

*In This Issue ...*

Obituary: Scott Stevens.....1  
Commodore's Comments.....1  
Upcoming Events & Dates .....2  
Late Breaking News.....2  
From the Vice Commodore.....3  
From the Rear Commodore.....3  
About FLYC Racing.....3  
Other FLYC Fleet Events .....3  
From the Secretary .....4  
From the Treasurer .....4  
Digital Refit – FLYC Web Site Updates .....5  
Cruising 2013 .....5  
Understanding the Neutral to Ground Connection .....6  
FLYC Award Winners 2012 .....8  
Winter Blues Gathering .....8  
FLYC Scrapbook.....9  
FLYC Trading Post .....10  
How To Submit Newsletter Articles .....11  
About the FLYC .....11  
Membership Renewal Form .....12

*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*

## Obituary: V. Scott Stevens

It is with great sadness that the Finger Lakes Yacht Club announces the passing of member and director Scott Stevens.

Age 65, Scott passed away at his home on November 19<sup>th</sup>, 2012. He is survived by his wife of 41 years, Kiyoko Suzuki Stevens; sons and daughter-in-law, Vinton "Bo" Stevens of Ithaca, Sayre S. and Liz Stevens of Watertown, NY; daughter and son-in-law Antoinette M. "Toni" and Matthew Mofte of Elmira.

Scott was a U.S. Air Force veteran serving in Brindisi, Italy and later in Wakkanai, Japan. He devoted his life to his work at the Hilliard Corporation for 36 years before retiring as Sales Manager in 2009. While at Hilliard, Scott earned his M.B.A. from Syracuse University. His work took him to 28 different countries and to all 50 states.

As a teenager Scott developed a love for sailing at Camp Cory on Keuka Lake. He renewed his passion for sailing when he retired, taking numerous courses and exams to become an accredited sailor. Scott purchased a sailboat and joined the Finger Lakes Yacht Club where he served as a

Director and the Seneca Sail & Power Squadron where he served on the Executive Committee as the Public Relations Officer and attained a grade of Junior Navigator.

Very generous with his time and talents, he would help his children and friends at the drop of a hat. Scott's greatest love was time spent with his children and grandchildren. He will be forever loved and missed.

Those wishing may remember Scott may do so with a donation to the American Red Cross for Hurricane Sandy Relief, 911 Stowell Street, Elmira, NY 14901.



## Commodore's Comments



I'd like to thank the entire membership for their confidence in me as expressed at the November 4<sup>th</sup> annual meeting and I am very honored to be your Commodore for one more year. The meeting was held at the Harbor Hotel and we had 60+ people attend. I am sure that no one was disappointed in the venue or the meals. The harbor hotel went

way out of its way to give us good service and good pricing. Thanks to the hotel and their staff.

I feel that we have come quite a ways on our way to becoming the club that we wish to be. This has been done not by me, but by the membership and their willingness to work together toward a common goal.

At the November 4<sup>th</sup> meeting the membership elected a new board (some new, some existing) that will no doubt, work for

the same goals that we have had in the past. With the experience and the willingness that these people express, we should have another great year at the Village Marina.

Some of the goals that I would like to expand upon next year are along the lines of continuing education, practical experience, and a warm and friendly social atmosphere. With the help of several of our more experienced sailors, we can add to the knowledge of anyone caring to take part in these informative meetings rather than be tied down to a curriculum that is formal in it's setting.

One nice thing about the classes that we had last year was the fact that we put them into practice on the water, thus gaining not only knowledge but also practical experience, which proved to be enjoyable for everyone. We learned to overcome obstacles and face challenges we normally would not have. I'm looking forward to an even bigger group of folks participating this coming year and even a larger fleet traveling on Seneca Lake with

*By Wilbur Dowdle, S/V Irish Wake*

**Upcoming Events & Dates**  
**MEMBERSHIP RENEWALS**  
**ARE DUE – 5/1/2013.**

Please note that membership renewals are due by May 1<sup>st</sup> each year. Just complete the form at the end of this newsletter and mail it in, with your dues, to the address indicated on the form.

**FEBRUARY 2013**

**February Board Meeting.** Stay tuned for an announcement of the time and place for the February Board Meeting. FLYC board meetings are open to all members.

