

Port Tacks

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

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

R.I.P. – Eddie Peterson

It is with sadness that we mark the passing of long-time marina "fixture" and Dock 4 resident, Eddie Peterson. His full obituary can be found on page 8.

Commodore's Comments

by Mike Sidell

SV Delta G



It's hard to think about spring and summer when the temperatures haven't been above freezing in over two weeks. The cold weather has led to Nancy once again talking about ice fishing. I keep telling her that Arby's makes a good fish sandwich that's reasonably priced, but I'm not getting very far. You may find us out on Hills Creek Lake soon... In contrast to sailing, calm is the preferred wind speed for ice fishing. I'll be thinking about a nice 12-knot breeze as I'm freezing my tail off, searching for pan fish.

My preferred winter activity is working in my warm shop, renovating an old wooden boat. This year's winter project is a 1952 23-foot Chris Craft Express Cruiser. Hopefully, it'll be ready for the water by this summer. Nancy observed that the old boats I keep hauling home seem to get bigger every year. She is right, of course!

The work of the FLYC actually begins this month, with the planning session for the Club's activity calendar. If anyone has any suggestions for the calendar, please reach out. Think spring! Mike

- Mike



Vice Commodore's Comments

by John Chesbrough

SV Plein Air

Cruising New England



The dead of winter is seriously upon the southern end of Seneca Lake as arctic temperatures and grey skies have invited little in the way of outdoor activity. The Lucky Hare bar and

restaurant holds a trivia contest every Thursday night providing entertainment and patrons for the bar. My grasp of trivia is far from water tight. Sailing ships have played a major role in the demand for wood and the growth of commerce. My latest reading might provide interesting data for you: *A Forest Journey. The Role of Trees in the Fate of Civilization*, by John Perlin.

Soon after Columbus discovered the New World, the wood products industry in the New World got off to a rapid start. In the West Indies it was in support of a very lucrative sugar market from growing sugar cane. Barbados was one of the most important islands for the sugar business as it was abundantly forested with many tropical species of trees. The basic pattern, as already experienced in Madeira, a Portuguese possession off northwestern Africa, was to harvest the trees as quickly as possible and start planting cane. The sugar mills and machinery were built from wood, and the boiling process was fueled by wood, loads of wood, 24/7.

Portugal benefitted from this new timber supply by increasing the size of its navy and the size of the ships as well. As in Madeira several years earlier, the wood supply in Barbados rapidly diminished which in turn caused the land to become less fertile, the rivers less deep and the estuaries more filled with run-off silt. While the sugarcane managed to continue growing, a new source of wood needed to be found.

By this time England was in possession of not only the West Indies but also the northeast coast of North America, which was more abundant with big trees than had ever been seen in the known western world. Before long the enterprising and seafaring British

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were shipping timber and sugar to Europe, and as they were reluctant to sail an empty ship, they returned with manufactured goods to North America where there was a strong need. Slavery entered the equation to provide cheap labor for the sugar mills. Molasses and rum from the Caribbean went north and northeast, timber and wood products as well as fish, including whale products, moved south and east from New England, and finished goods sailed west to North America, constituting a very profitable 'trade triangle'.

Eventually the full-on exploitation of trees started to take its toll on the land, rivers, wildlife, and native populations of New England. The Indians, upon their pleas for forest and animal protection being ignored, had to retaliate with violent force. This situation joined the general political condition as England and France competed for natural resources which now included furs and pelts.

By the late 17th century, Boston was having to cut trees in Maine where England was also seeking to

harvest big trees for masts for their growing Royal Navy. The British attempted to pass legislation giving themselves dominion over the forests of Maine. The colonists were none too happy with that idea but eventually managed to sell Maine for cash money. The British gradually detected a mood of resentment and lack of cooperation from the colonists. This was enough to start the American Revolution.

What is significant is that the pattern of clear-cutting the forests causes serious environmental problems which cause serious human welfare problems. This has been repeated for millenia in North Africa, throughout the Mediterranean, most of Europe, and the British Isles, always for industrial and economic interests.

- John

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Rear Commodore's Comments

by Don Swanson

SV Independence

Armchair Sail Racing



Not much to report this month regarding FLYC Racing. With the exception of a dash to the thermostat, there isn't much hustle happening in these environs. And during these dark months of hibernation (with the halcyon daze of summer a distant mirage) there comes a

time to reflect and plan for the new year. And that is exactly what the Race Committee is doing while the snow flies and the bracing winds push off the Finger Lakes. While the new year is just but a babe, we are already planning for another season of racing and cruising in 2025. Stay tuned.

