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Member Notice!

Did you realize that our boating season is half over? Don't get caught "again!" It's time to adjust your priorities and MAKE the time to enjoy our wonderful waterways before the season slips away!

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@FLYC.US

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

Summer Racing and Racing Summers

The summer certainly seems to be racing by, doesn't it? Perhaps it was the long, cold, snowy winter? Or maybe it was the long, cold, wet spring that never seemed to end? Or maybe it's your job. I know mine seems to pick up with all kinds of activity during the months I'd rather be on my boat.

Why doesn't winter seem to race by? It did when I was younger. Of course, I was skiing then. I've been tempted to take up the sport once more, but it's been 20 years and three torn ligaments ago that I gave it up. Still, if it gets us back to a boating season somewhat faster, it might be worth it. (It won't be the first time I've gotten to the boat with crutches or cane!)

Not long ago the FLYC fleet enjoyed their annual race to Lodi. (see photo)

Conditions were typical with light and variable winds, high temperatures, and scalding sunshine.

In other words: Perfect!

The swimming was good, the food and drink were great and the company, of course, was excellent. All of this made the trip worth while, whether one was racing or just cruising.

But one thing is certain: Whether you're cruising, racing, or tied to the dock, sailing is the fastest 6 mph you'll ever experience!

So savor the racing summer!

- Editor



Commodore's Comments



The summer is here and the FLYC is taking full advantage of warm weather. We have had races, dinners, boat lighting and all around good fun for the month of June.

Lynne and her host of volunteers have kept our weekends busy with great meals and fun activities. We had 15 boats light up the night on harbor lights night. The harbor looked like the fun place it is, and will always be, due to all the good people with the luck to have a slip. A suggestion was made to have a contest next year and an award presented to the boat judged to be the finest of all. Maybe we can get more boats decorated and put on an even bigger show for the folks that come down to see us next year. Thanks to all that participated this year!

The cardboard regatta was a hit again this year and the crowd

seemed as large as usual. Thanks to the harbor crew, this year the public did not use our restrooms and we were very thankful for that. While on the subject, it's every ones job to leave the restrooms as you found them. But, if you see something that you would pick up at home, do it here. After all, the FLYC is our summer family.

The "Guest Race" was a hoot. We had great wind and had four boats that were covered by one minute at the finish. I won't go into side bets or who won what at this time, but my crew was very happy at the end of the day.

Last Saturday (June 25th) we had a GPS event. Lynne and Peter Knott put it together and it proved to be a learning experience for some and just plain fun for others. All the entrants were winners and received a bottle of wine for their efforts. One boater traveled a distance of 30 plus miles because he followed the instructions to a tee. That's a testimonial to our membership. Well done Ron.

By Wilbur Dowdle, S/V The Irish Wake

Continued next page

Upcoming Events & Dates

AUGUST

08/05-07 Watkins Glen Italian American Festival*

08/07@12:00 FLYC 20th Anniversary Celebration

08/12-14 NASCAR at the Glen*

08/13@14:00 Summer Race #6

08/13@11:00 Miles Winery Overnight Cruise

08/13@17:00 Miles Winery Tour & Tasting

08/27@14:00 Summer Race #7

SEPTEMBER

09/04@17:00 Surf & Turf Dinner

09/10@14:00 Summer Race #8

09/17@14:00 Make-Up Race (if needed)

09/17@17:00 Chili Cook-Off

OCTOBER

10/01 – Newsletter Article Deadline

*Not an FLYC sponsored event.

FLYC Event Calendar – See the whole season schedule in this issue!

<http://www.flyc.us/>

LATE BREAKING NEWS

Congratulations!

Best wishes to Eric and Christine Fey (S/V *Parrot Head*) who “tied the knot” on Saturday, July 23rd!

The wedding reception, held at Lodi State Marine Park, provided a different sort of backdrop to the sailors participating in the annual Commodore’s Cup. (And I’m sure that a few of the sailors who stopped by to offer the couple best wishes provided a different sort of backdrop to the wedding guests!)

Here’s wishing the couple fair winds and following seas!

