

Port Tacks

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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

Elect To Get Involved!

2012 will be a year of choices, the most visible of which will be the presidential election in November. For the FLYC, however, it will be "just another year" on the water of our favorite local sailing venue.

Or will it?

Informed voting is a civic duty and responsibility for all citizens. As long as I'm making up analogies, it follows that *involvement* is the duty and responsibility of each member of a *volunteer* organization such as ours.

Does this involvement need to be continuous or constant? No, and especially not if it is universal. By this I mean that each member need only do *one thing* each year. If we all did this, the club would literally run itself.

The job need not be a big, time-consuming one, either. In fact, it's a lot of the little jobs that make a big difference in the quality of our social and on-the-water events.

Here are some suggestions:

- Set up tables or chairs at an event.

- Help take down tables or chairs at an event.
- Take snapshots at an event for the newsletter or web site.
- Write a newsletter article. (see page 8!)
- Be a club "greeter" on your dock.
- Organize (or help organize) an event.
- Make a dish to pass for an event.
- Take someone sailing/racing.
- Volunteer to serve on a committee.
- Help launch, retrieve, or repair race marks.
- Help organize one of the social events.

There are many more ways, but this should give you an idea of how it all works.

In the end, the surest way to "kill" our club is to do nothing and the best way to keep it going is to elect to get involved. The best part is that it really doesn't take much if everyone helps just a little.

Even better news: We have a really "involved" membership already. Thanks, everyone! I'm looking forward to seeing all of you again next season, but on the water!

- Editor

Commodore's Comments



I'd like to thank all of the members, flag officers, chairs and members of the board for their help and direction this year, making this a great year for The FLYC. The volunteers that helped Lynne did a great job with the social events. The racers rallied behind Ray to have a good season even though it was shortened by weather.

All the membership made Dawn and I feel "at home" and welcome. And how about that newsletter and web site? Hats off to Tom Alley for a wonderful job.

The boats are now on the hard and we are all going through a feeling of withdrawal... our sport, our passion, our hobby, whatever you want to call it has been taken away from us for the winter. Maybe it's not so bad, turkey and football may not work too well on the boat and I can't find a good spot for the Christmas tree either.

We had our annual meeting on the *Seneca Legacy*. All were aboard and everyone that signed up made it, even with the threat of a large snowstorm. The membership enjoyed themselves with good food and drink as they glided out on Seneca once more this year. As we came back to port the captain slowed and then backed toward The Village Marina so the folks could get a good look at the marina lights and landmarks as seen by boat at night. I think this was a great learning experience for all that had not seen it before.

Racing awards were given out and the members put their Flag Officers and Directors in place for 2012. I'm sure there will be more on this subject in another article so all I will say at this point is, **THANK YOU** for the confidence in me to serve as Commodore again next year. I'm sure the board and other officers are all eager to make next year even better.

With racing, cruising and social all having new leadership, I can see an excitement building in all to get busy and work to get the

Continued next page

Upcoming Events & Dates

FEBRUARY 2012

TBA - Board of Directors' Meeting. Watch your e-mail for time and date.

FLYC Event Calendar – The entire event calendar is always available on the club web site. Check it out at:

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

LATE BREAKING NEWS

Christmas Shopping Reminder

Don't know what to get your favorite sailor? The FLYC has created our logo with Land's End. You can get a large assortment of clothing, travel bags, and just about anything Lands End sells, embroidered with the FLYC logo for an additional \$6 by following these easy steps:

1. Go to the Land's End website - http://ces.landsend.com/finger_lakes_yacht_club
2. The Business Outfitter home page will be displayed. Browse the merchandise or use the "search" window if you know the item number.
3. When you are ready to add to your shopping bag, click on the item, pick quantity, color, size, etc. and select "continue".
4. The "logo application" screen will appear. Next to the "LOGO1:" select the **FLYC** logo. Next select the "Location1:" window and tell Lands End where to embroider the item.
5. Use the special request box to add notes on thread color or other special requests.
6. Add shipping information. Leave the "Company" window blank. Follow with billing information and your payment method.

