



FINGER LAKES YACHT CLUB

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Please recognize that club contacts are volunteers; call them only during reasonable hours. Thanks!

We're on the Web!

See us at:

www.FLYC.US

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Commodore's Comments (Continued from page 1)

available to help with the necessary "decisions" we must make. Any new boater/sailor has before them several easily available sources for help.

The New York State Office of Parks, Recreation and Historical Preservation publishes pamphlets on Navigation Laws (also available online) and commercial schools abound with hands-on classes for not a great expense. The U.S. Power Squadron also has a local chapter that offers a wide array of very educational classes.

Whether you are just venturing into the nautical world or have many years behind you, it's for sure there are things you don't know you don't know yet. For all of us in the more inexperienced level we should not hesitate to "ask away" of the elders to share their lessons learned and also seek out the formal training that is there for the taking.

- Terry



Spinnaker racing at its finest on Seneca Lake – July 2006

About the Finger Lakes Yacht Club...

Situated between the vineyards of Central New York at the southern end of Seneca Lake, you will find the Finger Lakes Yacht Club at its home in the Watkins Glen Village Marina.

The FLYC is a small, easy-going and informal group of boaters with a focus on family-friendly activities and the enjoyment of boats

and boating. Dues are reasonable and the atmosphere is welcoming and engaging.

For more information about the club, check out the web site, the club bulletin board at the marina (near the restrooms) or, better yet, talk to the folks on the dock. They will be happy to help you!

July 2006
Volume 4, Issue 2

Port Tacks

The Finger Lakes Yacht Club – Village Marina, Watkins Glen, New York

In This Issue...

Traditions.....	1
Commodore's Comments	1
Dates of Note	1
Corrections.....	1
Upcoming Events & Dates.....	2
Late Breaking News	2
Fleet Forum.....	2
Social Scene	2
Nautical Traditions	3
FLYC 2006 Race Schedule	3
Commodore's Comments	4
About the FLYC	4

Dates of Note

Here are some dates to pencil in on your calendars while we wait for our home port to thaw out:

- July 15-16th: Mystery Cruise!
- July 29th: Lodi Point Race/Party
- August 4-5th: Italian Fest
- August 12th: International Night
- August 26th: Wine Tasting
- September 3rd: Surf 'n' Turf Dinner

Corrections

If you notice any newsletter or web site errors, please do not hesitate to contact the editor at the e-mail address below. Your feedback is appreciated!
flyc@FingerLakesYC.net

Traditions

Boating is a hobby with a long history. As with most things that have been around for centuries (or longer), boating has a rich heritage and established traditions.

Most boaters are aware that these traditions exist. Of these, many appreciate these traditions but also modestly admit to a certain degree of ignorance. And then there are the few that have an understanding of and perhaps even a deep appreciation for the many nautical traditions that have been passed down through the generations.

One "tradition" of the FLYC of which I think we should all be quite proud is our non-exclusivity. Mention the words "yacht club" in a conversation and it soon becomes apparent that the image most people have is that of blue blazers, white trousers and funny hats on a bunch of white-haired men. Another image these words conjure are that of tall, opaque fences sporting "Members Only" warnings in prominent locations.

I'm proud of FLYC's culture of openness

and of its welcoming, inclusive atmosphere. Actually, you should be, too! When you think about it, this is a reflection of the high standards of FLYC membership. It's easy to shut people out. It takes character, confidence and virtue to let people in. Even better, it's fun.

So how can we make sure we maintain this tradition? It's easy: Participate! Show up and have a good time with people who share your nautical interests. Better yet, bring a friend. Bring several and introduce them to us!

See you at the docks!

- Editor



1-2-3 finish at the Guest Regatta – July 1, 2006

Commodore's Comments



"The ability to make decisions is what marks the leader among men. Making a decision means selecting from several alternatives of which only one can be the best. To do this one needs to think clearly, to have skills in sorting facts and visualizing consequences, and, of course, one must have the courage to accept responsibility.

"The sea teaches the seaman to decide quickly and accurately. It's a habit the sailor must soon develop. Once he learns to make decisions, he acquires a taste for it and enjoys the power it gives him. One reason the sea trains quickly is that the skipper stands alone. He can't hold a round table conference before he makes up his mind to chance an inlet, or do anything else for that matter. He must draw for counsel upon himself, not on those around him. Any man who is called upon to make decisions stands alone. If he is right, it is accepted as a matter of course. If he errs, those who depend on him are aghast at his apparent

stupidity. His consolation is that only those who never do anything do not make mistakes. The alternative to making ones own decisions is to follow those who do, depending on their thinking and accepting their leadership. This eliminates one from the top level.