So what is one to do during the off season? Not a bad time to hunker down for some armchair sailing... And what a season it has been! In this issue I will unpack some of what the competition has been like.

37th America's Cup

As our sailing season in the Finger Lakes was cooling down in October, the armchair sailing season was heating up with the 37th America's Cup in Barcelona Spain. Emirates New Zealand was the defending cup holder. Six teams competed in this one-design series of match racing on the AC75, the latest foiling monohull design which had its debut in the 36th America's Cup and will also be used in the 38th. A unique artifact of this design are the dual helmsmen eliminating the need for crew to transit athwart when tacking or gybing. Each boat was crewed by eight *sailors*: On each side a trimmer, two peddlers (powers hydraulics for foils) and a helmsman. Crews were all connected with headsets allowing for communication on each boat and with their land based team of tacticians. Viewers could listen in on team communication during each race. The races were fast paced with the competitors foiling at speeds over 40 knots.

Each race was a match held between two boats and on a fairly compact upwind/downwind course, typically 6 to 8 legs in length. Drone marks were used, allowing the race committee to make changes

to the course (sometimes mid-race) as conditions warranted. Side note: As a fellow race committee member I *really* liked those drone-marks!

The Six Teams competing included:

- *Emirates Team New Zealand*, Royal New Zealand Yacht Squadron. (Defender).
- *INEOS Britannia*, Royal Yacht Squadron (Cowes, UK). (Challenger of Record).
- *Luna Rossa Prada Pirelli*, Circolo Della Vela Sicilia (Italy).
- *Orient Express*, Société Nautique de Saint-Tropez (France).
- *Alinghi Red Bull Racing*, Société Nautique de Genève (Switzerland).
- *American Magic*, New York Yacht Club (United States of America).

The competition was structured as followed:

After two previously held qualifying rounds the six teams met to duke it out off Barcelona Spain. The first set of races involved a double round-robin style of match races allowing each team to face all of the others with the cumulative earned points for each team (# of wins) used to eliminate all but the top 4 challengers. During the round-robin series *NZ Emirates* (as the defender) was not required to participate however the team opted for participation in this part of the schedule, although not for points. Wise move on the kiwi's part; using the opportunity to size up the competition while honing their technique and tactical decision making. Following this stage, the *Orient Express* team (Fr) were eliminated.

The round robin races were followed by semi-finals of four highest ranked challengers competing for the best of 9 match race series. It was during this stage of the competition the action and drama really picked up. *NZ* sat back and waited to see who would rise to the top to face them in the final. As the match races proceeded, *American Magic* and *Alinghi Red Bull* (Swiss) would compete with spirt and determination, but it was *Luna Rossa* (Italy) and *INEOS* (UK) that would eventually battle it out to determine who would face *Emirates NZ*. The competition was fierce and after some earlier set backs, the *INEOS Britannia*

would eventually prevail and in doing so return to being a direct challenger for the cup they have been desperate to recover since 1851. The last time a UK team had made it this close was back in 1964. All of the UK sailing community was on the edge of their seats. Unfortunately for the Brits and skipper Ben Ainsley they were unable to best the formidable *Emirates NZ* which handily retained the cup by being the first of the two teams to win seven match races (best of 13).

If you didn't tune in while it was happening you owe it to yourself to check out some recaps via YouTube. These foiling boats were sometimes hitting speeds above 40 knots and, from a tactical standpoint, racers will appreciate how critical the action leading up the starting line often governed the eventual outcome of many races.



Figure 1: America's Cup AC75 class foiling monohulls.

2024 Vendee Globe.

Singlehanded. Non-stop. Unassisted. Around the world. The Everest of sailing. The ultimate test of

human will, determination and sailing technology: The Vendee Globe.

Every four years the Vendee Globe fleet sets out from les Sables d'Olonne, France to race around the world via the three great capes: Good Hope, Leeuwin, and Cape Horn. Previous race records were smashed in this edition as the IMOCA 60 boats in the fleet took full advantage of their foiling abilities coupled with the most advanced weather forecast and routing available.