Telephone assistance is available at 1-800-587-1541. They are very helpful. E-store information is as follows:

Company Name: Finger Lakes Yacht Club
Customer Number: 4772089
Store Login ID: flyc
Password: senecalake
Store URL:
http://ces.landsend.com/Finger_Lakes_Yacht_Club
Logo design number: 1127184k
The logo size is 3.17" L x 2.37" H

From The Commodore (con'd)

new year off to a great start. Please contact these folks with your ideas and help to make next year the best ever.

The Board will be meeting in February to set the schedule for next year. If anyone has something they would like to add, please feel free to contact any board member or me so that it can be considered.

Looking forward to spring...

As always my companionway is always open and all are welcome.

- Wilbur

From The Vice-Commodore

by Cliff Geer, S/V Moonlight Lady

It's hard to believe it's time to be reading the December newsletter from our computers. The refreshing north wind we enjoyed on our countenances this summer was too quickly replaced with a slap in the face as the first Nor'easter to hit our area caused havoc up and down the east coast before we'd even turned the calendar to November.

Said storm occurred the weekend many were enjoying the camaraderie of summer friends on board the *Seneca Legacy* for the season-ending FLYC dinner held October 29th. If you missed it, you missed a great time. Many thanks to Wilbur for arranging the cruise and racing award presentations. Officer elections were held that night as well.

Thank you to all who are willing to serve as officers, board members and committee chairs for the next boating season.

John Kremer is chairing the Cruising Committee and he has indicated willingness to head classes on subjects such as cruising and anchoring. John, in my opinion, is one of the most experienced sailors in our group and we all can learn from his expertise. If there are specific areas where you would like instruction and guidance, be sure to let John know.

The officers and directors will be meeting this winter to plan the next season's social events and activities. If you have any suggestions for new activities or ways to improve upon those enjoyed in the past, please share your comments or concerns with any officer or board member soon.

My best wishes to you and yours for a blessed Christmas and the happiest of New Year's.

- Cliff

From The Rear-Commodore

by Tom Keebler, S/V Dry White

I was fortunate to grow up in Skaneateles, NY and can't remember a time when there wasn't a boat on the water and another project in the garage. Those were the days of wooden boats and my first sailboat was a 15-foot Snipe. Talk about a project boat! Watching the water pour in through the seams any time you sailed it hard..., sail and bail!

After that I moved on to Sunfish, Lasers, and a succession of Lightnings and my first fleet racing experience. The learning curve was steep but people I met took the time to show me rigging, sail trim and tactics. Wish I could remember it all when I find myself at the back of the fleet.

After moving to this area in 1982 I bought my first J-24, and then another one. I managed to build a couple of DN iceboats and still have one in the garage. Yes, you can sail all year long!

I'm now sailing a Pearson 28-2, *Dry White*, and look forward to this coming racing season. Stop by slip 319 and talk sailing anytime!

- Tom



From the Secretary

by Sue Morris, S/V Sails Call

The Club held its Annual Meeting and Banquet on October 29th, 2011 aboard the *Seneca Legacy* dinner cruise boat in Watkins Glen. Among the agenda items was the election of officers and directors along with the appointment of various committee chairs. The results were as follows:

Flag Officers of the FLYC for the 2012 season:

- Commodore: Wilbur Dowdle (2nd Term)
- Vice Commodore: Cliff Geer (2nd Term)
- Rear Commodore: Tom Keebler
- Secretary: Sue Morris (2nd Term)
- Treasurer: Terry Stewart (3rd Term)

Board of Directors (2 year terms):

- Tom Alley (Re-elected)
- Bill Moffett (Re-elected)

Board of Directors incumbents with 1 year remaining on their terms:

- Ray Margeson
- Tony Ruiz
- Jim Morris
- Chuck Sorensen

Committee Chair positions nominated and approved by the membership:

- Cruising Committee: John Kremer (assisted by V/C Cliff Geer)
- Social Committee: Karen Poole (assisted by Lynn McGinnis)

Members appointed to the Race Committee:

- Dirk Sears
- Tom Alley
- Peter Knott

NOTE: The Rear Commodore, per the FLYC Bylaws, chairs The Race Committee.

