

# Port Tacks

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

## In This Issue...

Proverbs, Quotes and Sayings .....	1
Commodore's Comments.....	1
Upcoming Events & Dates .....	2
Late Breaking News.....	2
From the Vice Commodore.....	3
About FLYC Racing.....	3
Other FLYC Fleet Events .....	3
From the Secretary .....	4
From the Social Director.....	4
FLYC Scrapbook: Lodi.....	4
From the Cruising Committee.....	5
FLYC Scrapbook: Luau.....	6
A Sailing Trip, Part II .....	7
2012 Event Calendar .....	9
How To Submit Newsletter Arti- cles .....	10
About the FLYC .....	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

## Proverbs, Quotes and Sayings

I'm a collector. Some would say hoarder, but I like the term "collector".

One of the things I collect is quotations. Some are amusing. Some provoke thought. Some seem to provide wisdom. Others are simply memorable. (...at least to me.) And then there are some that I keep in my collection to share whenever the opportunity presents itself, say, when writing a newsletter column.

Among my favorites is an African proverb:

*Smooth seas do not make skillful sailors.*

(We have a nice article from one of our Cruising Directors illustrating exactly that concept.) A related quote from Grace Hopper compliments this proverb:

*A ship in port is safe, but that's not what ships are built for.*

Another one of my favorites is a proverb originating from Spain:

*How beautiful it is to do nothing and then rest afterward.*

Other quotes in my collection are more lighthearted and frivolous. Often, they are



a more serious quote with an unexpected twist to it. An example from John Lehman is:

*Power corrupts. Absolute power is kind of neat.*

I have my own version of a "misquoted quote" that I find particularly applicable to the project that occupied me for the past 18 months:

*It isn't over until the deck paint dries.*

Do you have your own favorite sayings? E-mail them and we'll share them on the web site. See you on the water!

## Commodore's Comments



It's August and we have had a great summer. First the weather has been beautiful and while we haven't had much rain to keep the grass green we've had a great sailing summer. The wind has been strong and warm and we have all enjoyed it.

Since my last writing there have been several activities headed up by our great members. Karen and Dirk headed up the Suds and Shrimp dinner. The volunteer force was out to help as usual and we needed them. We had one of the best turnouts for the entire year and may I add a very, very, good dinner. With well over 50 folks attending Karen and Dirk need a big thank you.

Just when we thought that the Suds and Shrimp dinner couldn't be topped, along came the "Hawaiian Night" headed up by Linda Cozad, David and again Karen and Dirk. Of course, they had several other great volunteers to help. We had over 80 sign-ups

and it was attended by well over 65 folks. Not a soul went away hungry and all had a big smile when they left. Thank you ever so much Linda, David, and all the volunteers that helped Karen put these things together.

On the weekend of August 11<sup>th</sup> and 12<sup>th</sup> we were met with high winds out of the South that helped Ray Montondo and all the other racers to set record times in the race to Lodi. Ray covered the distance to snatch first place in two hours and 30 minutes. I'm sure that this time will hold for a long time to come. Well-done, Ray. In fact, I'm sure all the other racers finished well ahead of the best times in the past.

Your Commodore again this year protected the rear of the fleet from any intrusions and also was there well ensconced in last place to pickup anything that may have fallen off one of the faster boats. I am considering I'm buying a sundial for the race committee to use while timing my adventures of racing to Lodi. I'm told, that they were planning to leave the light on for me and

By Wilbur Dowdle, S/V The Irish Wake

## Upcoming Events & Dates

### SEPTEMBER 2012

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

### OCTOBER 2012

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

**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

### Coast Guard Schedules GPS Testing

The Coast Guard said a series of tests to the Global Positioning System will be conducted at various times between Sunday, August 19<sup>th</sup> and Sunday, September 9<sup>th</sup> that could cause GPS service to be unreliable or unavailable.

