

# Port Tacks

## In This Issue...

Cause and Effect .....	1
Commodore's Comments.....	1
Upcoming Events & Dates .....	2
Late Breaking News.....	2
From the Vice Commodore.....	2
From the Secretary .....	3
From the Social Director.....	3
About FLYC Racing.....	3
Other FLYC Fleet Events .....	3
FLYC Racing News .....	4
FLYC Scrapbook .....	5
A Sailing Trip – Part I.....	6
2012 Event Calendar .....	8
How To Submit Newsletter Arti- cles .....	9
About the FLYC .....	9
Membership Renewal Form .....	10

## 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](mailto:flyc@FLYC.US)

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

## Cause and Effect

Some years ago there was a popular country song with the following lyrics:

*Cause and effect*

*Chain of events*

*All of the chaos*

*Makes perfect sense.*

*When you're spinning 'round*

*Things come undone*

*Welcome to Earth*

*Third rock from the sun!*

I'm not sure why this particular song has been rattling around in my brain for the past few weeks. Joe Diffie's lyrics are certainly catchy. The music they're set to is also upbeat and entertaining. Most likely, though, is the fact that the concept of cause and effect resonate so deeply with all things boating.

After all, when you get right down to it, the majority of FLYC members pilot the ultimate in solar-powered vehicles that have been tuned and optimized over the past 5,000 years.

The earth spins, causing the sun to rise and set on a daily basis. This causes the atmosphere to alternately heat and cool,

changing its density. The density change causes the air to swirl and mix as it seeks a new equilibrium. The mixing and swirling manifest themselves as wind and weather, which are harnessed with large, cloth-based airfoils. The airfoils, in turn, are tended-to, adjusted, finessed and coaxed into positions such that they produce forces that move vessels through the water.

This motion now causes further effects. Namely, of seeing which highly trained and motivated crew can make their vessel move faster and more efficiently than the other highly trained and motivated crews. This, in turn, leads to boasting, which further leads to wagering, usually in a currency consisting of fermented beverages, the consumption of which causes its own chain of events.

I'm getting dizzy just thinking about it.

Or is it just the spinning of the Earth?

To see what other effects are being caused by the sun and wind, check out the club event calendar later in this newsletter and sign up for one (or all) of them.

See you on the docks!

## Commodore's Comments



Where has the time gone? It seems like only last week that I was rushing around to get my boat ready to launch.

We had a very weak turnout for the "Marine yard sale" but a good turnout for the "All American Cook-Out". I think the count was close to fifty. Everyone enjoyed themselves and hats off to Sue for having

new applications with her; several members were signed up for the year. Another big "Thank You!" to the volunteer hosts.

John Kremer, Peter Knott and Cliff Geer held their anchoring and cruising classes in the marina restaurant. The first class was anchoring and they sure did shed light on all the problems that an unprepared sailor can experience. They also pointed out how easy and fun it is, if prepared. Look for a chart of Seneca on the web site showing the good anchor spots that John has used over

the years.

The second class was docking and handling your boat. After some classroom work we went outside and learned how to throw ropes – *sounds easy*, it isn't! When done right it can save your boat. John had two of the ladies in the class turn his boat around on the dock; they turned it end for end and didn't need to leave the dock. Everyone was amazed as to how easy it is if you know what you're doing.

The next class is June 30<sup>th</sup>; wonder what they'll be up to then? These guys have a wealth of experience and are very willing to share it with us. As it's free and everyone can learn something I hope more will join us. 8:30 to 10:30 AM rain or shine.