**OFF SEASON**

Stay tuned for information on other mid-winter social gatherings. Announcements will be made via e-mail and on the web site.

**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**

**FLYC Board Meeting Set**

The Commodore has announced that the first FLYC meeting of the Board of Directors will be on Sunday, February 10<sup>th</sup> at 14:00. Location will be the Glenwood Club on Keuka Lake.

The agenda will focus on setting of the event calendar for the coming season.

Consistent with prior policy, all FLYC Board Meetings are open to the general membership, but only those officers and directors authorized by the Bylaws may vote.

**Club Theme Set for 2013**

This year's "theme" for the FLYC will be, "Learning, Experiencing & Sharing".

Be ready to do all three at club events that are being planned now!

**From The Commodore (con'd)**

the thought of anchoring on overnight trips to different parts of our beautiful lake.

Having said that; we are now looking into the possibility of moorings located on the lake for the express use of the Finger Lakes Yacht Club members. If we can have moorings, this too can make our summer sailing more fun and expanded from our normal reaches. The board and a couple of the members will be researching this and I hope to have an answer for you by the next newsletter.

Not all of our time will be devoted to cruising as one of the main reasons and the mainstay of yacht clubs is organized racing. This year under the tutelage of Jim McGinnis we will have a full racing schedule once again and I hope we can have a larger fleet participate in these weekend races. To help Jim reach that end I am proposing a beginner-racing course for all of those that wish to get into racing but are held back by lack of knowledge of the rules. To start, there was definite interest in a class to review and teach old and new racers on the rules and etiquette of racing, shown at the annual meeting. I am sure that there are a couple of members that would be more than happy to create a couple of classes along these lines. Again to help provide everyone with basics that make racing safe and fun. (I've even heard of the possibility of a ladies race team!) It's been said that you can learn more about sailing in one race then you can in a summer of social sailing.

As for social events, Linda Cozad has volunteered to take the chair as social chairman. Linda will be wonderful at this job, however the more volunteers and more help she can have the more we all will reap the benefits. If anyone has any suggestions on how to make

a summer social events more appealing or more fun please feel free to get these ideas to Linda. We will be setting the social calendar at our next board meeting.

Tom Alley has agreed to continue taking care of our website and newsletter. Let's all help Tom out with interesting articles, suggestions, and our support in any way that we can. If anyone had an interesting vacation that they'd like to tell us about I'm sure Tom will welcome it with open arms. But maybe just a weekend on Seneca Lake where you overcame a challenge that the rest of us could get a good chuckle or could learn from would make interesting reading as well.

I've asked if it would be possible to add a page to the newsletter where we can advertise for sales, wanted, and information that would benefit us all. [*Yes, it's possible. – Ed.*] If he does, [*He will. – Ed.*] we will all be responsible for sending our own ads to Tom so that he can add those to the page in a timely manner. I'm hoping to keep this to Marine objects only at this time.

Tom has redone the members page on the website to include photos of the members as well as photos of their boats, This is a wonderful improvement and let's e-mail photographs to him so they can be added to the members page.

Again I would like to thank the membership for your confidence and hope that I don't let you down in any way this year.

My companion way is always open,

**THINK SPRING!**

- Wilbur

## From The Vice-Commodore

### Meet the VC

Rae and I are looking forward to a new year with the Finger Lakes Yacht Club. With our new boat, *Wing'n It*, a 9.2-meter (~30 feet) Cal, we have the ability not only to cruise but to race - and that seems very attractive to us at this time. Addressing the challenges of "age related" boat issues is a familiar topic for me. We have owned six used sailboats over the years. For those of you who are daring, and wish to fix up an old boat, you will need lots of time, skill, patience, the Internet and a boat full of money. But the end results can be very rewarding.

It is great to see new members being added to our rolls. A huge "thanks" to several power boaters who have become active members!

Please visit Rae and me at dock #238 at the end of dock two. Fair winds to all...

- John and Rae

by John Read, S/V *Wingin' It*



## From the Rear Commodore

Looking for some divine inspiration?

Or just wanting to shake that reef out?