The test is scheduled as follows:

- 8/19 to 9/9 from 3 to 8 PM, and midnight to 4 AM within an approximate radius of 60 nautical miles from position 22-49-12N, 160-09-27W.
- 8/19 to 9/9 from 8 PM to 4 AM within an approximate radius of 298 nautical miles from position 22-05-39N, 159-45-11W.
- 8/19 to 9/9 from midnight to 4 AM within an approximate radius of 425 nautical miles from position 22-19-23N, 159-58-02W.

During the test periods GPS users are encouraged to report service outages to the Coast Guard Navigation Center by calling (703) 313-5900 or completing a GPS problem reporting form on the center's website at [www.naveen.uscg.gov](http://www.naveen.uscg.gov)

## From The Commodore (con'd)

send up flares if I arrived after dark. Save the flares fellows, we will have another race next year.

The North side of Lodi Point was full of Finger Lakes Yacht Club boats. We had nine boats anchored at one time but the winds were in excess of 20 knots at times and several of the boats had to leave because they were dragging anchors. We ended up with five spending the night without incident. Of the five that stayed we had a couple of old salts and some newbies. Sandra Lee experienced a great sail and anchorage on their first trip to Lodi. Sandy was apprehensive of the entire activity but now she's ready to take on the entire lake. Poor Rich, I heard her say as she was getting on the dock back at Watkins, "Rich we need a dinghy so we can go any where, any time."

The wind was howling but we still ended up with approximately 60 folks for the race dinner. The activity started at six with a mixer and we all had the opportunity to mingle with our good friends from the club. We were lucky enough to have some folks from the Seneca Sail and Power Squadron show up for dinner and many of our members are also members of the Power Squadron, so we had a nice joint effort once again. The hors d'oeuvre table and a dessert table were overflowing with delicious and high calorie foods that we all enjoyed. Not to mention a glass a wine or a cold beer to help celebrate the day.

Charlie, Kathy and her brother did a remarkable job cooking the meal in spite of the wind trying to put out the grills. We had delicious steak, great salt potatoes, and sweet corn all served up to everyone's delight. These folks did a great job preparing and serving our meal. Thank you Charlie, Kathy, and all.

Two other Finger Lakes members saved the day for us on that windy Saturday. Tim and Kathy Walker and Kathy's parents operated a powerboat as a water taxi to get all to shore that sailed to Lodi. Tim and Kathy and their crew braved the high seas and gale force winds to bring our members to shore safely and, for the most part, dry. The night would not have been a success without them. Even while onshore they were ready, willing, and able to jump into their boat and take a crew out to a drifting sailboat that was dragging its anchor. This kind of loyal members cannot go unnoticed; great thanks from all to our taxi drivers and crew.

The cruising class headed up by John Kramer, Cliff Geer, and Peter Knott has concluded and all that took the course are enriched in one way or another. Several of the folks in the class are still looking forward to a cruise before the year's end. Look for more information in the newsletter about the class and some of the activities, which they preformed.

We have all received a postcard from the Marina asking us to please separate our garbage and recyclables and make sure they go in the right containers. I'm sure most of us do this and I've also seen several of the people that come to the park and bring their lunches or their dinners and use the wrong receptacle, but if we do our part we'll be helping all. What's the saying? "Let's all pitch in."

I'd like to personally thank all those who are making this year so pleasant and memorable. I think our group is truly a "lake family".

As always, my companionway is always open.

- Wilbur

## From The Vice-Commodore

by Cliff Geer, S/V Moonlight Lady

### Cruising Class Final Lesson

You've heard of trial by fire, but participants in the "final exam" for this summer's cruising class endured a test by wind. On August 4<sup>th</sup>, the cruising class participants had intended to sail overnight to Lodi State Park for their final lesson in anchoring. After a short meeting led by John Kramer it was decided the weather and forecast were not conducive to anchoring out overnight.

John had a back-up agenda for all members to follow; thus, six boats left the marina in choppy seas and strong winds at 11 a.m. The winds were steady from the southeast at 15+ knots with measured gusts up to 29. Participants were to set their sails, heave to, and then gather together to anchor and raft up.