"It is therefore incumbent upon one, under all circumstances, to function independently, no matter how inefficient this may appear at first. One should take one's chances with one's own abilities and talent, secure in the knowledge that use will improve them. It is better to lead than to be led, better to paddle than to ride."

The preceding is taken from "Soundings, Essays on the Sea and the Men Who Follow Her" by Boris Lauer-Leonardi, published by The Poseidon Publishing Company in 1966. As quoted above, the sea may "teach quickly" but in order to use that lesson some fundamentals are essential. It is surprising what fundamentals are

TO:

Upcoming Events & Dates

JULY

July 15th-16th – FLYC Mystery

Cruise. Want to just pack up your boat and GO SOMEWHERE for the weekend? Then sign up for this event! This will be a group cruise to a mystery destination that will be announced just prior to departure. The purpose behind the trip is to give people a chance to experience cruising. This is not a competitive event.

July 29th @ 09:00 – Commodore’s

Race to Lodi. This year’s theme is “The Great Explorers.” Race (or cruise) to Lodi Point and anchor off the beach. Enjoy a fun evening and a restful night at anchor. Then join the FLYC fleet as they sail off on Sunday morning for a scrumptious breakfast at Rainbow Cove before cruising home.

AUGUST

August 5th @ 22:00 – Italian Festival Fireworks. Although it’s not an FLYC event, you can get a good view of the fireworks from your boat slip in the marina!

August 12th @ 18:00 – International Nite. A pot luck dinner with a twist: Sign up to bring a dish to pass representing the country of your choice.

August 26th @ 18:00 – Wine Tasting Party. Bring your favorite fruit of the vine to share with friends while you sample theirs. (OK, you’re allowed to do more than just taste!)

SEPTEMBER

September 3rd @ 17:00 – Surf ‘n’ Turf Dinner. Enjoy the Labor Day weekend with this fully catered meal provided by the club. You won’t regret this treat for your taste buds, nor will you leave hungry!

Complete schedule on the web at:
<http://www.flyc.us/>

LATE BREAKING NEWS

Parking Lot To Be Paved

Please check the club bulletin board for the latest details about paving activities in the marina parking lot.

Fleet Forum

After a slow start this spring, I’m happy to report that the FLYC on-the-water programs are underway. Race marks have been set in their designated locations and the racing has begun.

Some work remains with the handicap adjustments mentioned in my last column. US Sailing has made some adjustments, but some additional local adjustments remain. Because of this, race results posted to the web site will be marked “Preliminary” until these adjustments are complete.

By the time you read this (mid-July), the club will be well into its “peak season” for water borne activities. The month will have begun with our annual Guest Regatta, followed by the Mystery Cruise in mid-month, and then rounded out with the annual trek to Lodi Point in the quest for the Commodore’s Cup and this year’s party theme of “The Great Explorers.”

And there’s more! On Friday evenings this August the Seneca Power Squadron will be sponsoring an on-the-water version of its Seamanship course. If you’d like to get some time behind the wheel of both power and sailing vessels, you won’t want to miss this.

Social Scene



The club played host in June to many events. The Potluck Picnic was topped off with a great turnout and some tasty strawberry shortcake. Many of us also participated in the annual boat Christening. The club also laid out the whole dinner and all the trimming for the Chicken BBQ. But, none of this would ever happen without our great membership! I want to thank everyone who has helped cook, setup or help organize our events. With a little help, we put on great events like these every time.

I look forward to the Chicken Speedies Dinner

By Tom Alley, S/V Tomfoolery

For more details, contact the Seneca Power Squadron or your FLYC officers. The Power Squadron also maintains a web site at:

<http://www.SenecaPowerSquadron.US>

As you can see, the club is trying out some new things this year. Boating is all about discovery. On that theme, I’ll close this article by challenging all of you to discover something new for yourself.

If you’ve never raced, come out for a race (either on your own boat or as crew on a more “seasoned” vessel). If you’ve never cruised, Join us on our Mystery Cruise this month. Unsure of your capabilities? Take a class. Come on! It’ll be fun – which, after all, is why we own boats, right?

-Tom



by Kyle Chedzoy, S/V Sal Si Puedes

on July 1st and the Guest Regatta Race weekend. This is one of our largest events each year.

Please be sure to sign up (or e-mail Terry or myself) before an event. That way we can always have an accurate count for each event.

As with all of our events, guests, potential members and new members are always welcome!

- Kyle

“Land was created to provide a place for boats to visit.”

-Brooks Atkinson

Nautical Traditions – Flag Etiquette

By Tom Alley, S/V Tomfoolery

If there is one subject which seems to cause nearly universal confusion among novice (and sometimes not-so-novice) boaters it is the art of flying flags. While there is no legislation governing the flying of any flag on undocumented vessels, traditions have been established through the years for various types of flags which dictate when and where they may be flown.

