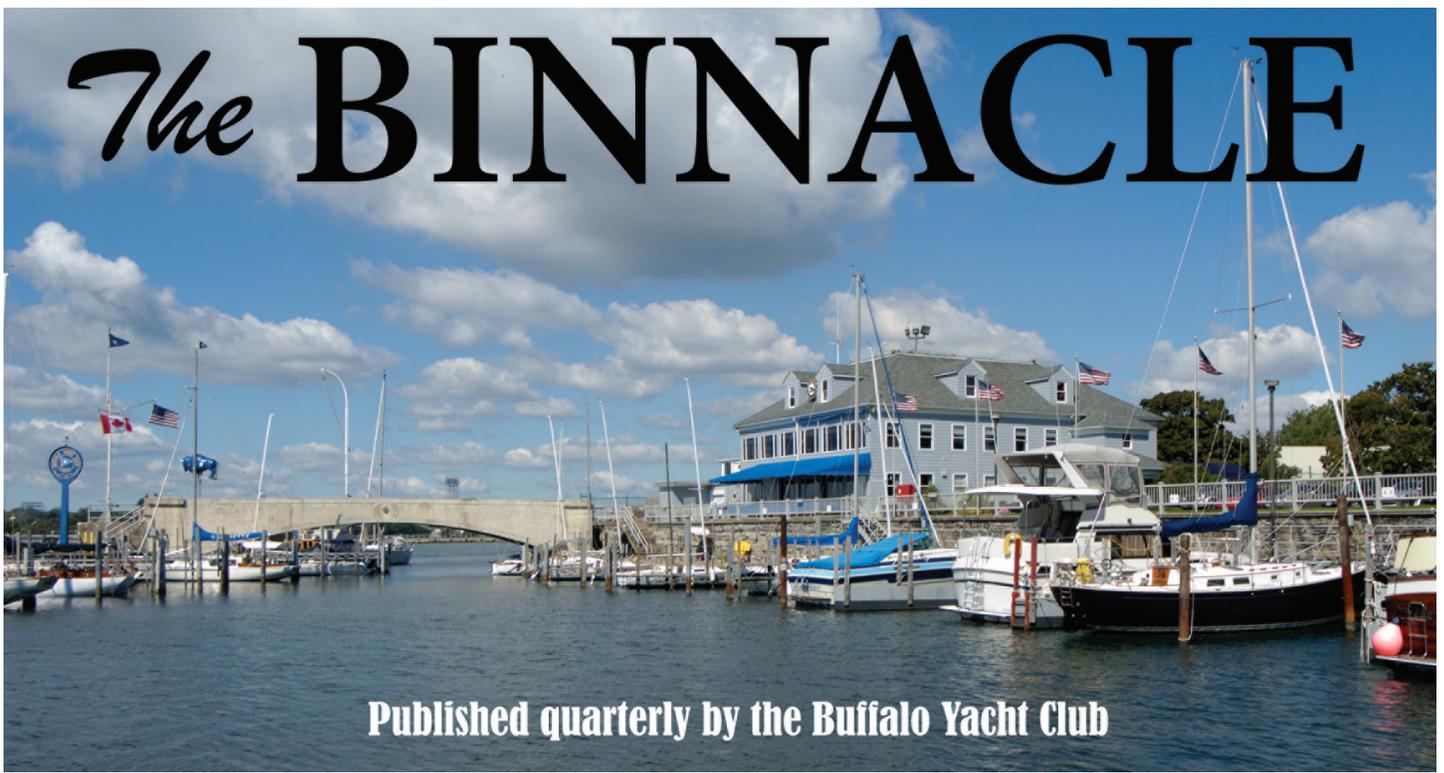


The BINNACLE



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Buffalo Yacht Club

July 2018



Commodore's comments

From the Commodore
Please come down to use your club. It has been a quick change from a cold winter to a hot summer just in time for the boating season. There were more boats in the basin for opening day than I have seen in many years. The Happy Hours and club functions have all been well attended. The Commodores Breakfast was a wonderful affair, almost maxed out in attendance, it was good to see all of my friends in attendance. Caribbean Night was a party that if you missed it was a night to remember. The party was oversold and members who were late getting their reservations in were eating dinner outside on the upper deck.

A lot of things have changed over the past few years all to the better and things will continue to change. We expect to have our new floating docks installed in front of the



Buffalo clubhouse before the end of July to replace the docks that are under water. At Point Albino we have installed two new docks this spring and ordered two more to be installed next spring.