Ladies and Gentlemen, start your engines! Are you ready for Race Fever? We are several months from hitting the water but it's not too soon to start thinking about racing again. I will have an initial race schedule for the FLYC meeting on 2/10/13 but I am hoping that this note will inspire you to drop me a line (not in the water) if you have any ideas to offer about changing the race schedule, crew assignments, course, timing, meetings, training, (Wilbur's handicap) or anything else.

Since this is my first year, I can use some help in setting the marks, running the scoring system and generally learning a lot of the racing rules!

Fair Winds!

- Jim

by Jim McGinnis, S/V *Brewster*



### 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

### Highlights from the Annual Meeting

The Treasurer's report stated that the club was solvent. The checking and savings account were merged into a single account at Chemung Canal Bank with the appropriate co-signatures. All records are being transferred to the Treasurer-elect, Dennis Kingsley.

Rear-Commodore and Race Committee Chairman Tom Keebler expressed gratitude for a great job done for all the racing events for this year! Awards/presentations followed at the end of meeting.

Social Committee Chair Karen Poole provided an update on all recent events at end of the year. Karen reported that biggest problem faced was running out of food at times; this year the events were well attended even with rain storms and lightening. Thank you to Karen for all the hard work!!

Cruising Co-Chairs John Kremer, Cliff Geer and Peter Knott were recognized for the cruising classes offered during the boating season, the club's first attempt at infomal classes. A lot was learned from these men on the ins and outs of sailing, while having fun cruising, even turning boats around at dock side. (ask Sandy Follette!)

Mike Crouse was recognized for taking a group of ladies out to race, to learn how to face their fears and build confidence while sailing! They crossed the line in the leading pack of boats that were all within 9 seconds of one another. Great job girls and many thanks to Mike.

The discussion of New Business was initiated by Erin Collins who spoke to all regarding putting a calendar together for listing all events including cruising/racing and social. Depending on the quantity, the cost estimate was from \$8-10. A vote on the calendar was taken as to whether a calendar should be included with membership, raising the dues. The consensus in the room was to take this up at the next board meeting for further discussion.

Next there was a discussion on several potential locations for

mooring balls to be placed for yacht club members to use for over-night trips on the lake. At present we are not sure of the cost. Again, consensus was to take to the board for further review.

Discussion on a set of informal classes covering racing rules gave way once more to a unanimous decision from all members to have board pursue at the February Directors' meeting.

The 2012 Commodore's Cup Race (a.k.a., the raced to Lodi) was very well attended and FLYC covered the cost of food amounting to approximately \$900. Picnic menu included steak, corn on cob and potatoes. 65 people attended even with the weather being stormy! Question: Should the club continue to cover food for next year? Again, a unanimous decision was to take it to the board for further review.

The following nominations were forwarded by the Nominating Committee. As there were no contested seats and no nominations from the floor, the Secretary cast the deciding vote for the 2013 slate of officers and directors:

Commodore	Wilbur Dowdle
Vice Commodore	John Read
Rear Commodore	James McGinnis
Secretary	Susan Morris
Treasurer	Denis Kingsley

Board members to serve for a two-year term:

Ray Margeson	Cliff Geer
James Morris	Tim Walker

Board Members with one year remaining on their term:

John Kremer (replacing Bill Moffett)
Tom Alley



- Sue

## From (and About) the Treasurer

by Dennis Kingsley, S/V Tark

As for the club's official business, all bills and invoices have been paid and there are still funds in the account, which is basically inactive during these months of doldrums and darkness.

With that out of the way, I often get inquiries about my boat's name. So how did *Tark* get its somewhat unusual name, especially one not in any way associated with sailing? And what's with the first Sargent stripes on the side of the hull and on the spinnaker?

My father was in a high school play and had the part of Lucius Tarquinius Superbus, the Roman tyrant. From that time on he was nicknamed "Tark". (Though he never was a tyrant even though he spent some time as a drill sergeant.) As for the chev-

ron, he retired from the US Army as a First Sargent. He helped me pay for my Catalina 25 but passed away just before he was to come sailing. Therefore, I've named all of my boats either "Danny Boy" for Daniel (his given name) or "Tark". And that is also why there are Army stripes on a "naval" vessel.



- Dennis

## Digital Refits – Updates to the FLYC Web Site

by Tom Alley, S/V Tomfoolery

Some of you reading this may have noticed that the club web site was “off the air” on multiple occasions last year. This is because the server hosting the site was having some issues and was becoming less and less reliable. In the end, the problem proved to be terminal and the hardware (over 10 years old) powered itself off permanently.