The boat christening turned out to be a great time. We started (about ten of us), the evening with just one boat to be christened but when the folks saw how much fun it was, we ended up with seven christenings and close to 25 people. Two of the newly christened were powerboats and

By Wilbur Dowdle, S/V The Irish Wake

Continued next page

## Upcoming Events & Dates

### JULY 2012

**7/07 @ 17:00 Shrimp, Suds & Sails.**  
Shrimp on the BBQ. Bring a dish to pass

**7/21 @ 17:00 Hawaiian Luau Beach Parth.** Margaritas on the lawn. Bring a dish to pass.

### AUGUST 2012

**8/11 @ 09:00 Commodore's Race/Cruise to Lodi.** Join in this annual tradition.

**8/11 @ 17:00 Commodore's Beach Party at Lodi.** Fully catered event for FLYC members!

**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

### Deputy David Centurelli, RIP

Watkins Glen, N.Y. – The Schuyler County Sheriff's Office announced May 25<sup>th</sup> the death of Deputy Sheriff David L. Centurelli, a 34-year veteran of the Sheriff's Office. Deputy Centurelli passed away May 23<sup>rd</sup>.

The Sheriff said Deputy Centurelli suffered a heart attack while off duty in early April of this year. He was in Strong Memorial Hospital in Rochester at the time of his death.

He worked in Corrections, Dispatch, Patrol, Navigation and was assigned to County Building Security at the time of his death.

Deputy Centurelli is survived by his wife of 5 months, Lisa.

## From The Commodore (con'd)

both have joined the FLYC. I'm sure there will be more in the newsletter about this and I hope with photos. *[There is! Check out page5. – Ed.]*

**The date for the Lodi Event has changed...** We are looking at Aug.11<sup>th</sup>. It seems that Lodi was booked for our original date.

Some good news..., Charlie and Kathie Rohrer have agreed to cater our Lodi event. As you know the club is picking up the costs for the meal and who better to handle it than our own club members. Charlie has been doing this type of thing for a long time so I'm sure it will be top notch. We'll be sure to advertise the menu as soon as it's set.

With sailing, racing and a good anchor site along with free food, I hope to see all take part this year. If you don't, it's your own fault.

I'm looking for someone to act as Water Taxi to ferry folks from their boat to shore and back. If anyone knows someone or would be able to do it themselves, please let me know.

Don't forget to light up your boats for the "Boat Lighting". *[Photo below from the lighting at the Waterfront Festival. – Ed.]*



The web site has an up to date membership list posted... Hope you're on it!

As always, my companionway is always open.

- Wilbur

## From The Vice-Commodore

by Cliff Geer, S/V Moonlight Lady

### Cruising Classes

Twelve sailors took advantage of our first series of cruising classes taught by John Kramer. John, a seasoned sailor, taught three classes during May and June. His main focus was on cruise planning and anchoring techniques. He stressed the importance of having and maintaining proper equipment, as well as careful preparation before attempting to anchor.

These informal classes, held in the Village Marina restaurant and aboard Amazing Grace and Moonlight Lady, addressed how to prepare for "what-if" situations. Discussing potential scenarios that could occur, these questions and others were raised: What if the weather abruptly changes during the night? What if your anchor drags? What if you cannot pull your anchor back up to the boat?

John encouraged everyone to go out and get to know their boat, to learn how it responds in these situations and how to react in return.

The third class targeted specific hands-on training. Attendees, divided between the two boats, practiced anchoring and rafting up to an anchored boat. The final exam will consist of a three- or four-day cruise up the lake to be scheduled later this summer in which class members will have the opportunity to apply their newfound knowledge.

Many thanks are extended to John for sharing his expertise (but more specifically, the enjoyable recitation of yarns and sailing adventures) with class members.



- Cliff

## From the Secretary

by Sue Morris, S/V Sails Call

### Membership Update

Thanks to all for getting your membership application and dues paid promptly. Filling out the membership form helps the FLYC keep better records so we can reach you. As of June 4<sup>th</sup>, we have 43 paid members (single, couple, or family included).

Jim and I want to thank all who helped out with our first event of the season - The All American Barbeque was a great success and we had a wonderful evening with over 50 in attendance. (See photos below!)

Membership applications are on the Bulletin Board at the Pub in case you need to make any updates or know of another boater who would like to join our club.



- Sue



## 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 Turner'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 ten 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.