Junior Sailing has started with the classes are almost full. It is exciting to see the students on the water in front of the Buffalo club house. Thursday evenings we will have Adult sailing lessons starting at 5:30. We will be racing the Club Flying Jr's every Friday evening, open to all Junior sailors and club members. Come down and enjoy the fun.

Buffalo Yacht Club Foundation

Please donate to the Buffalo Yacht Club Foundation. Your donations go a long way to help our Boating Education program that includes the opportunities for young people to sail on the tall ships in 2019, Western New York Maritime Charter School students will learn the basics of sailing, Summer Jr. Sailing, Spring and Fall High School sailing and regattas. We have built a fourth dinghy float to keep most if not all of our

COMMODORE — continued on page 2



THE BINNACLE
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COMMODORE — continued from front page dinghies on. This should give you more parking spots in the parking lot. We are looking to buy a few new coach boats as we expand our program. We must have the proper ratio of coaches to students on the water, this is a requirement.

For those of you that have donated to this worthy cause thank you. I would like to have 100% participation of our club members



MEMBERSHIP

The following new members joined the Buffalo Yacht Club since the last issue of the BINNACLE: Active: Charles & Jane Vallone; Social: Richard & Kathrine Hilliman, Britt & Susie Weber, William & Pamela Brown, Michelle Andersen, Michael & Cynthia Ellison, Gail Lannon; Intermediate: Naomi Lasco, Seth & Rebecca Pullen; Crew: Christine Candino, Jordan Wishman; Junior: Ethan Sharp, Anderson Osinski.

Reinstatements accepted from: Social: Martin Brown, Frances Rumsey, Mary Beth Roberts-Russel, Captain Samuel Tucker Curtin.

Change of classification accepted from: Social to Active: Anne Moretti; Crew to Pt. Abino: Kyle Hensler; Social to Pt. Abino: Irina Schwartz; Active to Social: Justin Sanderson.

Resignations accepted with regret from: Intermediate: James Atkinson; Junior: Stephen Munschauer Jr.

We mourn the deaths of: Edwin T. Bean Jr., Mary Hayes, Merrick Hayes, Janeen Flaherty, Sheriff Thomas Higgins.



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Summer has finally arrived and our traditional busy season has begun. The clubhouse management and staff, along with the House and Entertainment Committees, are hard at work trying to provide our members with a great experience. Kudos to the Entertainment Committee for some great parties. I'll talk about a couple of those efforts a little later. In this article, I want to highlight some changes to staffing, the menu, and some events you won't want to miss.

Staffing:

I want to extend a special appreciation to all of the staff. Almost every member that walks through the front door is a type-A personality. From there, it's varying degrees of black belt in the type-A group. Our staff members have a tough job and the club would not succeed without them. Please be sure to thank them.

We have a couple of new bartenders. If you haven't already done so, please come in and introduce yourself. It really helps them in learning your name, member number, and personal preferences.

Isn't Chef Kadrian great? We are so pleased that he and his staff have taken us back to the level of food we have been striving towards. The Chef has requested input in the new menus and we were thrilled to include his ideas.

Menu:

Speaking of the menus, the new Summer menus just recently went in to effect. Please come in and try them out. As stated in my last article, it seems like our menus were slanted toward the higher end, 'special night out' entrees. While we need to continue offerings for those nights, we also need to provide suitable menu options for those who stop in for a more casual evening or before going to a show.

These new menus (Dinner, Lunch, and Grill) went in to effect in mid-June. We also hope to better promote weekly and monthly dinner specials. Keep an eye on the Monday emails for these. Also, keep in mind that you can request both the Dinner and Grill menus in both the upper deck and lower deck areas.

Entertainment:

As mentioned earlier, the Entertainment Committee is also hard at work pulling together some new ideas. Here are a couple of the recent events.

May 4th - First Friday and New Member Welcome. This event was great. We had quite a few people. Many new members were introduced. Existing members brought guests and prospective members. We've recently approved some of those as new members. New members are critical to our future success, so please consider whether you know if anyone that may be a prospective member. Kudos to Entertainment, Membership and Marketing committees for a joint effort in pulling this together.