The first test of endurance for class members occurred when Rich and Sandy blew out their head sail in the strong winds. Sandy said her first instinct was to call on the radio, but Rich reminded her that they were to remain calm, assess the situation, and get things under control. The motor was started, the sail lowered, and then they called on the radio to tell everyone they were returning to the marina.

Tim and Kathy lost their boat hook and a cushion in the water and were able to practice a successful "man overboard" drill and retrieve both their belongings in another test. According to Tim, "This was one of the many firsts" they accomplished that day.

After practicing heave to maneuvers, John went to anchor in the southeast corner of the lake and others were to follow and raft up. This proved difficult due to the choppy waters, strong wind gusts, and motorboat traffic to and from Clute Park for the Italian Festival. Rafting was accomplished with some tense moments, and everyone learned something from the experience.

Wilber said, "Most of us would not normally have left the dock under these conditions; instead, we found out that both we and our boats could handle these weather conditions."

- Cliff



Photo (above) shows the raft-up in progress.



### 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 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 Secretary

by Sue Morris, S/V Sails Call

Wow!! Summer has gone by a lot quicker this year but not without FLYC having some great social events and racing activities! At this time we have 53 paid members (single, couple or family included). Thanks to all who have joined us and made it the biggest membership for many years. FLYC hopes we have fulfilled all of your expectations!

See you all at the September Chili and Chocolate contest! May the best chef win!

Any suggestions or comments for FLYC please let us know.

Great sailing the rest of the summer!



- Sue

## From the Social Director

by Karen Poole, S/V Karen's Dream

Hello!

The summer is winding down and it was a blissful and enjoyable sailing season for me and I hope for many of you. As a new and occasionally nervous novice, I am a more comfortable and confident than I was in 2010 when I first started out as a sailor! And I finally understand the correct nautical terms, ...most of the time!

As your Social Director, I enjoyed meeting many new friends and contributing to what hopefully was a fun social season. One of our final social events for the summer is scheduled for September 8 at 16:00 hours (I still have to ask Dirk about what that time translates to). [4pm - Ed.] The Chili and Chocolate Cook-off is a contest set for out on the lawn. Enter your favorite chili or chocolate specialty for this fun event. **If you plan to come, and don't plan on entering the contest, please bring an appetizer or side dish and don't forget to sign up on the bulletin board!**

Thanks to all who joined in on making our 2012 summer FLYC a wonderful season. I appreciated all the help!

Questions? Contact me at 607-368-3500.



- Karen

## FLYC Scrapbook – Commodore's Lodi Event

photos by Dawn Dowdle & Ray Margeson



## From the Cruising Committee

by John Kremer, S/V Amazing Grace

### *Cruising Class Log – Aug 4, 2012*

The plan for this course was three classroom sessions with some on water exercises and one or two cruises up the lake. That was the plan.

During the class we emphasized the importance of not trying to maintain a “must meet schedule” when cruising. It is important to allow flexibility in your plan to allow for weather issues, equipment issues, and maybe you just don’t feel like going today or even want to spend an extra day somewhere. John and Jeanne typically schedule 1/3 of their cruise days as “lay days” for such reasons and that seems to work well for them.

The classroom sessions went as planned but the cruise scheduled for Aug 4<sup>th</sup> fell into the category of maybe being a lay day. As it turned out that severe thunder storms were forecast as well as very hot weather, 100 degrees plus “real feel” and high winds. So much planning and preparation had been done that the class did not want to cancel, so the decision was made to stay nearby the marina and do the exercises we had planned to do on the cruise.

The thunder storms did not materialize, the hot weather and strong winds did.

Our fleet experienced equipment problems, a split mainsail and a furler issue. We did get around to doing the heave-to for lunch, as well as motor sailing and executing a raft-up, but did not get to the anchoring.

We had five boats rafted together before the winds (39 knots true) set the whole raft-up dragging their anchors.

