

# Port Tacks

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## Member Notice!

The Annual Meeting of the FLYC membership will take place on Saturday, October 29<sup>th</sup>, 2011. Details are on the back page of this newsletter.

## 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

## On Being "Off"...

I'm a bit off my game as I write this column today. School started last week and the new autumn designer germs are making their rounds among the kids. This, of course, means that the kids gave it to mom a couple days ago and now it's [Achoo!] my turn. [Snuffle] This is one feature of the "off" season that I could do without.

Aside from your editor, other things are "off" as well. Even if we don't want to admit it publicly, we're all thinking about the "off" season and winter layups. Some will switch to a different, seasonal pastime like skiing. Others will revitalize themselves with indoor activities of one kind or another. A few lucky souls will follow the annual migratory pattern of the snowbird and relocated to more civilized climes for a few months. And some will simply take time "off".

A small group of FLYC members will get very little time off. Almost as soon as the boats get winterized and decommissioned, they will begin working on next year's calendar and will begin organizing the various events sponsored by our club. There will likely be a couple of Board Meetings over

the winter to coordinate things, but the majority of the tasks will occur silently and behind-the-scenes with little fanfare,

Although the volunteers of this club can always use a helping hand, we could use something else that requires far less of your time: Feedback.

What do you think went well this year?

What do you think could have gone better?

What would you change?

What would you keep the same?

Quite literally, the most difficult task among the members of the Board and the various committee chairs is the planning portion. The best thing they can use right now are your suggestions and comments, so please be generous with them.

Best of all, your input will go a long way to making sure that next season will be "on" and not "off."

- Editor

## Commodore's Comments

By Wilbur Dowdle, S/V The Irish Wake



The summer has been way too short.....

We had our **20<sup>th</sup> Anniversary Party** even if Mother Nature did try to spoil it. The date was changed due to a scheduling problem with Erin Collins. She could not make the original date of August 6<sup>th</sup> so we went to the 7<sup>th</sup>. As it turned out, that was a good break. Wind and rain was the weather of the day on the 6<sup>th</sup>.

The 7<sup>th</sup> brought shifting winds for our photo shoot. Ten boats participated while Erin snapped photos of everyone from her perch on the sea wall. She managed to get 800 photos, (Phew!) and the best of them can be seen at <http://erincollins.smugmug.com/Boats>, look for Erin Collins and FLYC photo day. Erin has since sent everyone a free photo of their boat. They turned out beautiful. Thank you, Erin!

After the photo shoot the sky turned gray and rain seemed to be

setting in for the rest of the day. Several folks headed for home because there was "no way" that the party could take place that evening. **Surprise**, the weather changed about 4:00 and by 5:00 we were set up for the cocktail party. The club furnished Champagne for all and toasts were made to our members with the longest time as club members, as well as to the Club, Seneca Lake, the weather, etc.

A major part of the mixer were the stories "from days of old" from people that were part of the club from its inception. Most had a story to relate and we listened intently as their eyes sparkled with excitement with each memory that came our way. The cocktail party seems to be a hit; everyone thought it was a better way to start our dinners and hoped we do it for every dinner. Some even suggested that we somehow restore to life the bonfire that was such a large part of the original club's social life. Dinner was served about 6:00 and all enjoyed the evening. I'm sorry that so many missed the party, let's blame it on Mother Nature. We still had a decent turn out.

Continued next page

## Upcoming Events & Dates

### OCTOBER

10/01 – Newsletter Article Deadline

10/29 – Annual Meeting of the Membership & Awards Banquet. Annual meeting includes the election of Directors and Officers of the club.

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

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

## LATE BREAKING NEWS

### Congratulations!

The FLYC would like to welcome its newest member: Matthew Burczynski and congratulate his parents, Josh and Katie, on his healthy arrival on September 6<sup>th</sup> at 8:36 p.m. For those of you interested in the statistics, Matthew weighed in at 9 lbs 1 oz and measured up at 21 inches in length.



Here's wishing Katie, Josh, and Matthew's older brother a good night's sleep soon!

## Commodore's Comments

*Continued from Page 1*

The “**Surf and Turf**” dinner took the prize as our most popular dinner of the year. We had 80 people signed up and I'm sure we had close to that number for dinner. Dave Vinish and Lynne McGinnis outdid themselves, as usual. The burgee went up the flagpole and several showed up to put out the tables and chairs. The weather report was for severe thunderstorms so the tent was put up and the tables moved under it. The guys that took care of the tent need a big hand, they put forth an effort that was appreciated by all. **(It didn't rain after all that work.)** Dave and Jim Morris handled the grille and the meat melted in your mouth. The deserts seemed to outweigh the salads and dishes that compliment the steak and shrimp, but I didn't hear a single complaint. If you went away hungry it was your fault. What could be better, steak, shrimp and followed up by a couple great deserts? I had blue berry pie...a couple of them!