## From the Social Director

by Karen Poole, S/V Karen's Dream

Summer is really in full swing now and we have many, many, more social events to help us enjoy it! Our next event: **Shrimp Suds and Sails** is around the corner on July 7<sup>th</sup> with Happy Hour starting at 5:00 PM, followed by Shrimp on the BBQ at 6:00 pm. Please sign up by July 1<sup>st</sup> so that I can have a good count and no one goes hungry. Bring a dish to pass and light on the cookies! ☺

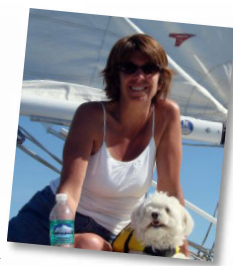
CHANGE OF DATES!! Mark your calendars for the Hawaiian Luau which has been moved to July 21<sup>st</sup> beginning at 5 pm. Sport your best Hawaiian attire and plan on having fun.

The Lodi Sailing excursion is now August 11<sup>th</sup>. This is going to be a catered event although people are being asked to bring an appetizer or dessert to nicely round out the meal, which Commodore Wilbur promises will be good!

Congratulations to Cliff and Nancy Geer who won the best decorated boat for **Harbor of Lights**. I enjoyed the spirit of the evening that was informal and delightful! And we had more boats lit up this year! Yea!

Since I am learning as I go, I welcome any ideas to help make each event special and enjoyable. I can't do it alone and have appreciated your support! Thank you!

Questions? Contact me at 607-368-3500.



- Karen

## FLYC Racing News

As of press time for this newsletter, the following race results have been received:

FLYC Season Race Scores - 2012													
Throw-Outs 0													
# Boats -> 10 7													
Boat	Owner	Type	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	Race 10	Total
Dry White	Tom Keebler	Pearson 28	1	2									3
No Worries	Ray Montondo	Hunter 30 SD	3	1									4
Brewster	Jim McGinnis	Hunter 336	2	8									10
Miss Liberty	Michael Claprod	Chrysler 26	6	4									10
Quality Time II	Peter Knott	Pearson 30	4	8									12
Wingin It	John Read	Cal 29-2	5	8									13
Aviatrix	Tim Walker	Hunter 30T	7	7									14
Irish Wake	Wilbur Dowdle	Hunter 336	8	8									16
Come April	Josh Burczynski	Hunter 28.5 SD	11	5									16
Tark	Dennis Kingsley	Hunter 305	10	7									17
Vintage	Dave Vinish	S2-22	10	8									18

Race #1													
Course		SMF											
Distance (nm)		2											
Start Time		15:05:00											
Boat	Spi	Fin Tim	Type	SP	Ac	Sp	Mo	AS	ET	Corr	CET	S(av)	Scor
Dry White	N	16:17:02	Pearson 28	192	0	21	-12	189	01:12:02	00:06:18	01:05:44	1.67	1
Brewster	N	16:19:21	Hunter 336	144	6	21	-33	105	01:14:21	00:03:30	01:10:51	1.61	2
No Worries	N	16:33:10	Hunter 30 SD	189	6	21	9	234	01:28:10	00:07:48	01:20:22	1.36	3
Quality Time II	N	16:35:14	Pearson 30	180	6	21	9	225	01:30:14	00:07:30	01:22:44	1.33	4
Wingin It	N	16:35:00	Cal 29-2	171	0	21	0	192	01:30:00	00:06:24	01:23:36	1.33	5
Miss Liberty	N	16:39:54	Chrysler 26	231	0	21	21	294	01:34:54	00:09:48	01:25:06	1.26	6
Aviatrix	N	16:40:10	Hunter 30T	180	0	21	0	201	01:35:10	00:06:42	01:28:28	1.26	7
Irish Wake	N	16:40:08	Hunter 336	144	6	21	-33	105	01:35:08	00:03:30	01:31:38	1.26	8
Tark	N	DNF	Hunter 305	180	12	21	36	285	DNF				10
Vintage	N	DNF	S2-22	207	3	21	12	255	DNF				10