Yet another learning “experience.”

So, what did we accomplish? Three things according to the class:

- 1) Several participants ventured out into unfamiliar conditions that they normally would not have and discovered they had the skills to deal with them.
- 2) Clearly things do not always go according to your plans and you must be prepared to manage the unexpected and not panic.
- 3) Problems can be dealt with if you stay cool and think them through.

Overall it was a very good group of interested students and a pleasure to work with them. They were willing to take suggestions and to try them out. Several times they could not believe what they were able to do. Again, Peter Knott and Cliff Geer stepped up to help with the class.

Are we done? It’s up to the class. Maybe we can plan another cruise for late August or early September? Hopefully the weather will be friendlier!

- John

---

## Seneca Sail & Power Squadron Announces The USPS Weather Course

USPS Wx2012 is a general weather course benefiting the general public as much as those standing behind the helm. Past participants indicate they learned more than expected and feedback has been very positive.

This course includes: Basic principles of meteorology; how weather systems form, behave, move, and interact with one another; the availability of various weather reports and forecasts on the Internet.

Students will become keener observers of the weather and better understand information and forecasts available to us.

The course will also include an optional field trip to the National Weather Service Office in Binghamton.

The course will be offered **Thursday evenings 7:00 – 9:00 PM at the Big Flats Community Center beginning September 27<sup>th</sup> and ending December 13<sup>th</sup>** (Excluding Thanksgiving week Nov 22<sup>nd</sup>).

**Instructors:** Tom Taylor & Don Kloeber

### Cost:

Seneca Sail & Power Squadron Members	\$80
Watkins Glenn / Finger Lakes Yacht Club Members	\$90
General Public	\$100

**Note:** Spouse or additional family members sharing course text & materials ½ of above costs (\$40.00/\$45.00/\$50.00)

### **Preregistration prior to Sept 11<sup>th</sup> is required:**

Please contact Don Kloeber at 562-7540 or dkloeber@stny.rr.com with questions or to register.

## FLYC Scrap Book – Hawaiian Luau

Photos by Karen Poole

Here are just a few snapshots of the Hawaiian Luau held at the Watkins Glen Village Marina on July 21<sup>st</sup>. As you can see, everyone was having a good time. If you missed this, please make time to attend a club event before the rest of the season slips away!



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

by Wilbur Dowdle, S/V Irish Wake

*[Continued from the prior issue.]*

Now that we were under sail, we could all find a spot to get comfortable because our work was done, or so we thought. Not more than a half hour into our cruise the cook sent the cabin boy out with a large bucket of potatoes to be peeled. Several lined up and again the work was done in short order. Then came the onions, carrots and celery. Again most jumped in and the task took little or no time. Everything went below where lunch was being prepared. A fish stew and corn bread. The stew was very good but revealed an important lesson of on the water living. Never, I mean never waste anything. The stew was made from the leftover scrambled eggs, the sausage and biscuits from breakfast along with the other ingredients we had prepared on deck and some kind of fish. It was eaten by all but not without a few raised eyebrows and shy smiles. Maybe dinner will be different.

The afternoon sail was north, up the coast and past several small islands that dot the coast of Maine, each island being a little different and all beautiful in its own way. I found out that there are as many islands there, as there are in the Thousand Islands, something I did not know before this trip.

Evening approached and the captain headed for a sheltered cove on the leeward side of an island. There, we lowered the sails, each team doing their share, and then dropped the anchor. Next came a canvas dew cover that stretched from the front hatch to the aft cabin and up over the mizzen sail boom. All in all, the making anchor took about thirty minutes or so and we were set for the night.

No phones, no radios, no iPods, no TV's just good old conversation. What a novel idea. Before long everyone was engaged in a conversation and most coupled it with a cold beer or glass of wine. The evening was beautiful and company intriguing. People from all walks of life, CEOs, statesmen, a young couple with their two children, a priest and nun (traveling as a couple), an inventor, a couple celebrating their 25<sup>th</sup> wedding anniversary, Dawn and I on a new adventure and all melting into the crew on a 118-foot sailboat.