Our next outing was the Chili Cook-Off on Sept 17<sup>th</sup>. Contestants from near and far showed up with crock-pots full of chili and dreams of winning. Tables were set and extension cords were stretched from all the nearby power outlets to keep the labors of all the cooks hot and ready to please all. One by one the judges filled their bowls and adjourned to their seats. After a few minutes of conversation and truly fine judging, the winners were announced. Dock 2 took the honors with the top two places. First went to Wilbur for his fine beanless chili and second to Ray Margeson for his white chicken chili. Bill Moffitt from Dock 4, proving again that the men can take the honors when asked to come forth, squeaked into third place out.

**A date change.** The annual meeting will be **Oct. 29** this year. The time and place will be coming.

Until next time, and remember, my companionway is always open....

*Wilbur*

## Safe Boating

*by Wilbur Dowdle, S/V The Irish Wake*

Okay, so I fell...

The fact that I fell while doing a simple task says that we all need to remember a few rules of boating.

We all get too comfortable with everyday activities on and around our boats and docks, a recipe for injury or worse.

1. **Always give one hand for the boat and one hand for yourself.** Most accidents are falling or slipping on deck. If we remember to hold on with one hand and do that task with the other, we can almost rule out this common accident. I know that we feel that we need both hands but you will be surprised as to how much that can be done and still obey this simple rule.
2. **Step onto the boat with both feet while holding a shroud before moving onto the deck.** This does two things for you. First it lets the boat settle from your weight and become stable to give you a surer surface on which to walk. It also lets you check for your next handhold on your way. If there are lifelines to go over, you'll be able to judge the height to step over safely. This is something that most guests do not know and should be told.
3. **Put the items that you are bringing to the boat on deck before stepping on yourself.** If I had done this I would not have fallen. In fact, if I have followed any of the rules I wouldn't have this nasty bruise.
4. **Shoes are a must.** Deck shoes can stop that stubbed toe. You know the one, a cleat, a block or some other object that jumps out and grabs that toe. Even a line can be a problem with bare feet. Deck shoes will give you better traction than bare feet on that wet surface.
5. **Gloves are a very good idea while sailing.** Many a nasty rope burn could have been avoided by putting on a pair of gloves. When anchoring, you are crazy if you don't have them on. The rode and chain can be dangerous without proper care and hand protection is a major part of controlling the deployment and retrieval of the anchor.

## Safe Boating (con'd)

6. **Check the cabin before leaving the dock.** A few seconds looking around the cabin can save a lot of clean up time. We've all "trashed the cabin". I left a box of spare parts open one day and I'm still finding small screws, washers and nuts everywhere. How do they hide at clean up time? I found a couple in the bilge; luckily they had not worked their way to the pump yet.
7. **Have you checked the batteries in your smoke detector?** *[Do you even have a smoke or carbon monoxide detector aboard? –Ed.]* Do you have spare batteries for all of your battery-operated items? Radios, lights, etc.
8. **Never take anything for granted.** We are all here to have fun and it becomes very easy to assume that the other guy is watching or will turn soon. Our sport, our pastime, is one in which not everyone follows the rules or even knows them. The safe way is always the best way and it's up to all of us to act accordingly.

I could go on and on but... **Lets all get out that" boater safety book" and refresh our memories on the basics that we all know.**

A little tip from a guy that hurt like h--- for days because he didn't pay attention.

## From the Rear Commodore

by Ray Montondo, S/V No Worries

It seems early for the summer series to be over. Waiting for the water to get below the docks last spring may have a lot to do with that feeling, but every season feels too quick. This year's racing has been very competitive. We have raced eight times and have had seven different boats with first place wins and two others with second place finishes.

1<sup>st</sup> place boats:

Moonlight Lady  
Irish Wake  
Sundance

Seek Ye First  
No Worries

Wanderer  
Quality Time II

2<sup>nd</sup> place boats:

Brewster

Miss Liberty

Last year was the second time we held the Harvest Race, and both years this race in October turned out to be the best sailing race day of the season with a steady moderate breeze and gorgeous fall colors. Last year we used a staggered start where all of the boats started at a different time with the hopes that they would all finish together. The start went over surprisingly well and the race was great fun. October 9<sup>th</sup> at 14:00 hrs is the date for this year's Grape Harvest Race. Maybe we will have winner #8!