With help from the FLYC and the Seneca Sail & Power Squadron, a new server was purchased and placed on line this past summer. The new hardware is more advanced, faster, and has greater capacity. Most importantly, is dedicated solely to the hosting of web sites. (The old server was also the family computer, which was used to read e-mail, surf the web, play games, do homework, balance the checkbook, print recipes, etc.)

With the additional capabilities at our disposal, some upgrades to the web site were in order.

Just in case you can’t remember, our web site is:

<http://www.FLYC.US>

The new server is dedicated to the web and nothing else. It also has much larger drives on it, meaning that we can significantly expand the content of our web site without running out of space. We can host photo galleries, libraries, and even some videos if we so choose. Best of all, there is room to expand the server in the future if we manage to find a way to use up all of this extra space.

As a first step, the FLYC membership directory has been upgraded to be able to include photographs of every member and every boat. A few folks have sent me pictures of themselves

and of their boats, so you can see what an entry with photographs looks like. It would be great if we had photos of everyone and every boat, so please e-mail snapshots to me as soon as possible.

Don’t have a photo? Well, it just so happens that we have a club photographer who can deliver professional results – suitable for publication! Send Erin an e-mail and I’m sure you’ll be able to work something out.

Can’t get to the member directory? Read on!

With all of this information on the web site, privacy is definitely a concern. For this reason the directory is in a section of the site that requires a user name and password to access. At the moment we have a generic user name and password to provide access. Drop me an e-mail and, if your membership is current, I’ll send you a reminder of what the credentials are. In the future, look for the next site upgrade to include even better security.

While you are poking around in the member directory, please make sure that all of the information there is current and correct, especially your e-mail address.

Is there a feature you’d like to see on the web site? Let me know.

-Tom



## Cruising 2013

by John Kremer, S/V Amazing Grace

I think everyone feels that we got a good start in 2012 to improve the members cruising ability and frequency. There is lots to do and enjoy out there, so let’s plan for a bigger and better 2013.

Last year we included classroom, dockside, and on the water training, followed up with a fall cruise. We now have a small cadre of cruisers who can help expand the program. In 2012 we concentrated on Sailboat cruising, this year I think we should make the effort to extend our cruising skills and knowledge to our power boaters.

I would appreciate ideas, suggestions and comments, hopefully positive comments, for our programs. I have been thinking about what we might look at this year. Here are some thoughts:

- 1) Last year we put together a slide show, produced by Peter Knott, that identified several anchorages and docking opportunities on the lake, this year maybe we should expand this information to include more locations and more details about each location. This might include water depths, nearby services, phone no’s, fuel availability, etc.
- 2) Maybe an informal cruising planner on the bulletin board

at the marina where members can suggest a cruise they are planning and request other boats to join them.

- 3) Maybe plan a powerboat cruise to Geneva with sailors joining aboard the powerboats. The powerboats can comfortably get to Geneva in 3 or 4 hours. Say leave 10 AM arrive early PM, tie up at the free city docks, spend the afternoon walking around Geneva, followed by dinner and an evening/night sail back to the marina. Actually Sailboats can do the same thing starting earlier and using the iron genoa to keep the speed up (motor sailing).
- 4) Conduct some on shore Q&A sessions, maybe before social events where our more experienced members can help the newer sailors.

There you have it, those are my ideas. What do you think?

E-Mail me: [jdkvix@juno.com](mailto:jdkvix@juno.com)

- John



## Understanding the Neutral-to-Ground Connection: It's Meaning and Consequences

- by Capt. David Rifkin, (USN-Ret)

An often misunderstood and misdiagnosed fault in the AC electrical system on a boat occurs when there is an improper connection between the neutral and ground systems. This fault represents a safety hazard and is not uncommon, especially in older boats. In this article we will examine how this fault occurs, the safety-related consequences of having this fault, and how it can be detected.