Commodore’s Comments

Continued from Page 1

Happy Birthday America! July 4th, what a beautiful week end, sun and wind all three days. The fireworks were great and the town was buzzing. Our little corner of heaven was attended Friday night by the “pre-Phish” music at the harbor and all went well. The traffic up town was heavy but we didn’t see much difference down at the lake. Lots of old and new friends stayed for the whole weekend and guests abounded. Several family members were visiting and we got to meet a great many, grand children, sons and daughters and parents.

Speaking of membership, our records show a total of 42 family memberships for 2011. This is a good start and I’m sure some have just not gotten around to renewing (or joining) yet. If you know someone that falls into that category..., remind them of how much we miss them.

Our aim is to offer something to all, so if you have some ideas or suggestions, we’re always willing to listen. A couple of things I have heard and hope to get started include a boat lighting contest and a cocktail hour (mixer, if you wish) before our meals. The cocktail hour gives everyone a chance to meet and get to know each other, before we all sit down for our meal.

Don’t forget the Power Squadron Classes.

Until next time.

– Wilbur

What is an EPIRB?

by Phil Bailly, USCGA

WASHINGTON - EPIRB [*pronounced “ee-perb” – Ed.*] stands for Emergency Position-Indicating Radio Beacon. This device is designed to transmit a distress signal around the world if you needed. There are two types of EPIRBs: Manual and Automatic/Manual. U.S. commercial fishing vessels, uninspected passenger vessels that carry six or more people and uninspected commercial vessels are the only vessels legally required to carry an EPIRB. But, like a life jacket, an EPIRB might be instrumental in saving your life.



“The most important thing for effective operation of beacons is for the beacon to be properly registered,” said Lt. Cmdr. Mark Turner, the Coast Guard’s Search and Rescue Satellite (SARSAT) liaison officer. “Registering your beacon means the Coast Guard can be in contact with the folks back home who can provide search and rescue responders with more information to assist in a search.”

The United States Coast Guard Auxiliary is the uniformed volunteer Component of the United States Coast Guard created by an Act of Congress in 1939. The Auxiliary, supports the Coast Guard in nearly all of the service’s missions.

From the Rear Commodore

by Ray Montondo, S/V No Worries

This August will mark the 20th Anniversary of our Finger Lakes Yacht Club! By the command of the Commodore the fleet shall assemble for a full review of the vessels of the fleet on Sunday, August 7th. You are encouraged to get to your boat around 10am to get it cleaned and organized for the review and photographs. The skippers and crew shall be called to assembly at the flagpole at noon to go over the procession of boats and organization of the fleet. On the water we form a line and sail by the Flagship, *Irish Wake*, for inspection by the Commodore. To record the fleet, Erin will be set-up to take pictures of the boats as they sail by and salute the Commodore.



After the procession we will sail together in simple formations a couple times across the lake. This should be great fun, and formation sailing will give us another way to have fun sailing together as a club. We are really looking forward to it. As with any sailing event, the more participating boats the more fun we will have! This will also give us a great opportunity for group photos of the club sailing together. The shots will be spectacular so don't miss out on the fun!

It doesn't end there. Look for Lynne's article on the festivities to follow our sail! A cocktail hour (BYOB); food; and I am sure our Commodore will feel the need to address those assembled. Let's hope his words are favorable or we may all end up scrubbing his deck!

Schedule of events for Sunday, Aug 7th:

10:00 - 12:00	Boat Prep
12:00	Skipper's Meeting
13:00 - 13:30	Commodore's Review (on the water)
13:30 - 15:30	Fleet Sailing
16:00	Return to Port
16:30 - 17:30	Cocktail Hour / Mixer
17:30 - 18:30	Setup and then Dinner

Cheers,

- Ray

From The Social Director

by Lynne McGinnis, S/V Brewster

As Ray mentioned in his column above, August 7th is the FLYC 20th Anniversary Celebration.

The day will begin at noon with the Commodore's Review. At 4:30 PM a Commodore's Cocktail Hour at the flag pole and everyone is asked to bring an appetizer and BYOB. Around 5:30 PM we will set up for a cook out. The Club will provide bratwurst and hotdogs and everyone is asked to bring a salad or dessert to pass.

Questions? Please contact me!



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.