## From The Social Director

by Lynne McGinnis, S/V Brewster

I would like to give out a big thank you to our entire Club for helping make each event successful. We had many helpers with the trailer and setting up and taking down, everyone took turns helping cook and helping me with food setup and putting it all away.

Also, a huge thank you goes to Joe Marino, our resident grill cleaner. Another thank you is extended to Dave Vinish, who made our Surf and Turf a terrific success and the steak was delicious.

May everyone have a safe and healthy winter.



## 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 29<sup>th</sup> @ 14:00

### FLYC Summer Series

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

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

### Make-Up Race(s)

- September 17<sup>th</sup> @ 14:00

### FLYC Guest Race

June 19<sup>th</sup> @ 14:00

### FLYC Race to Lodi

July 23<sup>rd</sup> @ 09:00

### Grape Harvest Race

October 9<sup>th</sup> @ 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.

October 29<sup>th</sup> @ 18:00 – Annual Meeting of the Membership and Annual Banquet.



## Score a “Touchdown” When Choosing a Life Jacket

by Anthony Turner, USCG Auxiliary

WASHINGTON – There’s no doubt that life jackets save lives. An average of nine people a day in the United States die as a result of drowning – deaths that could have been prevented. But a life jacket that does not fit properly can put a person at risk of drowning. Proper fit is imperative for safety on the water.

The U.S. Coast Guard Auxiliary has a few tips to follow when choosing a life jacket.

- Choose only a U.S. Coast Guard (USCG) approved life jacket, and the correct size for the weight of the person. The USCG stamp of approval, size, whether it is for a child or an adult, and appropriate weight of the wearer should be listed inside the jacket. A person’s chest size and stomach size may come into play when selecting the right life jacket.
- Use the “touchdown” test to see if your life jacket fits properly; Lift your arms above your head as if calling a touchdown. The chest portion of the jacket should not touch your chin when you look left, right or over your shoulder. If the jacket passes this test, it most likely fits. If possible try it out in shallow water. The life jacket should not ride up on your body. However, ride-up may happen if your stomach is larger than your chest.
- Weigh a child and measure for chest size under the arms before shopping for a child’s life jacket. A properly fitting jacket should be snug but not tight.

- Check for proper fit of a life jacket on a child. Wearing the jacket, the child should stand normally with arms at his or her sides. Grab the jacket at the shoulders and firmly lift up. The jacket does not fit if it moves more than three inches up and down the child’s body during the test.
- Ensure a life jacket for an infant or child has a crotch strap to help keep the life jacket on, an oversized float collar to help keep the head out of the water and a grab loop for easier water rescue. All straps should be intact and fastened at all times.



What is the safest life jacket? In terms of risk of drowning, the safest life jacket is the one you’re willing to wear! There are many good choices to keep safe on the water. Some of the choices are a better for certain situations than others, and therefore the choices are explained in the "Think Safe" life jacket pamphlet that is sold with every US Coast Guard approved life jacket. By reading the pamphlet, you can understand how to safely have fun on the water.

*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.*

## Propeller Strikes May Prove Deadly

by Miles Bursherd, USCG Auxiliary

WASHINGTON – Each year boat propellers are a leading cause of boating accidents. In many cases, the victims were in the water and near the stern of the vessel.

Passengers moving around a boat or improperly seated may fall overboard when the vessel is moving too fast for prevailing conditions. People can be ejected from a boat for a variety of reasons including, a collision with another boat, hitting a submerged object, rogue waves, and sudden acceleration/deceleration in speed

Contributing factors to propeller strikes accidents are operator inexperience, incompetence, negligence, and operating under the influence of alcohol or other substances. Bow and transom riding are also inherently dangerous.

The Coast Guard Auxiliary suggests turning the engine off and keeping the boat tied to the dock while passengers are boarding or disembarking. The vessel operator should alert passengers prior to speed change or when large waves are imminent. While a boat is underway everyone should be seated and wearing a Coast Guard approved life jacket.

Steps to take for a Man Overboard situation:

1. A person seeing someone fall overboard should shout "Man Overboard Port (or Starboard) side!" ("Left" or "right" will do.)
2. Throw a life ring, life jacket or other floatable device to the person.
3. Turn the boat toward the side the person fell overboard.
4. Circle around keeping the individual in sight.
5. Slow down. Turn the engine off at least a boat length away to avoid propeller strike
6. Bring the person aboard and render first aid as needed, checking for additional injuries.