June 15th - Caribbean Cruise Night. If you were there, you likely saw Chef Kadrian in his Jamaican flag apron? The food was amazing! Look for the Jerk Chicken in future menus and specials. The "Cruise Ship" theme was great. We had live music, buffets, photography, and a game room. Walking around the bar and dining room, I could not find anyone who wasn't enjoying themselves. Even the staff got in to the act wearing shorts and tropical shirts. Kudos to the Entertainment committee for a great event.

Keep an eye on the club calendar, website, and newsletters for more details on upcoming events. Please come in often and bring your friends and family. I know you have a lot of options in Buffalo, but this is your club and the views are unparalleled. Let's make this your "go to" spot

Michael Barry



From Top: crowd waiting for ceremony, PC's at attention, roses for members lost during the year, crowd.

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Rear Commodore Comments

When in doubt, head to the Point for summer fun! Remember, all BYC members are welcome to visit the Point Abino facilities. Come and experience the beautiful grounds, pool, hot tub, the main house and kitchen, docks and deck, not to mention the amazing views of the bay and Buffalo. When visiting the Point be sure to introduce yourself to not only our new members but also to the seasoned veterans who call Point Abino their second home.

New at the Point this year was our June 2nd PCOC Certification and June 9th VHF Radio Certification. Both courses were extremely well attended. The new box steps constructed by Ruth and her team seem to be working very effectively replacing the step problem experience last year. Thank you to Captain Ruth for your creativity and innovation! One more 30' "U" has been installed and is already assigned to members. N 19-20 has been repaired and seems to be holding up to the repair. The boom has been pulled for repair and is presently on the berm on the turn around. The Point Abino committee is reviewing with Kroft and the dock committee the best configuration and boom placement during the summer boating season. One more floating 40' "U" (4 slips) has already been ordered with a forecasted spring installation of 2019.

We're trying something new this year and having a Smokin Buddha Food Truck Event open to all BYC members. This is our way of introducing the Point to all our members. Come and enjoy an afternoon with us and take advantage of all that the Point has to offer. The day is climaxing with the Smokin Buddha Food Truck, dutch treat.

Members are still making summer plans. If booking a party please be sure to check with Ruth prior to scheduling the event to avoid conflicts. Thank you for remembering to notify Ruth prior to entering the basin or if leaving for extended periods of time.

Events at Point Abino: June 29-July 5 Member Only Weekend, July 14 Kerry Kraft Party, July 23 Tim Hunt Party, July 28 Smokin Buddha Food Truck Event, Aug 3-7 Members Only Weekend, Aug 11-12 Queen City/Mayor's Cup Regatta & Party, Aug 16 Board Meeting, Aug 31-Sept 5 Members Only Weekend, Sept 2 Pancake Breakfast, Sept 3 Run Run with BCC [race starts at Pt. Abino station], Oct 20 Work Party, Dec 8 Winterize Docks. If you see something that needs to be addressed please bring it to the attention of Ruth, her staff and/or myself. Looking forward to seeing you at the Point!

James Kulwicki



- July
 - 4 - July 4th – Closed Reverse PHRF
 - 6 - First Friday
 - 13 - 2nd Friday Raw Bar
 - 21-22 - Raw Bar Regatta
- August
 - 3 - First Friday
 - 10 - 2nd Friday Raw Bar
 - 11-12 - Mayor's Cup/ Queen City Regatta
- September
 - 3 - Labor Day - Closed Reverse PHRF
 - 7 - First Friday
 - 14 - 2nd Friday Raw Bar
 - 15 - Obersheimer Cup
- October
 - 5 - First Friday
 - 20 - Porter Work Party
 - 20 - Sweetest Day/Wine Pairing Dinner
 - 27 - Pt. Abino Work Party
 - 27 - Oktoberfest
 - 28 - Family Halloween Party
- November
 - 2 - First Friday
 - 10 - Trophy Night
 - 15 - Annual Meeting & Election
 - 16 - Friendsgiving
 - 22 - Thanksgiving Buffet (Office Closed)
 - 26 - New Member Clubhouse Decorating Party
- December
 - 1 - Commodore's Ball
 - 7 - Tree Raising First Friday
 - 16 - Kid's Party
 - 24 - Christmas Eve - Closed
 - 25 - Christmas Day - Closed

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Fleet Captain Comments

The amount of work around each basin each year is monumental: Hooking up water lines, power, docks, replacing cleats, deck boards, dock uprights, floating dock sliders and rollers, removing debris from the water, cutting and harvesting weeds, bubblers, etc., as well as all the maintenance of the buildings and grounds — from cutting grass to repairing gates. Thanks to everyone who helped in getting this work accomplished. Please notify the Office if you are leaving or entering your slip after an absence. Basin rules require 24 hour notice. This allows us to use the slips for slip hoppers and guests and allows us time to move them around, as needed.