Types of Flags

To get a handle on the confusion over flags, it helps to separate them into different groups. Later, we’ll see that each group has its “place” in the grand scheme of things.

National Ensign. Generally, this is the flag of the country to which the vessel belongs. For our purposes, it is the US “stars and stripes.” While some yacht clubs ask their members to fly the “yacht ensign” (the 13-star “Betsy Ross” flag with a fouled anchor in the union), it should be noted that only the US ensign is the only proper flag to fly when in international or foreign waters.

Courtesy Flag. These are the national ensigns of foreign countries. They are flown either when a foreign dignitary is visiting or when a vessel is in foreign waters (after having cleared customs).

Power Squadron or Coast Guard Auxiliary Ensign. These are flags designating current membership in their respective organization.

Yacht Club or Power Squadron Burgee. Generally a triangular or swallow-tailed flag identifying membership in a specific yacht club or Power Squadron.

Quarantine Flag. A yellow, rectangular flag that is flown to show a vessel is healthy and is requesting clearance from customs to enter a port (except in Canada).

Where Flags Are Flown

There is a pecking order on boats that defines where each flag may be flown. As many of these traditions pre-date the use of motor vessels, they are defined in terms of sailboats and have subsequently been adapted for use on powerboats.

The “place of honor” is defined as the peak of the aftermost gaff. Since few sailboats are gaff rigged these days, an acceptable

alternative is to place the flag about where a gaff would be – about 2/3 of the way up the trailing edge of the aftermost sail. In the absence of a mast or gaff, then a flag staff on the stern of the vessel is used.

The next most honored position in the pecking order is a flag halyard leading to the starboard spreader. On power boats, a radio antenna on the starboard side is an acceptable substitute.

The next position in the pecking order is the masthead on sailing boats or a small flag staff on the bow of power boats.

Finally, there are the locations where other flag halyards fit, such as the port spreader (or radio antenna).

What Goes Where?

Now we have our flag types, and the pecking order of the various locations where they can be flown. So what goes where? An easy way to remember is to order the flag by the size or importance of the organization they represent.

For example, suppose we have a US flag, a yacht club flag, and we will be entertaining some guests from Canada? The most important flag in this group is the US flag, so this will be flown from the gaff or stern flagstaff. Next, the Canadian ensign would go on the starboard spreader. Finally, the yacht club ensign would fly from the masthead.

Things get a little more complicated if we are to add a Power Squadron ensign and squadron burgee. Since the US Power Squadrons is a larger organization than your local yacht club, its rightful place would be on the masthead. The yacht club and squadron burgee would then have to share a flag halyard on the port spreader.

Once your Canadian guests leave, then you can move the Power Squadron ensign to the starboard spreader. Although not clearly spelled out, it is probably appropriate to fly the squadron burgee directly beneath the Squadron ensign and the yacht club burgee from the masthead.

Has this helped? I hope so!

For more information on this subject, see “Chapman’s Piloting, Seamanship & Small Boat Handling,” edited

FLYC Race Schedule

All times indicate the beginning of the skippers’ meeting prior to the race. This meeting is mandatory for anyone wishing to compete. Each boat must have at least one representative at this meeting.

Rig-Tuning/Practice Race

June 3rd @ 14:00

FLYC Summer Series

Best 6 of 8 races will be scored to determine the series result.

1. Rescheduled – see below
2. June 24th @ 14:00
3. July 8th @ 09:30
4. July 22nd @ 09:30
5. August 5th @ 14:00
6. August 12th @ 14:00
7. August 26th @ 14:00
8. September 2nd @ 14:00

Make-Up Race (for Race 1, above)

- September 9th @ 14:00

FLYC Guest Regatta

July 1st @ 09:30 – Races 1&2
July 2nd @ 13:30 – Race 3

FLYC Race to Lodi

July 29th @ 09:00

See notes under the Event Calendar for a description of the social events coupled with this race. Special racing and scoring rules will apply to this event.

Entry Fees

The racing program at FLYC is self-funding. Unless stated otherwise in the sailing instructions, the following fee schedule will be observed.

Summer Series: \$2/boat for FLYC members. \$5/boat for non-members.

Race to Lodi: Free to FLYC members. (Race only.)

Guest Regatta: Advanced registration is \$25 for each boat and up to 5 crew. Additional crew will be assessed \$5 each.

Handicapping & Scoring

Handicaps are assigned using the Portsmouth system with some local adjustments. Scoring is done using a low-points system. Protests are discouraged.