

THE BILGE PUMP

Keuka Yacht Club

Volume 37, Issue 13

July 27, 2021

RACE RESULTS

Last weekend, three Lightnings attempted to race but turned back in shifty winds with gusts up to 23mph. This weekend the wind was as shifty which delayed the starts until later in the morning on Sunday as the course was adjusted to the new wind direction. KU-10 had a guest skipper—Andrew Campbell, grandson of Art and Kay Wilder! (See article at right for more on Andrew.)

MC Scows

Sail #	Helm	R1	R2
1903	Brent Penwarden	3	2
1981	Randy Kuhl	4	5
2221	Dave Wurman	5	4
2396	Sean Treacy	2	1
2548	William Hudson	1	3

LIGHTNINGS

SAIL #	SKIPPER	R1	R2
5156	Leah Bourne	3	3
8004	Andrew Slade	2	2
14240	Brown/Lambert	4	1
15156	Andy Hamilton	5	DNS
15465	Lana Grauer	1	DNS

E-Scows

SAIL #	SKIPPER	R1	R2
KU-1	WELCH	1	4
KU-3	HAWK	5	2
KU-10	CAMPBELL	2	1
KU-12	W.HUDSON	6	6
KU-14	A. HUDSON	7	7
KU-23	NEWMAN	3	5
KU-25	MEADE	4	3

Please send submissions, unsubscribe requests and email address updates to kycbilgepump@gmail.com

MENU SPECIALS

Kitchen open Thursday nights!

Thursday Night - Pizza Night!

Free toppings on any pizza including flatbread!



Friday Night (until 8pm)

Seafood Carbonara

Saturday and Sunday Lunch

Look for the best of the season specials

Saturday Dinner (until 8pm)

Pork Chop with Polenta and Caramelized Pineapple

**Breakfast on Sunday
8-11:30am**

Grab a hot Breakfast Sandwich!

GUEST SKIPPER—ANDREW CAMPBELL

KU-10 was skippered by Andrew Campbell last weekend. Andrew is a former Olympian who represented the USA in the Laser class at the 2008 games in Beijing. He then went on to sail in two America's Cup campaigns as part of the US teams as a tactician on Oracle in Bermuda in 2017, and as flight controller for American Magic in New Zealand in 2021. He's currently sailing the [SailGP circuit](#) on the US team as a grinder/tactician.



CLUB BAR HOURS NEW Thursday Nights!

Thursday 5pm—10pm
Friday 5pm—11pm
Saturday NOON—11pm
Sunday NOON—6pm

Actual closing times are subject to change based on activity, weather and such and are at the discretion of the House Chair.

KNOW THE ROPES

Now that you have acquired lines sized for your boat, here is how the experts recommend you use them.

Properly placed dock lines have several jobs. They should keep your boat close to the dock, prevent forward and backward movement, prevent side-ways movement away from the dock and prevent a yaw motion where the boat's bow and stern rotate in either direction. There are two basic types of dock lines, breast lines and spring lines. Unless your boat is unusually heavy or will be subjected to severe conditions, a bow line, stern line, and at least two spring lines are recommended. You should also have extra lines in case of severe weather.

Dock lines are named according to this convention: [direction from boat] [position on boat] [line's function]. Breast lines (lines that come off the boat at a right angle to it) limit how much the boat can move toward or away from the dock. Springlines (lines that run at a shallow angle along some portion of the length of the boat) limit how much the boat can move forward or backward. Bow lines and stern lines (lines from the bow forward to the dock or from the stern aft to the dock) may do some of each. Breast lines may be used to temporarily hold a boat close to the dock for boarding or loading, but these should be removed or slackened when the boat is left unattended.

Bow and Stern Lines run from the ends of the boat to the dock, usually at an angle, keeping the boat from moving side to side, as well as fore and aft. They are typically equal to about three quarters of the boat's length. If your bow & stern lines are actually leading well forward and aft, then they are doing the job of spring lines. Spring lines, being much more in line with the axis, can absorb the energy and abuse much better of motion from wind and waves/wakes. Adding spring lines reduces the load on those bow & stern lines. Ideally use spring lines to prevent fore and aft motion, and long bow and stern lines to prevent the boat swinging in and out to keep the boat safely in place. The longer length provides extra stretch (or spring) for extra motion dampening.

All four of your dock lines work together, stretching and relaxing, to keep the boat more or less in place, despite the action of wind or waves jostling the boat. It's perfectly okay - even good - for the boat to be able to move around a little - so make sure you don't cleat the lines off too tightly.

Sources:

<https://www.fisheriessupply.com/understanding-dock-lines>
<https://www.boatus.com/expert-advice/expert-advice-archive/2012/july/docklines>
<https://www.boatus.com/expert-advice/expert-advice-archive/2014/january/tying-up-at-the-dock>

FRIDAY NIGHT LASERS

Time: 5:30pm every Friday
6:00pm Start

All skill levels welcome!

*LKSF boats available for those who don't own one!

Contact:

Eli Hill—pultnyeli@gmail.com

Lana Grauer—lanagrauer@gmail.com

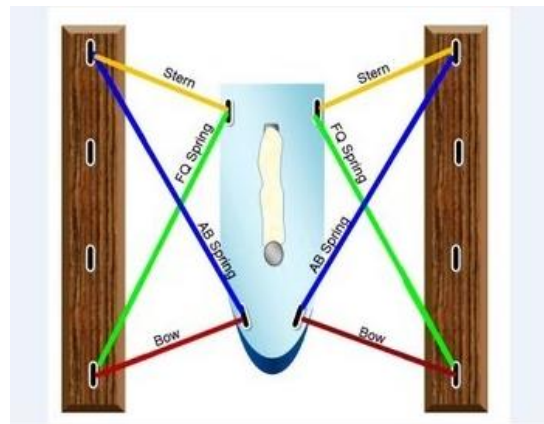


Image above from: [Captain John's Skipper Tips -Rig Your Boat Docking Lines for Maximum Protection.](#)

UPCOMING EVENTS

- July 30 — Friday Night Laser Sailing (thru Labor Day)
- July 31-Aug 1 — Es at CLYC for Home & Home leg 2
- Aug 2 — Junior Sailing Session 6 starts
- Aug 2-5 — Advanced Sailing & Racing (week 2 of 2)
- August 5 — Junior Sailing KYC/Camp Cory Regatta
- Aug 6-8 — E-scow Easterns at CLYC
- August 12 — FLBM Lecture series "Ice Boating" by Joe Meade (evening)
- August 15 — Alex Myth Trio — LIVE music!
- August 21 — Family Movie Night

ALEX MYTH TRIO

Put August 15th on your calendar. The Alex Myth Trio will be back!