First, a little background is in order. The ABYC standards and the National Electric Code are consistent when they require that the neutral and ground only be connected at a "newly derived source." In our case, this means that the connection is made at the marina's electrical service entrance (which is a transformer ashore) and at the output of an operating generator, operating inverter (invert mode), or isolation transformer aboard the boat. When the operating source of power is aboard the boat (a generator), this neutral-ground connection is required to be aboard the boat. And when shore power is the boat's power source, there must be no neutral-ground connections on the boat.

You ask, "why do we have to have any neutral-ground connections"? Seems like getting rid of all of them would eliminate a lot of confusion about when to have them and when they are illegal. Well, having this bond at the source provides a means for having an effective path to carry ground fault currents safely back to the source. For example, if a hot-to-case fault occurs on the boat, the green grounding (or "bonding") wire in the shore cord and throughout a properly wired boat will provide an effective path for any fault current to return to the neutral-ground connection back at the source. This serves two purposes; first, it keeps the touch voltage low on metal-cased equipment, and second, it can cause enough additional current to flow in a short time to cause a protective action to occur (circuit breaker trip or blown fuse) and clear the fault. Normally, there is supposed to be no current flowing in the green grounding (or "bonding") wiring in the boat's system. (See diagrams on page 4).

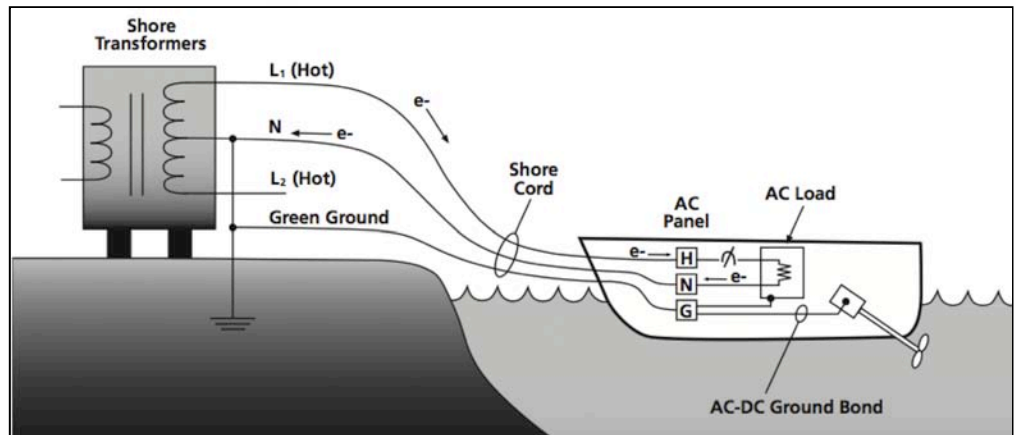
### The Problem

Going back to our boat situation,

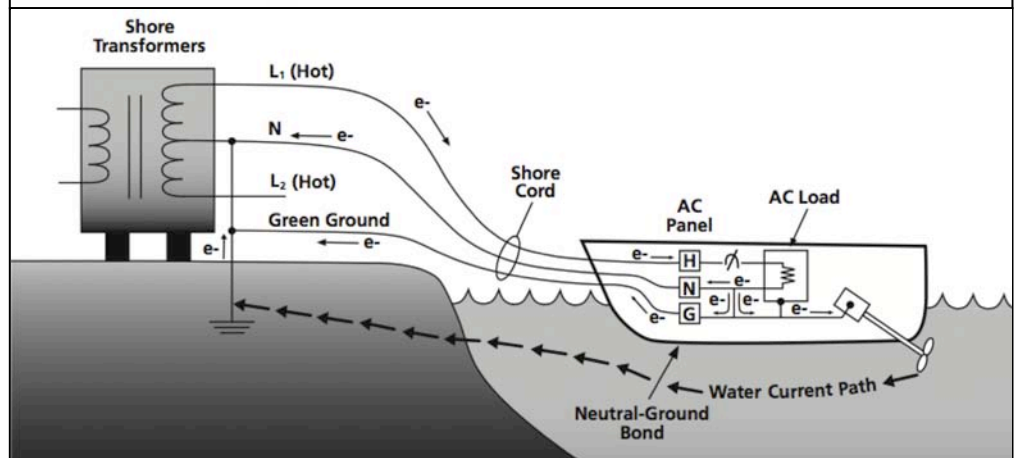
when shore power is being used on the boat, those neutral-ground connections, which are required for generators and inverters, must be broken. Remember that for isolation transformers, the neutral (white wire) and ground (green wire) are permanently joined on the boat on the secondary side only of the transformer since it's considered a newly derived source.