Sooper tin...the call from our cook. Sooper tin. My best advice to you is, do not order lasagna in Russia. This is what she called it, but it was not anything like we know lasagna to be. The noodles were the same but it had corn and several indiscernible items and no tomato sauce. We all ate it, after all we were the "crew" and there were no other restaurants within sight. It sparked a lot of conversation after dinner trying to think up a way she could work it into the next morning's breakfast.

Wine or beer seemed to be the best way to relax after a day of sailing. We all drank a glass to the sunset as the sun dove into Belfast Bay. The captain brought out his guitar and played a few tunes as the darkness of night settled over us. Soon after the tunes Dawn and I went to our cabin with the idea that we would sleep.

The wine and beer had loosened some tongues and given others ideas of their own. Again the walls to our cabin were alive with several different conversations and noises of the night. Not the least of which came from our "eighty-something" friend in the next cabin. Sleep came, although it be late, but then the head parade begin as it did the first night.

Oh say san you saa..... came the charming screeches from the kitchen area at sun rise. The stove was hot and coffee was ready. Oatmeal and bacon, hot food for a cool morning on the water, this should make an interesting lunch...

The fog had set in. Let me tell you about fog in Maine. I have seen fog but this was FOG. I mean, the captain had set up a relay at amidships to send signals to the bow. The second mate was on the bowsprit with a conch shell that he blew like a horn. I must say it was loud and carried out over the water extremely well. We could hear other ships and boats sounding their horns and ringing their bells as we crept slowly out into the channel between islands with the power of our little skiff pushing us along ever so slowly.

It seemed like hours had passed when the sun broke thru and the call to stations was given by the captain. Two-six pull, two-six pull, the sails went up and the skiff was brought back on board. We were sailing again. Later that morning I walked back to helm and asked the captain how he was able to navigate thru the fog as he did. First he pulled out a chart and said we're here. Okay, but how did you get here this morning with all that fog? He smiled and pulled a hand held GPS from his jacket pocket and said, "Don't tell anyone, they all think I'm magic."

Our trip was heading north along several islands that dot the Penobscot and Belfast Bay area and the weather was warm and sunny. After five or six hours of beautiful smooth sailing we entered a sheltered bay with a lighthouse on the top of a steep hill on the island. We anchored about 50 yards off shore and were told that supper would be on the beach. The skiff was lowered and six by six we were taken ashore.

Once on shore several of us made the trip up to the light house and enjoyed the view from seats around the base of the 50 foot stone light house. You could see miles in all directions and the Maine coast is beautiful with all the islands taking on different shapes and sizes. After resting from the climb, we started back down the gravel path to the beach where our crew was busy building a large driftwood fire. Everyone settled around the fire and prepared for the evening meal.

The cook offered appetizers, Snickers candy bars (little ones), hot dogs to roast on the fire, something that looked like soup but we all thought it must have been made from the left over's from the days menu. Not many takers!

Our captain and crew had gone back to the Grace Bailey and now were returning with bushel baskets of corn and lobsters. We helped unload the skiff and all the baskets were brought to the fire. The corn, still in its husk, was then placed on the coals and hot rocks from the beach fire to roast. A big metal tub was

## A Sailing Trip (con'd)

brought from the skiff and half filled with water before placing it on the open flame part of the fire. It was covered with a wet canvas and brought to a boil in a surprising short time. Once boiling the lobsters were added and covered with the canvas, which was dipped in the sea before putting back on the tub.

Within fifteen minutes or so paper plates were produced from god knows where and everyone was given an ear of corn and a lobster. Finger food? Butter had been melted somewhere and offered in little plastic cups. I do not know why, but this was one of the best meals I have ever had. Lobster and sweet corn on a beach in Maine with butter dripping off your elbows and fresh sea air, what could be better. You could have all you wanted and I managed two lobster and three ears of corn. You can bet I'm not the only one that went back for seconds, most everyone did.