The next meeting of the FLYC Board of Directors will be in February as determined by the Commodore. Unless stated otherwise, FLYC Board meetings are open to the membership.

- Sue



From the Social Director

by Karen Poole, S/V Karen's Dream

I have been a lake girl my entire life, spending most of my summers on Keuka Lake and having more experience with power boats than sail boats. My sailing experience has been next to nothing. However any time I was near a harbor and saw those beautiful sailboats, I would dream of having a boat and learning how to sail. When Dirk and I met, we had this one thing in common. The rest is history. We now have *Karen's Dream* on Dock 4!

My career has been in the helping profession. I work as a counselor at Corning Community College and have a private practice as a Life Coach. I have two grown daughters who live out of the area.

I look forward to bringing my love of socializing to my new role as the party and event planner! I would like to invite more people in making the events and gatherings how you would like them to be! I also know that many hands make for light work. As I told Wilbur, my family and work obligations won't allow me to be responsible for each event. Therefore, I plan to involve many of you to take on certain tasks for each event; your help and cooperation will be appreciated and essential for making each of our events successful. Besides, I am still a "new kid on the block" (or dock, if you will) and welcome your ideas as well!

- Karen



About FLYC Racing

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

Also known as the "Rig Tuner's Regatta," this race is held in the pre-season to allow skippers to blow the cobwebs out of their boats and crew and tune up for the coming season.

FLYC Summer Series

This is a series of eight races held on weekends in June through September and is used to determine the club champion each year. Scoring is done per USSA PHRF handicapping with some slight modifications to allow for "golf-style" adjustments to keep things competitive.

FLYC Guest Race

A one-time race typically held sometime during the summer if the schedule looks too empty.

FLYC Race to Lodi

The club's signature event held in late July or early August. It consists of a one-way race of approximately 14 nautical miles from Watkins Glen to Lodi State Marine Park. A beach party usually follows.

Grape Harvest Race

A way to enjoy the fall foliage and get one last race in before the long winter.

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 either the Cruise Director, Vice-Commodore, or the club web site for additional details.

Meet Your Race Committee – Dirk Sears

by Dirk Sears, S/V Karen's Dream

I have been in and around the Village Marina and Seneca Lake for much of my adult life. My parents, Walt and Shirley Sears, kept their last boat, a Marine Trader named *Sairy Gamp*, moored on Dock 3, right next to Gary Weber, who owned and raced his Catalina 30 tail rig, *Pogo*.

Gary talked me into joining his crew as a 'grinder' and taught me to sail. I soon learned the man was a sailing genius, a fierce competitor and a relentless student of the physics of the sport. I drifted away from sailing after a time but the love of it, and the love of racing, never left me.

Fast forward many years, and I met Karen, who on our second or third date said she had always dreamed of learning to sail. Be careful what you ask for because that next spring we started shopping for a boat. First stop on our shopping trip: The yard at Village Marina.

As fate would have it, the very first boat for sale we spied was

Tom Hall's former boat, an Ericson 25+ named *Brunhilda*. We looked at other boats over the next month or so but I could not get that beamy, curvy Bruce King designed Ericson hull out of my mind. We soon bought the boat and after our own christening ceremony out on the Lake with a bottle of champagne (most of which spilled all over the cockpit) we renamed her *Karen's Dream*.

We've been having a ball here, love the community and look forward to our third season and getting back into a little racing. Bring it!

- Dirk



From the Cruise Director

by John Kremer, S/V Amazing Grace

The FLYC Cruising Class

During the last club event on the *Seneca Legacy* the Commodore asked us if we would plan a cruising course. I asked if members were interested. Twenty signed up that evening.