Early Bird Race

May 29th @ 14:00

FLYC Summer Series

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

1. June 4th @ 14:00
2. June 11th @ 14:00
3. July 2nd @ 14:00
4. July 16th @ 14:00
5. July 30th @ 14:00
6. August 13th @ 14:00
7. August 27th @ 14:00
8. September 10th @ 14:00

Make-Up Races (if needed)

- September 17th @ 14:00

FLYC Guest Race

June 19th @ 14:00

FLYC Race to Lodi

July 23rd @ 09:00

Grape Harvest Race

October 9th @ 14:00

Entry Fees

There are no race entry fees for FLYC members.

Handicapping & Scoring

Handicaps are assigned using the PHRF system with some local adjustments. Scoring is done using the time-on-distance calculations.

Additional Information

For additional information on the FLYC racing program and for the most current schedule and scoring results, please refer to the club web site and click on the "Racing" link.

Other FLYC Fleet Events

Not into racing? Join the FLYC fleet for some cruises to various points on the lake! Contact Tony Ruiz, the club cruise director, or the club web site for additional details.

August 13th-14th @ 11:00 – Miles Winery Cruise

From The Vice-Commodore

A couple of weeks ago Nancy and I were out sailing in a nice steady breeze when our mainsail collapsed onto the deck. We had torn the main sail head webbing.

We called Tony Peelle from Haarstick Sailmakers and he told us to UPS our sail to Rochester for repair. We sent out our sail Monday morning and it was back on our front porch Thursday afternoon completely repaired.

If you are not familiar with Haarstick Sailmakers out of Rochester they do sail repair, conditioning and design. If you call or email they will even come on your boat sail with you and offer advice and sail evaluation.

Check out their website at www.haarsticksailmakers.com for free quotes for new sails and sign up for their monthly newsletter, *Loft Lines* for helpful sailing hints. In the July issue of *Loft Lines* Doug Burtner had the following advice: "Don't be afraid

by Cliff Geer, S/V Moonlight Lady

of luff wrinkles. It doesn't mean your halyard should be tighter. Don't look at the wrinkles; look at the draft of the sail. If the draft is too far forward ease the halyard. If the draft is too far back, put more tension on the halyard. On new sails you will generally have a lose luff. As the sail ages, you will need more halyard tension."



In past years Tony Peelle has come to the marina in the fall to pick up any sails that need repair and conditioning and returns them in the spring.

Haarstick Sailmakers can be reached at 1-800-342-5033.

Aboard *Brewster* with the McGinnis' in the Lodi Commodore's Cup

by Tony Ruiz, S/V Carol D

At 9 am we (Jim and Lynne McGinnis, Tom Alley, my wife Christa Wolf and I) met onboard *Brewster* looking forward to a great day of sailing. A few minutes before 11 o'clock – start time all aboard *Brewster* was ready to go. We motored out of the marina and just got the sails up and arrived back at the start when the race started.

Wind was NNW at about 6 knots and first out of the start were Ray Montondo (*No Worries*) and Cliff and Nancy Geer (*Moonlight Lady*). Ray decided to stay close to the east shore with Cliff next to him. We thought we might get lucky a little more towards the middle of the lake. Some sails adjustment here and there, a few course corrections, and relative steady winds resulted in us being close to Hector Falls when the first beer bottles popped at noon. By that time Ray and Cliff had remained pretty much at the east shore while we had sailed some tacks towards the middle of the lake to find the wind puffs.

Wilbur and Dawn Dowdle (*Irish Wake*) and Jim and Sue Morris (*Sail's Call*) could be seen way back. We had hoped that Ray and Cliff would need to tack at some point, preferably before reaching Peach Orchard, but somehow they managed to sneak by on course.

Winds died down and we decided to have lunch. Tom prepared some tasty sandwiches, and we had a good snack. Obviously that

was when the wind picked up again, and the tools in the toolbox got a good greasing when the very tasty sandwich spread upended off the galley counter into the open toolbox!

Off we went again

with Lodi in sight. We decided to go for the west coast opposite of Lodi because in years past wind has died down towards Lodi Point. Things went well; we got a little closer to Cliff who, by that time, had tacked more towards the middle of the lake. We did manage to catch Ray who was still hugging the east coast. Still, we were all three closed ranks in the lightening breeze. Wilbur and Jim Morris picked up, too, and came from behind where the winds were still stronger.