The fleet was limited to 40 boats, of which about half were IMOCA 60 foilers, the rest - an earlier IMOCA double daggerboard style boats. All boats were monohull. And although by the time the first skippers passed the Cape of Good Hope it was clear that the foilers had a distinct advantage. But would these floating spaceships be able to survive the treacherous southern ocean?

The answer was revealed on January 14th when, after 64 days at sea, Charlie Dalin won first place, having logged over 27,000 nm, with an average speed of 17 knots, beating the previous course record by almost 10 days.

But to be honest, and not to take away from Dalin's remarkable performance, the real drama has, and continues to unfold on the course. As of this writing (Jan 22nd) most of the remaining fleet are still under sail on the course stretching as far back as Cape Horn.

The thing about the Vendee this year is the access from skippers to the larger world via the internet and systems like Starlink. From the comfort of my armchair, direct reports from individual skippers bring a human element front and center. From record breaking 24 hour distance records, to dismastings and other heartbreaking dramas, it all has unfolded in real time and in living color. The skippers are truly remarkable folks, each with their own story of grit and determination. In a fleet of 40, there are skippers as young as 23 (Violette Dorange) to Jean le Cam at 65 years of age with this being his 7th Cape Horn rounding in oceanic racing. A record six women competed and a first - there are two skippers who were literally single handed. One an amputee and another from birth.

It was also interesting to see how some skippers were more outgoing and working a social media component into their routines. From the standpoint

of a casual armchair sailor getting to know sailors like Pip Hare, Boris Herrmann, and the indefatigable and charming Conrad Colman. Who, by the way was the only sailor with American roots (NZ/USA).

The top 3 finishers have already crossed the finish line as I pen this, but the race is far from over. For every skipper still out there it's not about placing – but finishing – and to pass the ultimate test of sailing around the world...

...Single handed...

...Unassisted ...

...Nonstop...

...by way of the Southern Ocean.

Thanks for tuning in.

Cheers,

- Don



Figure 3: IMOCA 60 foiler (Boris Herrmann).



Figure 2: IMOCA 60 daggerboard (Jean leCam)

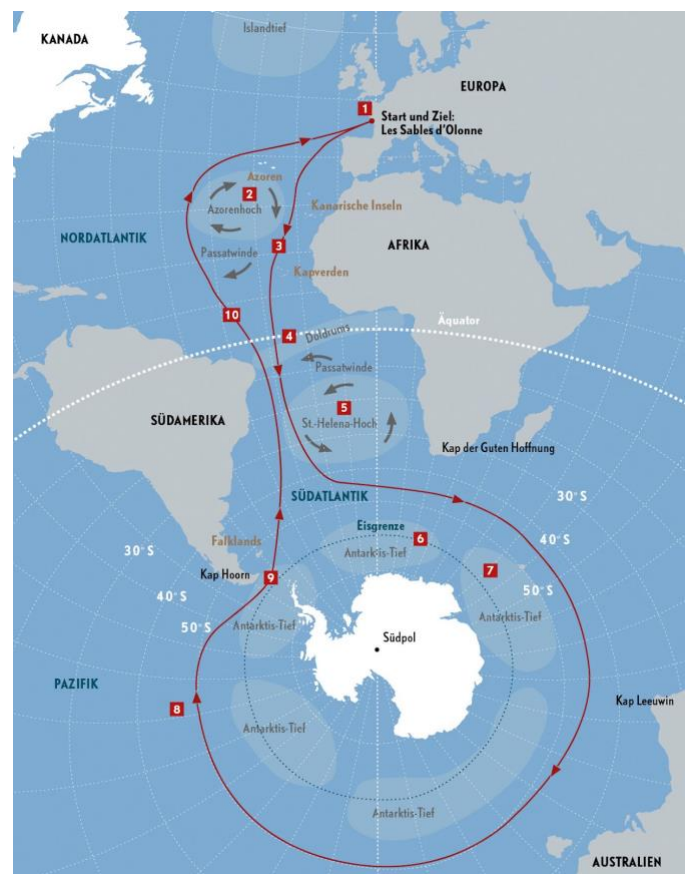


Figure 4: The racecourse. Just a single mark - go around Antarctica and come back.

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Secretary's Column

by Katie Alley



Passing Winter By

I just celebrated my 26th birthday and I am noticing that some things that really *sucked* in school no longer suck when you're an adult.

The first thing for me is going to the gym. I absolutely hated gym class in school, especially

in high school when us 20-minute-mile-walkers were thrown in with all the varsity athletes. I was forced to participate in physical activity that I did not enjoy with people that I did not particularly enjoy either.