Race #2													
Course		Temp											
Distance (nm)		7.4											
Start Time		13:35:00											
Boat	Spi	Fin Tim	Type	SP	Ac	Sp	Mo	AS	ET	Corr	CET	S(av)	Scor
No Worries	N	15:22:24	Hunter 30 SD	189	6	21	6	231	01:47:24	00:28:29	01:18:55	4.13	1
Dry White	N	15:24:10	Pearson 28	192	0	21	-15	186	01:49:10	00:22:56	01:26:14	4.07	2
Wingn It	N	15:29:10	Cal 29-2	171	0	21	0	192	01:54:10	00:23:41	01:30:29	3.89	3
Miss Liberty	N	15:45:18	Chrysler 26	231	0	21	21	294	02:10:18	00:36:16	01:34:02	3.41	4
Come April	N	15:45:18	Hunter 28.5 SD	186	6	21	0	213	02:10:18	00:26:16	01:44:02	3.41	5
Aviatrix	N	DNF	Hunter 30T	180	0	21	3	204	DNF				7
Tark	N	DNF	Hunter 305	180	12	21	36	285	DNF				7

## FLYC Scrap Book – 2012 Boat Christening

Photos by Jim Morris

The FLYC has its annual Boat Christening ceremony on Saturday, June 2<sup>nd</sup>. This is a marvelous way to meet our boating neighbors and make new friends. This year we had 4 “new” boats to christen and 3 other boats joined in the fun. Check out the pictures that follow.



Figure 1-Boat Christening revelry at the FLYC.



Figure 2-Ron and Celeste on *Sea Note*.



Figure 3-Tom and Margo on *Blue Oyster*.



Figure 4-Paul and Denise on *Tranquil Breezes*.



Figure 5-John and Rae on *Wing'n' It*.

## A Sailing Trip – Wow, That Sounds Like Fun

by Wilbur Dowdle, S/V Irish Wake

A sailing trip, wow that sounds like fun. Let's look into it.

That's how it started. An early day in spring with the sun starting to renew all it touches, my wife of 3 years and I were ready to do something different. A vacation that would not be the same-old-same-old.

On to the Internet, and there it was, a Windjammer trip in Maine. After reading the info available we decided to go ahead and book it. July in Maine that sounds great!

Dawn had never sailed and her only experience with boating was on her dad's 38 ft trawler on Seneca Lake in the heart of the Finger Lakes. She had spent summers cruising around the lake and even a few trips into the canal system that connected Seneca to the Erie Canal, but this sounded like a good time so she was all for it.

The days went by quickly and all of a sudden it was time to go. A four night, three day cruise leaving from Camden Maine, that's all we knew when we left Hammondsport to make the ten hour drive.

To make the trip a little more interesting we went a day early to visit some of the sites on the way. Our first stop was the old village of Salem Mass. We went to most of the downtown exhibits, witches' prisons, courthouse for a witch's trial and the "House of Seven Gables," a stop well worth the time. That evening we stayed in a motel close to a New England Sea Food restaurant.

At dinnertime I suggested that we go to a restaurant to have a nice seafood dinner. That's when I found out that my wife did not eat seafood. She had had some bad experience with fish when she was young and thought all seafoods were the same.

I asked her to give it one more try and away we went.

Once seated we were introduced to a specialty of the house, "New England Clam Bake."

The dish was composed of clams, muscles, cod, and corn on the cob, red potatoes and all in a big pot with a lobster on top. I could see that Dawn was going to have trouble with the lobster so I requested help from our waitress. The girl took all of the meat out of the lobster in a matter of seconds. I still do not know how she accomplished it so fast but it was wonderful. At first bite Dawn's eyes lit up, it was her first taste of lobster. Now seafood was the best thing she'd ever had.

We spent the night in Salem and the next morning we headed for Camden, Maine, a beautiful drive of about three hours. Small town after small town with beautiful old homes and quaint narrow roads winding through the countryside along the New England coast.

Camden is a town of 4 to 5 thousand people sitting on a hillside overlooking a harbor filled with boats of all shapes and sizes, sailboats, fishing boats, schooners, and power boats. It is also an "arts" center with galleries and artist everywhere you look.