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## How I Spent My Summer “Vacation” – Part 2

by Tom Alley, S/V Tomfoolery



In part one of this article, you got a glimpse of activity as things were still in their early stages. Much has happened since then, so I'll try to get you caught up on the action.

When we last left the fair sloop *Tomfoolery*, she was in the midst of having the stuffing ripped from her decks, interior doors being pulled from their hinges and rebuilt, and all manner of things being ripped from her hull to be sanded, painted, varnished and generally overhauled.

Well, not much has changed, though I'm happy to report some tasks have actually gotten completed in the past two months.

Also in August, the top skin of the aft deck was epoxied back into place following the deck core replacement.

I was very fortunate to be able to find LED replacement bulbs for the existing light fixtures, both interior and exterior, so I'll be able to maintain the “look” of the boat but with much better energy efficiency and battery life. The only exception has been a replacement for the spreader lights used to illuminate the deck at night. Although I have found a fixture that will be more than adequate, the cost is “adequate” as well.



The aft deck has received a new core and the top skin of the

deck has been epoxied back into place and the seams have been taped. Some fairing and painting remain, but I'm happy to report that the deck is solid underfoot once more.

One of my pet peeves with nearly all production boats is that the stanchions are not properly anchored and bedded. The result is that, while they are initially quite solid, actually making use of their function to keep a body on deck is likely to compromise the deck to which they are bolted. Over time, this results

in stress cracks around each stanchion base that we're all too familiar with.

To address this problem I set out to remount the stanchions as well as all other deck hardware. The first step was to remove the hardware to expose the holes for the through-bolts. The holes were then enlarged to a minimum of 1¼ inches, but not all the way through. The bottom layer of deck was left undisturbed. If necessary, some of the surrounding deck core was also removed and then some duct tape was used to seal the hole on the underside of the deck. Thickened epoxy slurry was then poured into the void and made level with the existing deck. Once hardened, a hole sized to match the through-bolt was drilled and the fitting was remounted. In this manner, the hardened epoxy forms a solid compression post for the through-bolt and fitting as well as spreading out the stresses to the surrounding deck in-



Forward hatch “before” (left) and “after” (right).



After a month of work, the boom has been completely overhauled and refinished. It has the deep glow that one can only achieve with multiple coats of varnish. Likewise, both forward and aft hatches have been completely overhauled and refinished. (Before and after photos of the forward hatch are above.) By the beginning of August, about a third of the interior woodwork has been de-oiled and varnished with the next batch about to be



Deck thru-bolt reinforcement for a foredeck cleat.



Holes filled with thickened epoxy, ready to be re-drilled..

Continued next page...




Work on the new Cape Horn steering unit has also started. This is an especially intimidating project because the first step is to drill a 2½ inch hole in the boat. That's not a step you want to have to do over!



a 12-ton jack to block the boat level to her water line and then to set up a grid of strings much like a mason uses when laying bricks. Having this as a plane of reference, I was able to get a good idea of where the hole *might* best be located on the transom. It also allowed me to use a level inside and outside the boat to keep things reasonably well aligned.

After that there was lots of measuring inside the lazarette and outside along the transom. Finally, a couple of small pilot holes were drilled to confirm that references inside and outside the hull lined up. This is harder than it sounds unless you already know exactly how thick the hull and transom actually are in the various locations you're examining. For hand-



At this point, you're pretty well committed to whatever the result is going to be. Fortunately, I was pretty close to where the hole needed to be (my definition of "pretty close" being  $\pm\frac{1}{4}$  of an inch). By the time the hole was drilled the day was done, so the next day I started to dry-fit everything into place to see if any adjustments needed to be made. As you can see by the photo, I had to temporarily replace the stern rail to verify if there was any overhang past the stern gunwale as that would influence the fore-aft placement of the unit.



The next installation step is to fiberglass the horizontal tube that penetrates the transom into place. First, however, I'll have to remember to make a rubbing of the transom so that I can have the lettering of the hailing port adjusted to miss the wind vane mounting tube. (...and yes, the hailing port will be changed to Watkins Glen!)

<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.