Now, the gym is kind of like a playground for adults. It's a lot different when you're making the choice to go exercise to better yourself instead of being forced to for a grade. Everyone there has the same goal as you - to be active in some capacity - and also, no one cares about what you're doing. Everyone is focused on their own workout. There's no competition, just working on yourself in a communal space. You're the one who comes up with the "assignments" and you "grade" yourself on your progress and performance.

Thinking about the gym in a functional and practical sense really helps when you're not athletic. For example, you can train for hoisting sails by doing lateral pulldowns and bicep curls. Or you can train for your "summer body" by doing squats for a big butt or cardio for a smaller beer belly.

The second thing that is actually enjoyable as an adult to me is reading. When the 500-page copy of *The Odyssey* was thrown in front of me at 15-years-old, I surely was not in a place where I would 1) be excited to translate Homer's old English or 2) appreciate the literary artwork it is. Turns out when you voluntarily choose to read and can pick whatever you want to read for entertainment, it's actually enjoyable. (That said, send any nautical book recommendations my way. Though, I can't say I'm

SV Tomfoolery

in the mood to translate Herman Melville's 19th century English in *Moby Dick* any more than I was 11 years ago.)

Of course there were some things that were fun in school that are no longer fun as an adult. Like writing checks, for instance. Those practice checks were a lot more fun to write in 3rd grade versus now when they involve actual money.

Speaking of checks, feel free to send in your 2025 dues anyday now! This month, the officers and directors will be meeting to plan this year's club activities. Also, budget-wise, we cannot promise that dues will remain \$45 forever. So send them in now while they still are! Please note the address change on the membership form regarding where to send your dues.

Whether it's with a good book or in the gym, I hope that you are passing winter by in an enjoyable way while we wait to return to the water!

- 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.



“Eddie” Peterson – 1953-2025

As posted on www.vedderscottzinger.com

S/V Adagio

Edward Harrison Peterson, best known as Eddie, of Watkins Glen, NY, born November 14, 1953, died Wednesday, January 22, 2025 at the age of 71 from pancreatic cancer.

Eddie grew up in Chemung, New York and graduated from Waverly High School in 1971. He enlisted in the US Air Force as soon as he turned 18 and served three tours as a patrol dog handler at the air base in Nakhon Phanom, Thailand. Upon returning home he worked for Chemung Spring Water, and finally took a job at the Elmira Correctional Facility, retiring after 25 years of service in 2006.

Eddie had many hobbies and pastimes from the time he learned how to fish and hunt with his dad as a young boy, to his love of sailing on Seneca Lake, (his friends at the Village Marina jokingly dubbed him The Sailing Fool because he would go out in any kind of weather; the windier, the better). He loved gardening and took great pride especially in growing his hot peppers, tomatoes, and garlic. Just ask anyone who was lucky enough to receive a bag of his produce. He was always ready with a story or two about the years he spent in Thailand as a patrol dog handler, and the many dogs he trained and worked with. If you run into him in Heaven, ask him about the Skippy story. He had even more great stories about the good friends he worked with at the Elmira Correctional Facility, including the story about a bat sandwich left in the fridge for a notorious sandwich thief to find, let's just say that guy was cured of stealing food from that day on. He always said having good friends you can count on in a job like that makes a tough job bearable, they all knew they could count on Eddie to have their back, and he knew they would always be there for him, too.

Always a hard worker, Eddie often took extra overtime shifts, as well as side jobs rototilling and window washing to earn extra income for his family, often refusing to take payment from his elderly customers and veterans. He was an avid follower of

current events, finance, economics, politics, geography, and world history, especially World War II and the war in Vietnam. These interests made him very good at crossword puzzles, which he did together with his wife Ellen, every day with their

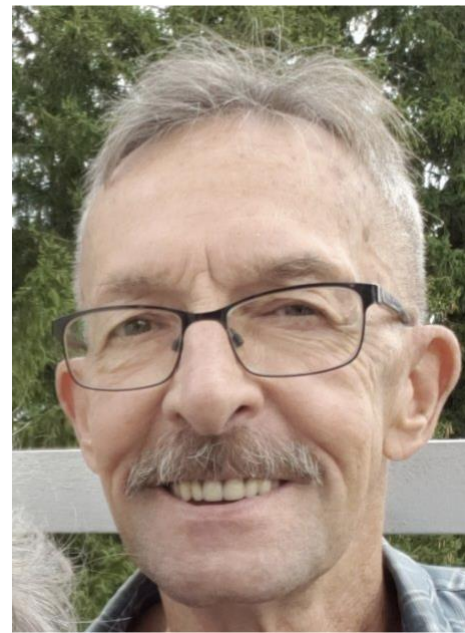


Figure 5: Eddie Peterson, 1953-2025.