Probably one of the prettiest towns I've ever been in. The harbor is ringed with restaurants and shops selling everything from fishing gear to top of the line art.

At the north end of the harbor a long pier juts straight out into the harbor. On this pier there must have been six or eight schooners. Each boat had its own space, not a slip, but a space. All were tethered to the pier and to the boat beside them with lines that were at least three inches in diameter. Our schooner, the *Grace Bailey* was one of the largest.



The *Grace Bailey* is a 118-foot wooden island schooner built in 1889 with two masts and two fore-sails. The main and mizzen are gaff rigged and she carried top sails but were not used any longer. The *Grace Bailey* is a shallow drafted boat and is able to get into the many islands that dot the New England coast. Her beam could not have exceeded twenty feet. In her day she hauled mostly lumber and food supplies and I'm

sure the occasional barrel of rum.

We stepped aboard at five o'clock and met the crew, a first mate, a second mate, and a cabin boy, a cook and the captain. This was our first shock; the first mate was an eighteen-year-old boy from upstate New York. The second mate was nineteen and I never found out from where. The cabin boy was a fourteen year old from Camden and was the owner's nephew. The cook was a forty something year old, Russian lady. Our captain was twenty-eight and in complete charge of it all. Everyone else on board (passengers) were the crew. That meant that raising the sails, washing dishes, and pumping water was our job.

We were shown our quarters by the first and second mates. Just imagine standing on deck with a five by five hole directly in front of you. A ladder runs from the deck to a lower deck six feet below. At the bottom of the ladder there are six doors all confined in an area approximately eight by eight.

The door directly opposite the ladder opens into the head. Open the door and all that's there is a commode with a manual pump handle to flush. A sign says "please pump at least ten times for each flush". You had to back in, there's not enough room to turn around once your inside with the door closed.

## A Sailing Trip (con'd)

Now it's time to assign staterooms. Dawn and I stood on deck in complete wonderment. Where were all of these folks going? Couple #1, followed the first mate down the ladder and disappeared behind door #1. Couple #2 followed the second mate down into the darkness of the hole and too disappeared. Back comes the first mate and Couple #3 follow blindly into the depth and they're gone too. That's six people, with their luggage, into a hole that didn't look large enough for two.

The second mate stuck his head up from the gloom and said, "Okay, who's Couple #4?" We raised our hands and started for the hole. Down the ladder and safely at the bottom we were shown Cabin #4. It was directly across from the head and toward the aft of the hole. The door opened in but you had to be sitting or lying on the bunk to close it. Our bunk was 48 inches wide (maybe) and just one inch shorter than I am. Under the bunk was our storage, a little over a foot high and about three feet deep. One wall had a mirror and two coat hooks but that was the extent of our stateroom. This was to be our home for the next few days. The rest of the cabins filled up while we were attempting to stow our gear.

When all the assigning was done with both the fore and aft holes filled we had a grand total of 24 aboard. People from all over the country, east coast, west coast, Florida and several in between, ages from twelve to eighty-something.

The crew and passengers assembled back on deck for a safety briefing. We were shown where the life vests were stowed and that was about all. The lifeboat was at the stern, a 14-foot dinghy with seats for six or eight at most. The dinghy had an inboard 3 cylinder diesel engine that we later found out was the only power for the entire boat. The *Grace Bailey* did not have an engine, did not have a generator for lights, and had no running water.

After the "safety meeting" we were all turned loose on the town to find our evening meal with instruction to return to the boat for the night. Several of us had dinner at a dockside restaurant where we got to know a little about each other and discussed our boat and crew. After dinner and a couple of drinks the couples, one by one, returned to the boat and retired to their "state rooms".

Attempting to sleep that first night was a real task. First, you had to change you nightly routine - no room. Just getting undressed was a task - no room. The bed was about half the size we were use to and too short for me. The walls between the rooms were wood paneling and maybe a 1/4 to 3/8 of an inch thick. That meant that any sound or words spoken were like they were in your room. Most of the noise disappeared by midnight so sleep came at last.