We ran a little poll to determine the best time for classes. Possibilities suggested included Saturday mornings, weekday evenings, or some other time. Saturday mornings were the nearly unanimous choice with many requests for early Saturdays. Courses will probably begin mid-May. Instructors will be Jeanne & John Kremer and Cliff & Nancy Geer.

The class will be structured to meet the needs of the students. I think there will be some handouts to be read prior to class and a Q&A session at the class. We will deal with whatever the students want.

Probably there will be two or three sessions, short presentations and the Q&A

The plan is: No books, No Tests and no \$\$\$. We may do some on water demonstrations. In lieu of a test we may schedule a short overnight cruise and let everyone experience anchoring, rafting up and everything else they hopefully have learned.

The course will cover the required equipment, knowledge and skills necessary to make cruising a safe and fun undertaking. We will cover the needs for various cruising grounds, as the class desires, these might include Seneca Lake, Finger Lakes, Canals, Great Lakes, Coastal and offshore cruising.

Finally we will discuss some of the joys and sorrows to be encountered.

Possible subjects, based on the wants of the members might include:

- Docking (More to it at strange dock)
- Mooring (yes, there are moorings on Seneca Lake)
- Anchoring (and re-anchoring at 2:00 a.m.)
- Dinghy issues (there are lots of them)
- Rafting up (careful with spreaders)
- Motor sailing (More than you think)
- Heaving to (Taking a break)
- Cruise Planning (Lots required)
- Lashing the mast for the Canal transit.(best to keep mast on board)
- Manually turning the boat around at a dock (Why do that?)

Other cruising topics we can cover:

- Meal preparation
- Shopping
- Laundry
- Books and Games
- Alcohol

Let us know what you think.

- John

NOTE: John will be assisted as Cruise Director by Rear Commodore Cliff Geer.



Equip Yourself: Gear for Cold Weather Boating

by Penny Baily, USCG Auxiliary

WASHINGTON - Cold weather boaters need protection from hypothermia, both on deck and in the event of falling overboard. Cold water shortens in-water survival time, making a quick rescue essential. Fortunately, you have options whether you hunt, fish, or cruise on cold water. Choose the right gear to increase your chances of surviving a cold-weather mishap.

1. Flotation Coat

Flotation coats provide warmth and double as a life jacket should the wearer fall in the water. Float coats are recommended for boaters who boat year-round in locales with moderate air temperatures and cold water. If you boat in extremely cold temperatures, a flotation coat will not protect you from hypothermia if you fall into the water.

2. Immersion or Survival Suit

Winter boating calls for hardy gear. Survival suits protect you from the elements, and provide flotation and hypothermia protection if you enter the water. Wearing a survival suit can increase survival time in cold water.

3. Dry Suit

Dry suits can be instantly drawn tight to prevent water from entering. Appropriate thermal layers worn beneath the dry suit provide insulation and they are not buoyant. Dry suits are suitable for intentional entry into the water, but provide no passive protection if you fall in.

5. Personal Position Locator Beacon

Otherwise known as a PLB, a personal position locator beacon is a scaled down version of the Emergency Position Indicating Radio Beacon (EPIRB). When immersed in water or manually activated both EPIRBs and PLBs transmit a signal that allows rescuers to pinpoint your location.

6. Personal Emergency Locator Light

An emergency light worn and activated if a person is in the water can attract the attention of rescuers, providing a much more visible target than your head in the water. The bright, flashing light increases the chances of being spotted by rescuers or a passing boater.

7. Flares

Store hand held and/or parachute flares in immersion suit pockets, secured with a lanyard. Study their instructions before you need them.

8. Whistle

Attracting attention will increase your chances of surviving in the water. Whistles are a cheap and simple way to make noise without exhausting yourself. Rescuers are trained to turn off the boat engines and listen for a period of time while they are on search and rescue missions, or a nearby boater may hear the signal. Conventional whistles don't work if the "pea" inside is wet, so choose a waterproof model.

