sailors have used to travel oceans for centuries!



FINGER LAKES
CHAPTER

Editor's Corner

by Tom Alley



Ramping Up

Those of you who have been to the marina or boatyard recently might have noticed that *Tomfoolery* has yet to be launched. (*This sad fact was remedied just prior*

to publication. Yay! - Ed.) You would think that, after a mild winter, everything would be ready to go. Alas, that is not the case and I'm scurrying madly, trying to get enough done so that I can at least finish up the commissioning while tied up in the slip.

There is a lot queued up to do this summer. This is great because it will give all of us an excuse to do more on and with our vessels. Unfortunately, with all that activity it will probably make the boating season seem to zip by all the faster. If anyone has found the optimal point to maximize utilization while minimizing the compressive effects that has on time, please let me know!

For those of you who are curious, the new winter cover worked well. Perhaps a bit too well, as I noticed a bit more mildew down below than in years past. Since this cover doesn't have all the holes and tears that the old one did, I guess I'll have to add a few vents before it's time to lay up for the winter again.

Looking Up

This summer you will likely notice a number of people running around the marina with sextants in their hands. The Finger Lakes Chapter of America's Boating Club (a.k.a., the United States Power Squadrons) is once more teaching their celestial navigation class this coming fall. In order to take advantage of the nicer weather, the students will be out on the lake at dusk this summer to take advantage

SV Tomfoolery

of the twilight to collect observations to use to complete their course work in the fall.

Now the textbook for this class does an excellent job of teaching you the "how" and "why" of celestial navigation. However, it falls a little flat when it comes to helping you figure out exactly which stars to use. (There are 57 "navigational" stars available.) To fill this gap, the local Power Squadron chapter has developed a seminar entitled *Stargazing 101*. The material in the seminar, however, is also perfect for anyone wishing to learn a little more about the night sky. It's also especially useful if you have descendants of the age where they ask lots of questions.

For a fun evening at the newly upgraded *Digital Dome*, Corning Community College's planetarium, I would recommend you attend the *Stargazing 101* presentation. (See the poster on the previous page.) It's a nice mix of astronomy, legend, and folklore. I guarantee you'll learn something new.

Gearing Up

With that said, I need to get back to my boat to finish up her commissioning for launch. After that, it will be time to clean the interior from the effects of winter storage and to begin restocking for a summer's worth of activities and adventures. I'm looking forward to seeing all of you at our various club events, both on the water and around the marina!

- Tom

o o o o o

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

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 _____