At about two in the morning someone went to the head. Crash, bang, squeak, squeak, squeak went the flush handle. One by one the rooms begin to stir and the conversations of earlier started again. Each couple took their turn at the head and by three o'clock it was quiet again, except for the snoring. I won't get into that or some of the conversations we heard. Dawn and I still laugh at the eighty-year-old "Bobby" and his seventy-five year old date's late night conversation. She had trouble hearing so

Bobby had to talk loudly; hell of a first date for anyone let alone these two.

Imagine the National Anthem being sung by a Russian cook with a strong Russian accent at 6:30 am. Now that's something to wake up to! It was our wake-up call.

We all assembled on deck and were told that breakfast was served. Scrambled eggs and sausage links with biscuits and coffee and fresh fruit served on deck for those who wanted it. You could go below and eat or get a plate and come back on deck, most came back on deck. The galley was large enough to seat about ten around a round table in one corner.

It also had the only heat, a huge old wood burning cook stove with a cooper tank on one end that heated the water. We later found out that this also heated the water for the pump shower.

Shortly after breakfast all the "passenger-crew" were aligned on deck to wash and dry the dishes. With all working it only took a few minutes and we were ready to shove off.

Our first day on the water, the lifeboat was lowered and tied to the stern with the second mate aboard. The dinghy became our engine and the captain started barking orders to all the regular crew to cast off. We all watched as he expertly guided the boat out thru the maze of small boats in the harbor and toward open water. Slowly but surely he directed us through narrow passages. Then we were there, on the open waters of the Atlantic well, out in the Penobscot Bay anyway.

Now it was our turn, the first mate broke us into teams of six or eight and assigned us to a set of lines. My team had the main sail halyard and the first of the two foresail halyards. The command was "2-6-pull."



This set up a rhythm that had us all pulling at the same time and the sails went up quickly. After our sails were up the second team did as well with their sails. The dinghy was brought aboard and we were sailing!

*To be continued...*

# FLYC 2012 Event & Activity Calendar

by FLYC Board of Directors

## Social Events

Note changes in *red italics!*

### May

Saturday 19<sup>th</sup> @ 11:00 for Nautical flea market

@ 14:00 for tailgate pizza party

Saturday 26<sup>th</sup> All American BBQ 5pm-Happy Hour; 6pm-Dinner with burgers and hot dogs provided; Please bring a dish to pass.

### June

Saturday 2<sup>nd</sup> Christening of the boats

June 15<sup>th</sup>-16<sup>th</sup> Waterfront Festival Lighting of the fleet; All join in and have a spectacular lighting of the boats to kick off the festival as well as summer! Prizes will be awarded for best boat decorations! Suggestion for lite appetizers/drinks to socialize!

### July

Saturday 7<sup>th</sup> at 5pm-Shrimp, Suds, and Sails; Shrimp on the BBQ; Bring a dish to pass, your favorite or Christmas in July/Dessert contest??

*Saturday 21<sup>st</sup> at 5pm - Hawaiian Luau Beach Party; margaritas on the lawn; sand, sun and fun; Dish to pass!*

### August

*Saturday 11<sup>th</sup> - Lodi Rendezvous Weekend with FLYC providing dinner after the race.*

### September

Saturday 8<sup>th</sup> at 4pm - Chili and chocolate contest! Bring your own recipe/vote for the best!

### November

Saturday 3<sup>rd</sup> at 6pm - Annual Meeting and Banquet

## Racing Schedule

Note changes in *red italics!*

### May

Sunday 27<sup>th</sup> Early Bird race

### June

Saturday 9<sup>th</sup> Race #1

Sunday 17<sup>th</sup> Race #2

Sunday 24<sup>th</sup> Race #3

### July

Saturday 7<sup>th</sup> Race #4

Saturday 14<sup>th</sup> Race #5

*Saturday 21<sup>st</sup> Race #6*

Sunday 29<sup>th</sup> Race #7

### August

*Saturday 11<sup>th</sup> Commodore's Race to Lodi (early start time)*

Sunday 19<sup>th</sup> Race #8

### September

Saturday 8<sup>th</sup> Race #9

Saturday 15<sup>th</sup> Race #10 (early start time)

### October

Sunday 7<sup>th</sup> Grape Harvest Race

All races begin with a skippers' meeting at 13:00 unless indicated otherwise. A representative from each boat must attend the meeting in order to be registered for scoring.