Common sense can also increase your chances of survival in cold weather. Dress in layers to provide maximum protection and warmth.

Technical fibers provide thermal protection and won't absorb water. Include a hat to protect your head from heat loss. Wear gloves.

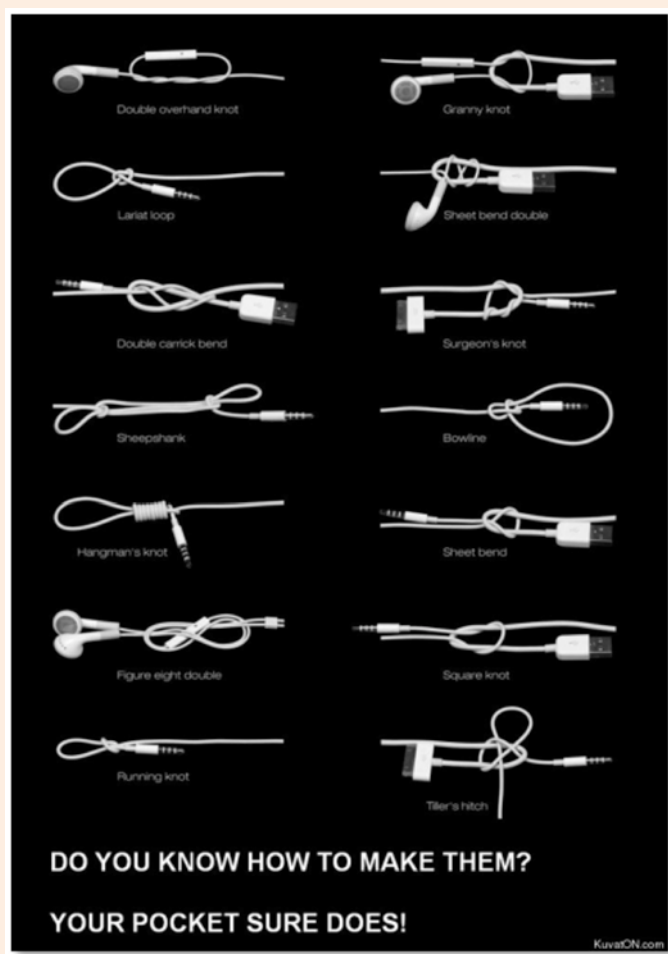
Don't be tempted to skip proper cold weather clothing and gear. Be sure to wear a life jacket and hypothermia protection when boating in the cold.

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, America's Volunteer Guardians, supports the Coast Guard in nearly all of the service's missions. For more information about the Coast Guard Auxiliary visit <http://www.cgaux.org>



Just For Fun – Modern Marlinespike

Some nautical knots for the iPod generation... ☺



How I Spent My Summer “Vacation” – Part 3

by Tom Alley, S/V Tomfoolery



After the last installment the weather deteriorated and got quite wet, postponing all sorts of work and really “dampening” (pun intended) my enthusiasm.

Fortunately, we’ve had a reasonably nice November and I was able to get enough done to be able to begin sealing up the hull for the winter again.

Before going on too far, I have to make sure to give credit to some of my crew that helped so very much this summer: Jim, Jerry, Jon, Rebecca, Scott and Dennis, THANK YOU!! (Hope I didn’t forget anyone!)

Shortly after finishing up the last newsletter, I got the stern tube of the wind vane glassed into place. From here on out, the steering vane work can be completed with the boat in the water.

Lessons Learned

As with most big projects, there is a considerable amount of education that takes place. I’ll share some of the lessons I learned here.

First, I am firmly convinced that the most dangerous thing you can do is to read books and articles about boat refit projects before embarking on your own refit journey. While these works contain much technical information on how to go about doing things along with a generous measure of advice and suggestions, they also contain a dangerous amount of encouragement and will convince you to dream big. What all of these books do not convey is *how long* it takes to get each step of a process done. I now have a full appreciation of why most refit projects are measured in years and not months.