For generators, this connection is normally broken by an additional pole on the shore-genset selector switch. In the case of inverters, it is normally broken automatically inside the case when the inverter operates in the pass-through mode (i.e. when the actual power is coming from shore power and not from the batteries).

So, how does this fault occur on boats? There are numerous ways a neutral-ground connection is inadvertently established,



*Proper boat: This illustration shows a properly wired boat receiving 120-volt service. There are no ground faults, or neutral-ground connections therefore no current is flowing in the green grounding wire. Note that the required bond between the AC-DC ground systems is intact on this boat.*



*Improper boat: This boat has an improper connection between the neutral and ground systems on the boat. This not only creates a second parallel path for current to flow back to the source in the green grounding wire, but also a third parallel path back to the source via the water."*

which explains why it occurs on boats, especially those with modern appliances and older boats that have been “tinkered” with by unqualified electricians. Here’s how it can happen:

•*Improper load wiring in the panel.*

When loads are wired into the AC panel, the installer may mistakenly attach a green grounding wire to a neutral terminal (white wires), or vice versa.

•*Improperly configured power source selector switch.* Use of a shore-genset selector switch without a dedicated pole to break the neutral connection when the “shore” position is selected causes the required genset neutral-ground bond to remain active when receiving shore power.

•*Improperly wired 240v appliances.*

Many 240v appliances (clothes dryers, ranges and cook tops) use 120v to power lights, clocks and audible alarms. These devices often come from the factory with an internal neutral-ground bond so they can be used with older-style three-conductor receptacles. When these appliances are connected to a newer four-conductor receptacle, a neutral-ground bond occurs on the boat. The bond can also occur when using the older style receptacles, depending on how the receptacle is wired. Most instructions explain when the internal bond should be removed.

### *The Consequences*

Now let’s examine the consequences of an improper neutral-ground bond aboard. In a properly wired and configured system, all of the supply current will return to the source via the neutral connection for 120v service, or a combination of the neutral and ungrounded (hot) conductors for a 240v service.

However, since the neutral is grounded at the source ashore, a neutral-ground bond on the boat establishes a new path back to the source that directly parallels the neutral conductor (since the neutral and grounding wires are now connected to each other at each end).

Effectively, we now have a second path for normal load currents to return to the source, this second path being the green grounding (or “bonding”) wire. The current flowing in this grounding wire raises the voltage potential of any grounded metal items on the dock to something above earth potential. This elevated potential creates a shock hazard to anyone touching anything grounded on the dock (like shore power pedestals, rails, metal docks, faucets, etc.).

But this dockside shock hazard is only one of the consequences. If the boat is wired to ABYC standards, the AC grounding system is connected to the DC grounding system by a grounding (or “bonding”) wire. This creates yet another parallel path for normal load current to travel back to the source: the water path.

Since the DC grounding system is connected to underwater equipment, and since the AC grounding system is staked to earth ground ashore (at the same point where the required neutral-ground connection at the service entrance is made), there is

a path for normal return current to flow through the water and earth back to the source ashore. This current can also jump back into a lower resistance grounding wire system on the dock by using the underwater metal of other boats as the pathway!

If the resistances of the conductors and connections in the neutral and grounding wires of the dock system and shore cords are low, most all of the load current will be carried by these conductors, and little will enter the water. However, considering the poor condition of wiring systems in many older marinas and boats, along with the condition of the many decrepit shore cord sets you see on the docks, you could have a recipe for disaster.

If the water return path becomes the lowest resistance of the three paths (neutral, ground, and water), then the water path can see a majority of the return current. Note that current doesn’t take the least resistance path back to the source, it takes all paths. The most current will flow, however, in the path with the lowest resistance.

Current flow in freshwater means that the voltage potential on underwater equipment has risen significantly. The electric fields established can be strong enough to paralyze (which causes drowning) or even electrocute someone in the water near the boat. In saltwater, the high conductivity of the water will keep the voltage potential on underwater metals relatively low (saltwater is a good conductor) therefore the personnel hazard is not as acute as in freshwater. But be assured, a diver receiving a “tingle” while changing anodes in saltwater, could be seriously injured or even killed working on the same boat in freshwater.