No swimming signs are posted in the basin for a reason. If you have a problem with something in the Porter basins, please contact me or the Club Manager. Please be courteous to our staff. Most likely, they are only following some direction provided by a board member or the Club Manager.

Please do not park under or next to the hoists in the dry sail area. Not only does this hinder other members' ability to use the hoists, it also puts your car at risk of being dinged as they move the boats and trailers around.

Stephen Munschauer



Top: after a long race, the delta is about a boat length. Middle: typical racing all week, really close. Bottom: Overall winner Team Sledgehammer.

Lake Erie Interclub Cruise report

By Editor

BYC boats dominate the Erie Dover again this year, 7 out of the top 8 boats overall. Tom Lewin's Sledgehammer taking honors over Mike Barry's Vinyasa for Spinnaker Division A and the overall win on the last day of the event. Hard fought racing for 5 days that had a whole range of weather, wind and sea conditions, and as usual great party's at every port. One point separated the two boats at the end. Rounding out Spinnaker A was Ted Johnson on Damn Yankee in third (third overall), and Merrily Kuhn's Storm Warning in fourth (fifth overall).

Jim Kondziela's Poison Ivy II wins Spinnaker B division, and takes 6th overall, with Adam Masters' Black Sheep 4th in division, and 8th overall.

Dick Hamm is 7th overall and second in Spinnaker D.

Jody Osinski's Enchanted helmed by Commodore Obersheimer wins Spinnaker E division.

There was some monkey business going on, that I am sure you will hear about around the club, with some stinky sneakers being secreted on yachts, ransom notes left and a great time had by all. Have to say the BYC food was very much the hit for me, and I am sure most participants, kudos to our great staff at the clubhouse and at the point.

Editors note: Most of the great photos in this edition (and most others) are by Caitlin Barry, please let her know you appreciate her work!

Two Bistanys, Two 41's and a comparison of then and now. By Joe Gelsomino.

I started sailing with Dr. Bistany (Ted) in 1975 when I was 15. I still remember the day walking up to his boat with my friend from high school Pat Connelly to see if Ted needed crew. That one inquiry has been the seed for a lifetime of racing and a door opening to so many opportunities beyond the imaginative horizon of a 15 year old. It has led to the Bermuda Race, SORC, Key West, every big race & regatta on both Lakes Erie & Ontario, and numerous ocean passages. Last year I started racing with Ted's son Mike on his boat on Long Island Sound, we have done the Storm Trysail Club's Block Island Race and the Vineyard Race, twice finishing 2nd in our IRC division and once 3rd overall. These recent races has led to a reflection of then and now.

Ted's boat Niagara was a Tartan 41, she was a classic IOR design with a mast-head rig, aluminum spar, boom and pole. She had all Dacron sails, her largest being a 180 % genoa with a high-aspect ratio main. Her displacement was 17,850 pounds and she had 1,100 square feet of sail upwind (180%), the main being about 250 s/f. The headsails were hanked on to the head-stay... twin foil head-stays were a few years off at that time. She had a Jack Stay to prevent the mast from pumping, which is ironic because the mast of Tartan 41 is figuratively a telephone pole. We did dip-pole jibes (I was foredeck at the bow), we had a blooper which was always debated as to if it was doing anything but it looked good. We could rig a reaching strut to provide an angle in the guy while tight reaching when the pole was on the forestay...that was cutting edge. The genoa sheets were 7/8" Samson braid and it took three of us to get the heavy one up through the companionway. Everything was done with a winch, the main halyard being wire on reel on the mast. There was minimal adjustments for fine toning the sails, to adjust the genoa lead you had to wait until you were on the other tack and the main traveler was something you could dump but was almost impossible to get back up.

Mike's boat Skye is Mark Mills 41 (aka C&C Redline 41), she is fractional rigged with carbon sails and rig, 110% jib, none of the lines are over 1/2". She is similar to a lot of boats out on the course now with asymmetrical spinnakers and highly functional deck layouts with respect to fine toning of the sails. She does have a few additions for racing on the Sound

and in IRC fleets, when close reaching beyond a kite she can carry a triple head sail set up with a Roller Furling Jib-Top out on the end of the pole, jib on the forestay and staysail inside that. She weighs 15,100 pounds and has a main sail at 581 s/f, that is more than twice the size of Niagara's.