morning coffee. On any given evening you could find him admiring and organizing his collection of sea shells with a cold one nearby. He loved the people he loved fully, openly, and whole heartedly and made sure they all new it, often helping in any way he could with a generous heart.

Eddie was predeceased by his parents Clair Jr. and Christine Peterson, and his father- and mother-in-law Bill and Joan Oaks, who called him their favorite son-in-law, and brothers-in-law Jon Oaks and Tod Oaks

He is survived by his wife Ellen of 34 years, whom he met on a blind date, daughter Lizzy Peterson (Chris Farrick) from Turners Falls, Massachusetts, daughter Perry Peterson (Steve Kellis) from Royersford, Pennsylvania, and son Nate (Keira) Peterson from Asheville, North Carolina; sisters, Donna (Pete) Gliha, and Ronda (Butch) Loomis, both of Horseheads, New York. And of course, his beloved German Shepherd, Norman.

There are no services planned at this time.

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Editor's Corner

by Tom Alley



The Literary Doldrums

As a newsletter editor for a boating club in the northern hemisphere, January definitely qualifies as the literary version of the doldrums when it comes to

providing inspirational material that can be used to generate some good reading for you.

For the FLYC, we're between the year-end banquet where we celebrate the boating season we just finished and the year-beginning planning meeting where we start dreaming about what's to come. As a result, there's not much boating news to comment on at this time.

It's a bit chilly to go and work on your boat (unless you happen to have a relatively spacious, fully enclosed shed like the *True Love* and the other schooner that's gracing our boatyard this winter). In fact, I'm still going through the mental gyrations of weighing the pros and cons between different options I have for the projects I'm hoping to tackle this off-season. Bottom line: I still need to order (and finance!) the pieces and parts I'll need for this year's set of repairs, updates, and upgrades.

Our 20-something Secretary has a good idea about going to a gym and getting an early start to be ready for the summer. However, your 60-something editor is instead spending his time at physical therapy sessions nursing the chronic, recurring injuries brought on by years of (overly) competitive activities like sailboat racing, downhill skiing, and excessive "boat yoga" to maintain his boat that's aging as quickly as he is.

The bottom line is that there's not much happening in the middle of the winter on the local scene when it comes to boating. Even my dreams of moving south have been dampened somewhat by the news reports last week of 7-10 inches of snow in New Orleans and Florida. That's just *WRONG* on so many levels.

SV Tomfoolery

On a more optimistic note, things should start turning around once this newsletter gets published. The FLYC Race Committee will meet on Groundhog Day to review last year's events and talk through potential adjustments for the coming year. Soon after that we will have a meeting of the larger group of directors and officers to hammer out an event calendar for 2025. After that, it won't be long before it's warm enough to start on some of the off-season boat projects. And once those kick off, launch day will come racing toward us and we'll be enjoying another season on the water.

Maybe 'doldrums' is the wrong word. It's probably more like the calm before the storm!

See you in the boatyard. (...eventually!)

- Tom

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Postscript – Brianna's Law

Just as we were going to press, I was reminded that this year in New York State, Brianna's Law will be completely implemented. No more "grandfathering" of experienced boaters – every boat operator is subject to the requirement of having completed a recognized boater safety course. Reports I'm hearing are that some marina operators are requiring that boaters produce their safety card before they are allowed to rent a slip!

If you don't have your boater safety card yet, there are numerous ways you can obtain one before the boating season begins. The easiest way to get more information will be to contact Katie Alley, the FLYC Secretary. If there is enough interest she can even organize a special session of a safety course just for our marina.

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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.

Finger Lakes Yacht Club

2025 Membership Application

Membership renewals are due by May 1st, 2025. **Annual dues are \$45.**
Please send this form and a check to:



Finger Lakes Yacht Club, Inc.
c/o Katie Alley, Secretary
PO Box 224
Watkins Glen, NY 14891

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 2024

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 _____