The last potential consequence of a neutral-ground connection on a boat is fire. This can happen during maintenance on the marina electrical system. If a maintenance error is made that inadvertently connects an ungrounded (hot) conductor to the neutral system ashore, the neutral-ground connection on the boat represents a direct short circuit. (Reverse polarity indicators are not required for 240v shore power systems.) Since the neutral is not provided with over-current protection at the main breaker on boats powered by 240v, there is no overcurrent protection available to disconnect the source. Conductors will burn, and fires are likely to start very quickly. This situation occurred a couple years ago at a local marina in NE Florida, starting fires and destroying several boats (predictably, they were all older boats, and neutral-ground connections were detected on those that still had a relatively intact electrical system).

A similar issue exists with 120v systems. If a boat without a double-pole main supply breaker onboard (required by ABYC standards) also has an improper neutral-ground connection and is then plugged into shore power with reverse polarity, the same direct short as discussed above occurs. In this case, until a dock circuit breaker trips, wiring in the boat’s ground system is likely to burn and possibly cause a fire.

### *The Survey: Does a Fault Exist?*

Determining if a neutral-ground fault exists on the boat you are

## 2012 FLYC Award Winners

The Finger Lakes Yacht Club wishes to recognize and congratulate the following members for their achievements during the 2012 sailing season.

Every year the club sponsors a race from Watkins Glen to Lodi Point, a distance approximately 14 nautical miles, known as the Commodore's Cub Race. This year we congratulate the following competitors:

- 3<sup>rd</sup> place - John Read aboard *Wingin' It*
- 2<sup>nd</sup> place - Ray Montando aboard *No Worries*
- 1<sup>st</sup> place - Dirk Sears aboard *Karen's Dream*

At the end of the season with the foliage along the lake beginning to turn, the club celebrates the Fall with one last "fun" event that doesn't count toward any of the season totals. Known as the Grape Harvest Race, it is a popular event not only because it provides one last event in which skippers and their crews can participate before the long off-season, but it turns race strategy upside down by virtue of running with "reverse handicaps." This means that each boat starts individually based on her performance during the year and everyone (theoretically) will finish at the same time. This year's top finishers include:

- 3<sup>rd</sup> place - Peter Knott with *Quality Time II*
- 2<sup>nd</sup> place - Ray Montando with *No Worries*
- 1<sup>st</sup> place - Mike Crouse with *Seek Ye First*

The club's flagship event is the Summer Series, a series of ten races held roughly every other week from June through September. While the series consists of a number of sprints, there is an endurance factor involved with skippers and crews per-

forming consistently over a long period of time. Please join the club in congratulating the top finishers of the 2012 series:

- 3<sup>rd</sup> place - Tom Alley with *Tomfoolery*
- 2<sup>nd</sup> place - Tom Keebler with *Dry White*
- 1<sup>st</sup> place - Ray Montando with *No Worries*

The club utilizes a performance-based handicapping system in which a competitor's handicap is adjusted based on performance. As a result, the more a competitor winds, the less favorable their handicap becomes. This year the club recognized the skipper and crew with the largest "negative" handicap

Largest Handicap Award - Tom Alley on *Tomfoolery*

The highest honor bestowed by the club is the Douglass Steed Award, meant to recognize long-term dedication to the club and to the sport of sailing in general. It is a lifetime award, meaning it can only be awarded to someone once in their lifetime. This year the club is extremely pleased to recognize:

Douglass-Steed Award - John and Jeanne Kremer

Aside from being charter members of the club and "fixtures" within the marina, John and Jeanne have been tireless ambassadors for the FLYC and for sailing in general. As generous with their time as they are at giving out smiles, they can always be counted on to greet newcomers and freely share advice and suggestions to all who visit our docks. Congratulations, John & Jeanne!