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

- Tom

## FLYC Racing News

*by Ray Montondo, S/V No Worries*

## FLYC Season Race Scores - 2011

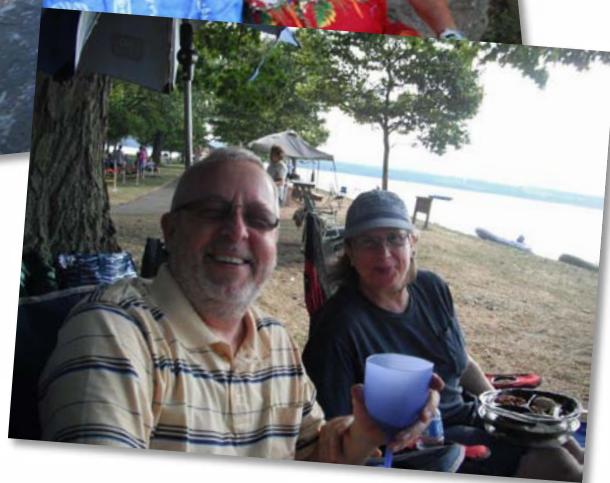
		Throw-Outs		2													
X			# Boats ->	7	7	6	6	6	6	6	6						
Boat	Owner	Type	Race	Race	Race	Race	Race	Race	Race	Race	Race	Race	Race	Total			
No Worries	Ray Montondo	Hunter 30 SD	2	1	5	2	1	3						6			
Wanderer	Alan Barton	HR 25	8	3	1	3	7	2						9			
Quality Time II	Peter Knott	Pearson 30	4	2	3	1	4	5						10			
Sundance	Tom Hall	Hunter 25	6	6	4	5	2	1						12			
Miss Liberty	Michael Claprood	Chrysler 26	5	7	2	4	3	7						14			
Seek Ye First	Mike Crouse	Islander 36	1	4	7	7	7	7						19			
Brewster	Jim McGinnis	Hunter 336	8	8	7	7	5	4						23			
Tark	Dennis Kingsley	Hunter 305	7	8	6	6	6	6						24			
Laser Joe	Joe Marino	Laser	8	5	7	7	7	7						26			



## FLYC Scrapbook

Photo Submissions by FLYC Members

### *The Commodore's Cup Race/Cruise to Lodi*



### *FLYC Chili Cook-Off*







**FINGER LAKES YACHT CLUB**

P. O. Box 224  
Watkins Glen, NY  
USA 14891

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[www.flyc.us](http://www.flyc.us)

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[flyc@flyc.us](mailto:flyc@flyc.us)

**KEY CONTACTS:**

Wilbur Dowdle,  
Commodore  
(607) 769-0086

Cliff Geer,  
Vice Commodore  
(607) 535-6062

Ray Montondo,  
Rear Commodore  
(607) 684-3248

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

## Notice of Annual Meeting

by FLYC Board of Directors

Notice is hereby given of the Annual Meeting of the membership on Saturday, October 29<sup>th</sup>, 2011 at 18:00 (6:00 p.m.) aboard the *M/V Seneca Legacy* on Seneca Lake.

Agenda items to be discussed include the following:

- Election of officers and directors.
- Awards and recognition of members.
- Annual banquet.

If you plan to attend, you must RSVP by Saturday, October 15<sup>th</sup>, 2011 to: Wilbur Dowdle, 9696 Grove Springs Rd, Hammondsport, NY 14840 or email Dawn Dowdle ([dcdowdle@frontiernet.net](mailto:dcdowdle@frontiernet.net)).

Menu choices are: Sage stuffed Chicken Breast, Roast Beef with Gravy, or Vegetarian Lasagna.

All are served with dinner salad, dessert, coffee, tea or soft drink. Cash bar is available.

Cost of the meal/cruise for FLYC Members is \$25 per person. Guests are welcome, but will be charged \$33 per person.