Back to the boat and on deck, more good conversation. The night was young but the day had been long so couple by couple excused themselves to head for bed. We headed for our quarters and I think we were asleep in seconds after our head hit the pillow. Our second day had been wonderful and we were looking forward to the "National Anthem" wake up call for day three.

The morning dawned much as the last with thick, thick fog. Today was different, the captain was noticeably concerned about something and it was reflected by the crew. Everything that was done yesterday with a happy go lucky air about it was done in dead serious mode. The raising of the anchor was done as quickly as possible, the skiff engine was run at full speed to get us to an area to raise the sails and the captain checked his hand held every few minutes. When under sail the captain announced that we were changing routes and were headed for Castine, a safe harbor. He had been advised of a storm heading in this direction and he wanted to be at Castine when it hit. That day was a sail as fast as possible day. We had the *Grace Bailey* to ten plus knots with lots of heel as we made way for Castine Harbor. The wind picked up but was never a problem, maybe gusts of 20 to 30 knots but for a 118-ft boat it wasn't a worry.

Rounding a point on an island we arrived at Castine Harbor at about 2:00 in the afternoon. The crew secured us to a huge buoy and tied everything down. The dew cover was out in place with extra ties and all hatches were secured. We were safe.

Captain said we could all go to shore if we wished but we had to be back on board by 5:30 pm. The town houses the Maine Maritime College and has a great history and nice places to visit. They also have hot showers for a buck. Men and women alike jumped at the chance for a hot shower in a real shower so the little skiff "tender" was full on every trip to the docks.

Dawn and I strolled around town for a while and had a nice lunch in one of the seaside restaurants but wanted to go back early so we headed for the dock. The skiff took us back to *Grace Bailey* about 4:30. The wind had come up to about 15 knots but still manageable. What we did notice was that there were now five other schooners in the harbor on the buoys or rafted to one another. Soon after getting on board there was a steady stream of boats of all sizes coming in off the big water and seeking safe moor-

ings.

The captain asked us to go below to the galley because we were about to be hit by a Nor'easter. He was right; the wind started to pick up from 15 knots to 20 to 25 to 30 and all the way up to 70 knots. At about 50 knots the heavy canvas dew cover tore in half and started whipping around beating everything near it with the force of a hammer. Two crew members went on deck to try to secure it but ended up cutting it loose. The last we saw of it, it was headed for the far shore like a big kite. The rigging wailed like a siren but held. Rain came in sheets thru the companionway door vents to the galley and was mopped up as it reached the lower deck. The boat turned 90 degrees on it mooring ball following the wind direction. The *Grace Bailey* held her own. About an hour of hell but she still stood tall.

That evening when everyone returned from shore, the topic of conversation centered around where people were and what they saw during the height of the storm. We all agreed that our captain had done a great job in getting us to Castine when he did. I'm thankful that we were not out on the big water when the storm hit, it would have been hell. The crew all settled in and started resetting all the lines and buttoned all the deck storage back in place. Just before dark I saw the captain heading for shore, the second mate said he had a girl friend on shore and we wouldn't see him 'till sun up.

Sleep came slowly that night, what will happen next? Same sounds, same squeaks, same people moving from cabin to head and back, it was life on board as usual.

*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-Hapy Hour; 6pm-Dinner with burgers/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 Racing Weekend with FLYC providing dinner after race. Commodore Race and Commodore will help in details of this event.

### 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

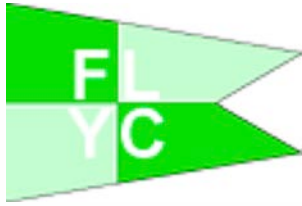
All races begin with a skippers' meeting at 13:00 unless indicated otherwise. A representative from each boat must attend the meeting in order to be registered for scoring.

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	4	5	6	7															
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														
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