## Winter Blues Gathering Announced

by John Read, S/V *Wingin' It*

Believe it or not, spring is around the corner. Are you ready for our annual "Winter Blues", gathering on Sunday, February 10<sup>th</sup> at 5:30 p.m. at the Watkins Glen Harbor Hotel? We are! This is an open-door event - all are welcome. It is not sponsored by any group and is an opportunity to have a good time. Dress is casual. The menu is as follows:

Hors D'oeuvres:

- Fresh Fruit
- Vegetable Crudités with Herb Dip
- Assorted Cheese and Crackers

Dinner:

- Salad of mixed field greens, selection of dressings
- Entree: your choice of one of the following:
  - Grilled Top Sirloin with Mushroom Demi (additional \$1 per person)
  - Pork with Apple Sage Chutney
  - Chicken Breast with your choice of sauce (Tarragon, Picotta, Marsala, or Red Pepper Cream)
- Starch and vegetable: Chef's choice

Beverages:

- Coffee and Tea

There will be a cash bar available. The price of \$25 or \$26 for the meal is all-inclusive (gratuity & tax included). Please let me know if you will be attending since we need to coordinate with the Harbor Hotel staff.

We are looking forward to seeing everyone.

- John & Rae Read



**FLYC Scrapbook: Annual Meeting & Awards Banquet 2012**

*photos from Sue Morris, SV Sails Call*

Some snapshots of the Annual Meeting.



L to R:

Mike Crouse graciously accepts his "trophy".

The official "Seneca Cake".

John Kremer is recognized for his work as the cruising co-chair and class organizer.

Outgoing Social Chair Karen Poole and assistant Dirk Sears.

Below: 2012 award recipients: (Back) John Kremer, Peter Knott, Mike Crouse, John Read, Tom Alley, Karen Poole, Dirk Sears, Ray Montondo, Tom Keebler, (Front) Rae Read and Jeanne Kremer.



## Understanding Grounds (con'd)

working on or surveying is a matter of making a simple test with a digital multimeter. With the boat unplugged from shore power (see safety note below), measure the resistance between the neutral and ground buses in the panel, or access these two points at any convenient AC receptacle on the boat (the large slot on the receptacle is the neutral). This reading should be greater than 25kohm. Typically the reading will be close to zero ohms if a neutral-ground connection exists.

*Important safety note:* If the boat has an inverter, make sure the fuse is removed from the DC supply conductor before proclaiming the boat's AC system is deenergized. Inverters can sleep through meter voltage checks on receptacles and come to life when your ohm meter, or you, offer a lower resistance and put a load on the system!

In summary, neutral-ground connections represent a safety hazard in the marine environment. Wiring errors usually create this situation. These faults are relatively easy to detect and correction should be made on a priority basis. Adhering to the ABYC electrical standards during maintenance and installation, and inspecting to these standards during surveys will provide the safest possible environment for your clients while enjoying their pastime.

### ADDENDUM

There is another problem associated with grounding the neutral on a boat that uses shore power directly (no isolation transformer aboard). It was not discussed in the body of the article since the focus was on electrical safety. If the neutral is grounded on a boat using a galvanic isolator, the isolator will be bypassed and rendered useless. We have seen numerous occasions where improper electrical maintenance or installation was performed on a boat, and the result was rapid sacrificial anode loss and sometimes damage to expensive aluminum sterndrives or saildrives. Please leave the electrical work to those with an American Boat and Yacht Council (ABYC) electrical certification, for both personnel safety and equipment protection.

*This article appeared on <http://homeport.uscg.mil> and was reprinted with permission. (Thanks, Captain!) If you would like to contact the author, you can reach him at:*

*Capt. David Rifkin (USN, Ret)*

*SAMS® AMS®*

*ABYC Certified Corrosion, Electrical*

*Quality Marine Services, LLC*

*Voice: 904-382-7868 Fax: 904-379-1111*

*<http://www.qualitymarineservices.net>*

## NEW! – FLYC Member Ads

*Seek, Buy and Sell Your Nautical Items Here – Free to FLYC Members*

### FOR SALE

Do you have some "boat stuff" that has been taking up space in your basement, garage, or starboard cockpit locker that might be better put to use on someone else's boat? List it here!

### WANTED

Need that special item that's probably sitting in your neighbor's garage that he's not using? How will you ever get it without asking? "But how to ask tactfully," you say? Post it here, of course!



**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

John Reed,  
Vice Commodore  
(607)

Jim McGinnis,  
Rear Commodore  
(607)

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 \_\_\_\_\_