### 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*

P. O. Box 224  
Watkins Glen, NY  
USA 14891





# **ALL ABOARD THE SENECA LEGACY**

**FOR**

**THE FLYC 2011 ANNUAL MEETING**

**SATURDAY**

**OCTOBER 29, 2011**

**6 – 8 PM**

**YES THAT'S DINNER, MEETING**

**AND A 2 HOUR CRUISE**

**\$25 PER PERSON**

**INCLUDES**

**MEAL, TAX AND GRATUITY**

**CASH BAR AVAILABLE**

**RSVP REQUIRED BY OCT. 15<sup>TH</sup>**

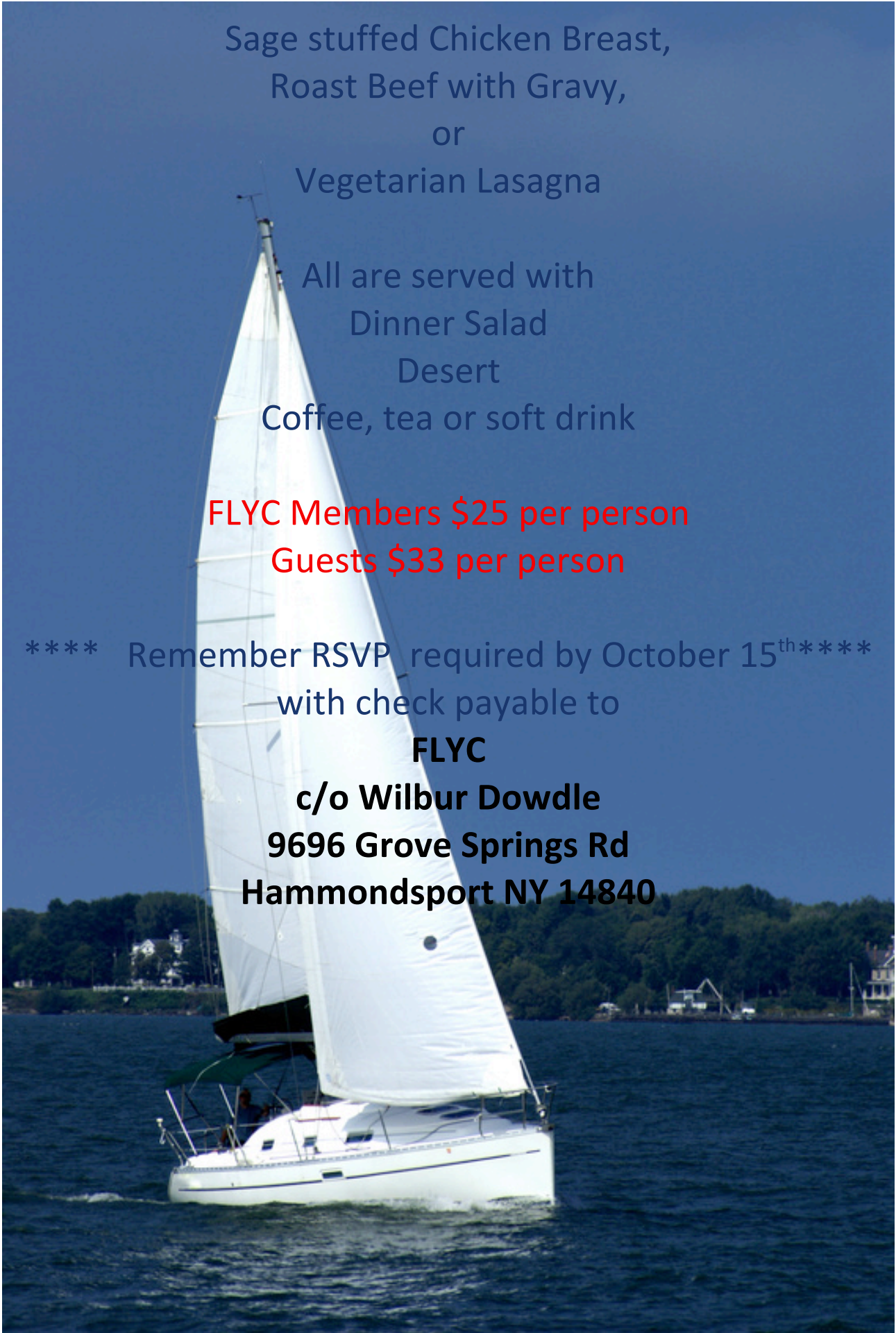
**PLEASE SEND YOUR RESPONSE WITH CHECK PAYABLE TO:**

**FLYC**

c/o Wilbur Dowdle

9696 Grove Springs Rd

Hammondsport, NY 14840



Sage stuffed Chicken Breast,  
Roast Beef with Gravy,  
or  
Vegetarian Lasagna

All are served with  
Dinner Salad  
Desert  
Coffee, tea or soft drink

**FLYC Members \$25 per person**  
**Guests \$33 per person**

**\*\*\*\* Remember RSVP required by October 15<sup>th</sup>\*\*\*\***  
with check payable to

**FLYC**  
**c/o Wilbur Dowdle**  
**9696 Grove Springs Rd**  
**Hammondsport NY 14840**