Second, a major impediment to doing a thorough vessel refit is being employed. True, you need a way to fund all of this work, but this funding source is likely to rob you of the time you need to get it all done. Following employment, having a family will place similar constraints on your ability to make progress. (“Dear? As long as you’re not doing anything hanging upside down in the locker, can you put down that fiberglass and run an errand for me?”)

Third, and probably most important, was that I learned that a list is your friend. You absolutely, positively, must have a list before you even open the catalog to start thinking about your project. Next to lists, a word processor is your second best friend, because your list will change constantly!

Additional Information

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.



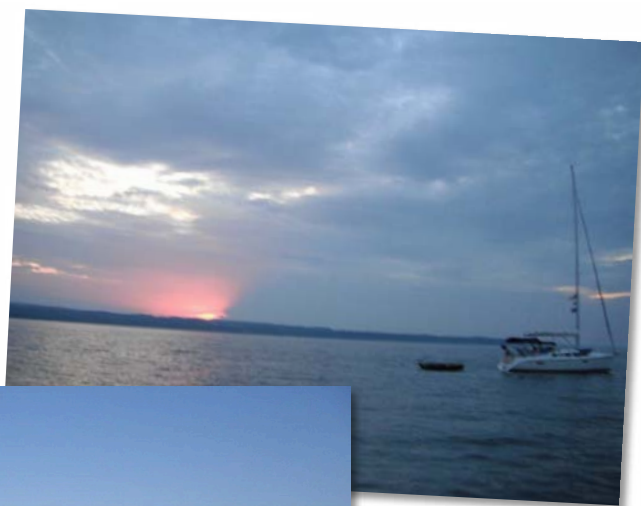
Another major milestone was achieved with the application of two coats of paint to the deck. Non-skid has yet to be applied, but the bulk of the work is done and now the hatches, portlights, and deck fittings can be restored to their normal location in preparation for transport back to the marina.

Did I say it was a little wet? Well, it’s very wet, especially in those places in my yard where the truck will need to drive in order to pick up the boat. This means that the next move will have to wait until either the dead of winter when the ground is good and frozen or the middle of next summer when the ground dries out again. (Unless we have a rainy summer... but let’s not go there!) Given that choice, the target for transport is the January/February timeframe.



FLYC Scrapbook

Seems like this summer went by way too quickly, so here are a few images to help keep the memories of it fresh as we wait for the next boating season to be upon us.





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

How To Submit Newsletter Articles

by Tom Alley, Editor

Anyone can write an article for *Port Tacks*. Any material remotely relevant to boating, the FLYC, the Finger Lakes region, or life in Central New York will be considered. If you think it's worth sharing, then it is probably worth including in the newsletter.

We all own boats and we all deal with the maintenance they require. Have a timesaving tip? Share it, PLEASE! We all want to spend more time relaxing and less time swabbing the decks. The same goes for those recipes that are simple to prepare on the miniscule stoves in the galley and draw rave reviews from your otherwise ungrateful crew. Please share!

Photographs and illustrations also work well. If you're the type that suffers from chronic writ-

ers' block, remember the adage of a picture being worth a thousand words. The only request if you are submitting photos is to identify the people in them along with providing a brief description of the event, location and/or task being shown.

See something interesting in a magazine or book? Forward it to us. More often than not, the author will give us permission to republish in our newsletter.

Afraid your spelling or grammar isn't up to par? No worries. Your article will be checked in complete confidence and you will be given final say on any edits made to your work.

What are you waiting for? E-mail your submissions to editor@flyc.us.

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
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On behalf of the Directors and Officers of the FLYC: We wish you all of the best of the Holiday season: Good health, good spirits, good company, and warm memories. We also hope that the New Year brings you an abundance of peace, and hopefully a bit of prosperity, too!

Merry Chirstmas!

Happy Chanuka! and a Happy New Year!

(...filled with fair winds and following seas!)