Check the club web site for the most recent schedule updates:

<http://www.FLYC.US>

2012

February							March							April							May							June							
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	
			1	2	3	4					1	2	3					1	2	3					1	2	3							1	2
5	6	7	8	9	10	11	4	5	6	7	8	9	10	8	9	10	11	12	13	14	6	7	8	9	10	11	12	3	4	5	6	7	8	9	
12	13	14	15	16	17	18	11	12	13	14	15	16	17	15	16	17	18	19	20	21	13	14	15	16	17	18	19	10	11	12	13	14	15	16	
19	20	21	22	23	24	25	18	19	20	21	22	23	24	22	23	24	25	26	27	28	20	21	22	23	24	25	26	17	18	19	20	21	22	23	
26	27	28	29				25	26	27	28	29	30	31	29	30						27	28	29	30	31			24	25	26	27	28	29	30	
July							August							September							October							November							
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	
						7					1	2	3	4							1							1							3
8	9	10	11	12	13	14	5	6	7	8	9	10	11	2	3	4	5	6	7	8	7	8	9	10	11	12	13	4	5	6	7	8	9	10	
15	16	17	18	19	20	21	12	13	14	15	16	17	18	9	10	11	12	13	14	15	14	15	16	17	18	19	20	11	12	13	14	15	16	17	
22	23	24	25	26	27	28	19	20	21	22	23	24	25	16	17	18	19	20	21	22	21	22	23	24	25	26	27	18	19	20	21	22	23	24	
29	30	31					26	27	28	29	30	31	23	24	25	26	27	28	29	28	29	30	31				25	26	27	28	29	30			





**FINGER LAKES YACHT CLUB**

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

**WEB:**  
www.flyc.us

**E-MAIL:**  
flyc@flyc.us

**KEY CONTACTS:**

Wilbur Dowdle,  
Commodore  
(607) 769-0086

Cliff Geer,  
Vice Commodore  
(607) 535-6062

Tom Keebler,  
Rear Commodore  
(607) 796-0035

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](mailto: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  
USA 14891



# Finger Lakes Yacht Club

## Membership Application

Membership renewals are due by May 1<sup>st</sup> each year. Send this completed application with your \$40 check to:

Finger Lakes Yacht Club, Inc.  
c/o Sue Morris, Secretary  
P. O. Box 14  
Pine Valley, NY 14872

Are you also a member of the  
U.S. Power Squadron? If so,  
please check this box.

Application:       New member       Renewal

**Important:** Please be sure to include the names of all of your "dependent" family members. This will ensure that membership privileges are awarded properly.

Name(s): \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please indicate which areas interest you:

- |  |  |
|--|--|
| <input type="checkbox"/> Racing            | <input type="checkbox"/> Web site        |
| <input type="checkbox"/> Cruising          | <input type="checkbox"/> Sailing classes |
| <input type="checkbox"/> Social activities | <input type="checkbox"/> Other _____     |
| <input type="checkbox"/> Newsletter        | _____                                    |

Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Phone: Home: (\_\_\_\_) \_\_\_\_\_      Work (\_\_\_\_) \_\_\_\_\_  
Cell: (\_\_\_\_) \_\_\_\_\_

E-mail: \_\_\_\_\_

Boat Name \_\_\_\_\_      Type:  Sail       Power

Make/Model \_\_\_\_\_      Length \_\_\_\_\_

Boat Year \_\_\_\_\_      Location/Slip# \_\_\_\_\_

By this application, I/we promise to uphold the By-laws of the Finger Lakes Yacht Club, Inc. and to comply with its rules and regulations.

Signature(s) \_\_\_\_\_      Date \_\_\_\_\_