So it became a race in the last minutes. Typically, the wind died down close to Lodi Point, and we closed in on Cliff and Ray closed in on us. Suddenly we saw Cliff rotating close to the goal line. He seemed to drift. Later we learned he made a tactical decision to take two minutes sailing for a minute motoring to cross the finish line. We utilized the last bit of wind, and momentum of the boat to cross second, just a few boats lengths before Ray. Wilbur and Jim Morris made it shortly after.

We found our anchor spot north of Lodi Point and jumped immediately into the water for a very refreshing swim. Lynne went ashore and assured tables and food arrived soon after. Ray and Mary Margeson had brought the ice cream by car, which by then was a little on the liquid side, but, come on, it's ice cream!

Because of the fantastic weather this was a very crowded day at Lodi with many folks having parties and reunions, including Eric and Christa's wedding party at the pavilion.

What a great day, great sail, and great company. Thanks Jim and Lynne!

- Tony



How I Spent My Summer “Vacation” – Part 1

by Tom Alley, S/V Tomfoolery

As many of you know, *Tomfoolery* is not sailing the Seneca seas this summer but is instead moored in dry dock and undergoing a bit of a refit. For those of you not familiar with the term, “refit” is a nautical expression synonymous with the English phrase that goes something like, “What the hell was I thinking!?”

Well, I have received numerous inquiries about the results of my (possibly flawed and definitely unconventional) thought process so I thought I would provide a bit of an update for those whose curiosity borders on morbid.

One advantage to having a boat that’s approaching its fifth decade of existence is that there has been plenty of time to document areas that tend to require a certain intensity of maintenance. In the case of the Alberg 35, these areas include the decks (particularly where the chain plates penetrate), certain areas of the keel, the wooden rudder, along with the plumbing and wiring.

Tomfoolery is no exception and is showing her age in all of these areas. Fortunately, there are ways of dealing with each of these situations. Here’s a quick peek into my workshop to show you what’s going on.

Modern boats boast of a low-maintenance exterior. For me, however, expanses of plastic and stainless steel have all the charm of a surgical theater. Being an avid woodworker, I’ll be unapologetic in stating that exterior brightwork provides a boat with character and personality at the expense of having to maintain it on a regular basis.

Unfortunately, wood can only be stripped and refinished so many times before it gets sanded down to a fraction of its former dimensions and then needs to be replaced.

The major wooden items on *Tomfoolery*

that are being refinished are her 15-

foot boom, spinnaker pole, spreaders (all of Sitka spruce) and deck hatches (teak). The lazarette hatch, which I built 15 years ago to replace a very tired fiberglass one, had several glue joints fail last fall, requiring it to be taken apart and rebuilt (photo above). Washboards in the companionway suffered from wear



and rot on the edges, so they were sawn down and fitted with new edges made of Ipe (a.k.a., ironwood). Likewise, the cockpit coaming (made of solid teak) is being relieved of its cleats and winches in preparation for a thorough stripping and refinishing.

Also underway is the construction of some new doors to the head. The original doors were made of one-inch thick particle board and covered with a plastic laminate. Over the years, these doors have absorbed moisture and swollen up. Not only did they get heavier, they got thicker, eventually splitting the laminate. Screws holding on the hinges also had trouble maintaining a grip in the material. The first door was removed from the boat in late June and used as a pattern for the new ones. In order to save weight, the core of the new door consists of a pine frame that is epoxied to an oak plywood skin on both sides. For you engineers, this is a cross between a “stressed skin” structure and a torsion box. Both techniques yield a light, stiff structure when they’re completed. The final result will be stained and varnished to match the complexion of existing wood trim below decks.



By far one of the more ambitious tasks on *Tomfoolery*’s refit is the repair of waterlogged deck core. The original deck is a composite of two layers of fiberglass sandwiching a core of end-grain balsa. The result is a very strong, light and stiff surface. That is, until you get water into the core and let it sit for a few years.

The original plan was to fix the aft deck behind the cockpit and address a soft spot on the starboard side just aft of the foredeck. At the same time, some localized work would be done under each of the stanchion bases. Unfortunately, the water in the deck core has migrated well beyond these areas and



Continued next page...

Summer Vacation (con'd)

the result is that the majority of both side decks and a good part of the foredeck will need to be taken apart and rebuilt. The aft deck is being done first as it is a smaller area that will allow me to hone my technique before attacking larger and more visible areas.