Navigation and sailing electronics on Ted's boat, well we did not have much. Everything was done via dead reckoning (DR), we had a log, compass (actually three: helm, nav-station, and a hand held unit) and RDF (Radio Direction Finding). Every year or so we would 'Swing' the compasses, swinging being running established courses, i.e. Main Light to Point Abino Light, then Main Light to South gap, etc. and then creating or checking the compass deviation card to record the compass error with respect to the actual. As for electronics we had a fathometer that made a whirling sound as it output its reading on a mystical ring, the RDF allowed you to obtain a fix (fixing your position, as opposed to DR which was an estimate) by obtain bearings on two or more radio towers (antennas). When dead reckoning you simple drew on the chart your compass heading making a change every time you tacked and you would mark how far you went on each tack (log reading). When coming up with a compass heading to put down on the chart you also had to allowing for a little error for leeway in your heading, 3% upwind in a breeze and nothing for downwind. You would periodically obtain a fix (either via RDF or visual on a landmark using the hand bearing compass). We eventually got a Loran C unit, with that you not only had to determine the best stations to track but also had to manually input the appropriate master and slave stations and then interpolate the time delay readings on a hyperbolic scale printed on the navigation charts. For High-tech sailing electronics we had a very early B&G system that provided boat speed, apparent wind speed (true wind while at the dock) and a "close-hauled indicator". As for the top of the mast wind indicators,

the ubiquitous Windex was just hitting the American shores.

Navigation now: The Navigator has much more of an impact on the race outcome because the tools and information available. There still is the common question of "how far can we go in" when playing the breeze off the beach, but the real power is that everything is tied together; the computer (routing and weather software) talks to the B&G instruments and vis versa with the navigation plotter. Let's start with AIS (Automatic Identification System) which has been set up as a collision avoidance tool, it utilizes a vessels VHF and GPS, all vessels that have it that are around you will show up on your plotter being indicated as a triangle. Touch the triangle and you get that vessels name, course and speed. Overtime you can track if you are gaining on someone or if they are pulling from you, or it can validate your decision to hit the South shore of the Sound when you are doing 4 knots while the boats along the North shore are anchored. The sailing electronics, again B&G, is like comparing a Ferrari now to a then Toyota Camry...the cockpit displays can be configured to provide all the standard data (depth, apparent wind, true, compass, boat speed, course over ground, etc.), it also provide wind plots over time and adverse current (tide) displayed graphically as to direction and intensity and it's interaction with the boat. The significant difference in navigation is in what the computer has contributed, Mike has "Expedition" for his navigation routing software. With this the navigator loads current weather information obtained via NOAA (and other sources) as GRIB files (highly compressed large amount of data related only to weather), the software then takes these files and makes predictions and recommendations as to course (route) to sail (while at the same time overlaying and analyzing the tides onto the course)... it is now an electronics age...

Photos opposite and Page 8



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In Lake Erie Race Photo L/R: Don Gallagher, Ken Meyer, Ann Bistany, Ted Bistany, Rich Bleichfeld, Joe Gelsomino, P/C John Hill, missing Peter Davis.



Top: author on Niagara

Middle: Skye today

Above: Niagara

Left: Joe Gelsomino with Mike Bistany

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Top: Skye flying. Above: "monkey business" aboard Sledge. Right, opposite and following pages: Smiles at the Carribean Cruise Night.





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Above is a photo of Patricia (Patti) Cwiklinski. She has assumed the duties of front office assistant, replacing Paul Palidino, who has resigned to accept another position. Welcome Patti when you see her, and good luck to Paul.



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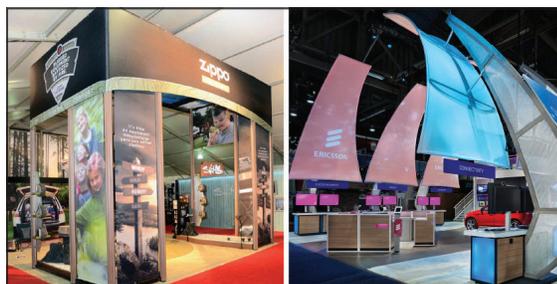
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