The basic steps in the process are straightforward. A small router is used to cut a groove in the deck over the area that is to be opened up. For tight corners, I use a small pneumatic cutoff tool. (Both operations are very efficient at creating a cloud of itchy fiberglass dust!) The top skin is then peeled off to reveal the balsa core. A chisel is then used to remove any core that is still bonded to the fiberglass and finally a die grinder makes quick work of cleaning up the inside surface of the fiberglass in preparation for glassing in a new core.

The balsa core in *Tomfoolery* was so wet that water would spray when hit with a chisel. While bad for the structural integrity of the deck, it was good for the worker as it provided some relief from the high-80's temperatures on the day that much of this was being done! ☺ The photo here shows you just what a waterlogged core



looks like. What you can't see is that many of these balsa tiles have delaminated from the fiberglass and are no longer attached to anything.

Still waiting in the wings on this project is a new self-steering system.

Tomfoolery's autopilot, an Autohelm 4000, has served her well for the past 15 years, but the plastic parts are slowly giving way to the exterior environment where they find themselves. Additionally, full-keeled boats are notoriously difficult (and often impossible) for autopilots to steer when running downwind. Hence, the decision to install a wind vane.

The unit I settled on, the Cape Horn, was designed by Yves Gélinas of Montreal, Canada for his Alberg 30 and is the only wind vane on the market guaranteed to be able to steer an Alberg downwind. Further, it carries a warranty good for 28,000 miles or one circumnavigation (whichever comes first). I ordered a unit last fall and took delivery this spring. The unit has a nice, clean look to it that will not distract from the Alberg lines. As soon as I make some more progress with the deck I'll be getting started with its installation.



For more details of the refit efforts, stop by the web site I've set up at:

<http://tomfoolery.alberg35.org>

and click on the link to the "Captain's Log". You'll find more photos as well as additional details on things that are going well and things that aren't. Overall, I'm happy to report that things are going well enough for me to expect to have *Tomfoolery* sailing on Seneca Lake again next summer.

See how things turn out in the next issue of *Port Tacks*.

Enjoy your time on the water. I'll see all of you soon!

- Tom

FLYC Racing News

We got off to a slow start this season with the high lake level and so many boats being launched much later than usual, but once the weather turned, we have had wonderful conditions for the scheduled races this season.

Congratulations to our Commodore and Vice Commodore! Wilbur Dowdle sailed *Irish Wake* to victory in Guest Race in June, and Cliff Geer sailed *Moonlight Lady* to Victory in the Commodore's Race to Lodi. The Summer Racing Series is also currently lead by our third flagship as *No Worries* holds a slim lead in the series points.

Two seasons ago we began a golf style handicapping system. It has worked better than we expected. It is not uncommon for the fleet to finish within a couple minutes of corrected time after the results are calculated. Thanks Tom for an excellent job with the new system.

by Ray Montondo, S/V No Worries

We try every season to get eight races completed by the end of the season with two throw outs. Given that we cancelled the first two races, we may hold two races during the make-up race day. It seems too early for August to be upon us. I feel like I am still getting the bottom paint washed out of my ears...

- Ray



Complete race results can be found on the FLYC web site by clicking on the "Racing" link on any page.

<http://www.FLYC.US>



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Rear Commodore
(607) 684-3248

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

Miles Winery Annual Cruise Update

by Chuck Sorensen, S/V Delta G

The club was not able to organize the Miles Winery event for August 20th as originally planned, and instead have been offered Saturday August 13th. Are you interested in the Miles event this year?

The cost is \$18 per person, pre-paid. I need a headcount by August 3rd because there is a minimum number that we must have if the event goes forward. If we do not reach the minimum, we will cancel the event. The wine and appetizer tasting starts at 18:00 hrs and ends around 20:00.

As in past years, there is the option to sail to Miles for an overnight stay at their dock, or you can drive there for the event only. If you sail, Miles is on the west side of Seneca, just about directly across from Lodi (about 15.5 nm north of Watkins).

Miles Wine Cellars
168 Randall Crossing Road
Himrod, New York 14842

Latitude 42.617, Longitude 76.920

(607) 243-7742

Regards,
Chuck & Sarah Sorensen
RSVP at (607) 329-1600

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!

Finger Lakes Yacht Club

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