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Corrections

If you notice any newsletter or web site errors, please do not hesitate to contact the editor at the e-mail address below. Your feedback is appreciated!

editor@FLYC.US

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

Partly Cloudy With A Chance of Sailing

Sailing, whether cruising or racing, is definitely a mindset of its own. One must always be prepared for contingencies and be ready to act on them.

This year's Commodore's Cup Race to Lodi was a perfect example of this mindset. On the day of the event, the weather forecast was adamant over the probability (certainty) of rain and was hyping the possibility of "isolated" thunderstorms.

While landlubbers and die-hards (myself included) might push forward with plans to sail to Lodi (about 14 nautical miles away) in order to embrace the challenge, there is a significant population within the FLYC membership that might not be so inclined. In the end, the Race Committee elected to sail a modified course to Peach Orchard Point and back, returning to the safety of the Village Marina should "isolated" turn into "right here".

While disappointing to your editor, the concession that some sailing is better than no sailing helped to ease the disappointment of not visiting one of Seneca Lake's landmarks.

It turned out that we had a fantastic race.

Like, the kind of sailing we'll be talking about for some time!

Because the modified course allowed for some variation of sailing conditions (i.e., both windward AND leeward), all 13 participating boats got to mix it up a bit. The racing was close, with boats meeting and tacking across one another's paths numerous times.

So we didn't reach our desired destination. We didn't get to anchor out on the lake and instead had to listen to a (so-so) band at the marina that evening rather than enjoying the natural beauty of the lake. But we *did* have a much better race and sail that day. We had a much larger fleet participating than we would have had we pressed on in the face of potentially adverse conditions. We had a great time. We had a great sail. We had a really good race, too.

The lesson? Be flexible. Be open-minded. At the very least, you might discover something you didn't expect. In more extreme conditions, you might actually discover that prudence was indeed the wiser (and safer) choice that allowed you to sail another day.

- Editor

Commodore's Comments

By Wilbur Dowdle, S/V Irish Wake



Summer is here officially and the club is enjoying the Village Marina once again. Our social director, Linda Cozad, has been busy on the social front. Jim McGinnis and his crew have had us active on the racing front.

We have had hots and hamburgers to enjoy the 4th of July weekend and last weekend shish kebabs with a new idea of message in a bottle for the theme that proved to be fun. Linda has also introduced a Saturday morning coffee klatch. Village Marina Bar and Grill has offered the use of their tent located in front of the bar and over the water for our use to gather with coffee and good conversation on Saturday mornings. (Most show up around 8:30 to 9:30.) As always the club members have helped Linda with set up and clean up on these social

events. Thanks to all for their efforts.

Our racing schedule has had trouble with the weather but we have managed to go forward and are on schedule. Even though we had to change some courses we have managed to get in most of our events. It had little problems like, huge winds, demonstrations at the salt plant, fishermen pulling our race markers out into the lake and still we managed to complete most of our races. Hats off to the sailors' perseverance.

We had a "photo Day" that proved to be other than productive; Erin will be back for another day. Let's hope for more wind and a better turn out. Erin would like to be on a power boat on her next visit, any volunteers?

We are still looking and working very diligently toward having mooring balls for the clubs use. It seems that putting out mooring balls In Seneca Lake is not an easy task. Not only do we

Upcoming Events & Dates

AUGUST 2013

Saturday, August 17th – Hawaiian Luau Beach Party. 5:00 p.m.
Social time; 6:00 p.m. Dinner.

SEPTEMBER 2013

Saturday, September 7th – Homemade Soup/Chili Cook-Off and Chocolate dessert contest!
5:00 p.m. homemade soup/Chili/Chocolate Contest!

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

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

LATE BREAKING NEWS

FLYC Web Site Issues

If you've been having trouble getting to the FLYC web site recently, you're not alone.

In mid-July an intermittent problem with Internet connectivity would appear at sporadic intervals. This issue proved difficult to troubleshoot as it would come and go on short notice. Towards late July, however, the problem became much more persistent and it was determined to be within Time Warner's network.

At the present time, I believe I have isolated the piece of equipment causing the issue and have had it replaced by Time Warner. This seems to have improved things, but there are still occasional outages that I have not been able to explain.

I am continuing to work with Time Warner to resolve the issue. Your patience continues to be appreciated.

-Tom Alley, FLYC Webmaster

Commodore's Comments (con'd)

have the physical problem of the heavy anchors but we have a huge anchor in the form of red tape. We have found that our local sheriff's department is not cooperative in our efforts. We are presently attempting to find good safe locations to place the balls. If and when we get them, I think they will be a safe fun place to expand our sailing experiences. We will keep you posted on our progress.

Now on a personal note, I would like to thank each and every one of you for your assistance, patience and perseverance over the last three years that I have been your Commodore. However, there comes a time when we need to look for the future to be as bright and strong as the past. I am stepping down this year and it is time to start thinking about the direction you would like to have the club take and who you would like to have lead it there. My suggestion would be to look to some of our younger and newer members for your new Commodore. New ideas are always welcome.

As always the club will persevere but I feel we have come a long way in the past three years. We have expanded our cruising and racing, promoted boating education, and our social activities are stronger than ever. Our newsletter is top shelf. Let's not let the club's forward motion go into "irons". Let's round this mark and head for the next mark with strong, full sails.

A big thanks to Guy for the ladies room fan!

As always, my companionway is open to all,

- Wilbur

From the Vice Commodore

by John Read, S/V Wingin' It

This year the Lodi Race got altered. What a day we had racing north to Peach Orchard Point. Beautifully steady 15-20 kt winds out of the south. Lots of spinnakers and wing-on-wing activity. All had fun and for some of us single-handed boats a bit of sweat was produced. It was great fun and could easily be remembered as one our best sails. Pounding south down the lake on the return trip was exciting and many keels were showing their colors.

The after-race gathering was fun and laughter and equally memorable. Thanks to all for their participation!

- John

Seneca Sail and Power Squadron

Invites anyone interested to join us on Seneca Lake for a fun afternoon.
Saturday, 8/24/13 at 1PM

The Seneca Sail and Power Squadron Is sponsoring a "GPS - Coordinates Hunt" for all Sail and Power boaters. (Like a scavenger hunt with boats.)

- Meet at the Flag Pole at Seneca Harbor Marina at 1PM on 8/24. Event starts at 1:45PM.
- Use your GPS to find several locations on the lake and return with some information that shows you've been there.

Awards Event at 5PM. BYOB Drinks and Snacks.
No Pre-registration necessary.

Call Lynne or Jim McGinnis at
607-358-4409 if you have any questions.



The Global Positioning System (GPS) is a satellite-based navigation system made up of a network of 24 satellites placed into orbit by the U.S. Department of Defense. The GPS system can provide location Information anywhere on Earth. Receivers are accurate to within 15 meters.

From the Secretary

by Sue Morris, S/V Sails Call

Wow, I can't believe that the summer months are going so quickly!! Deadline for another newsletter and I feel like we just started our boating season. I hope all are staying safe, healthy and happy! We now have 44 new/renewed members to FLYC.

You can download the updated membership list for 2013-14 season on FLYC web site. The activities have been quite exciting and the number of people attending has been great! Family schedule conflicts have been quite regular this year for Jim and I, but we hope to see all of you soon.

Live, laugh and love your boat!!

Sincerely,

- Sue



From the Treasurer

by Dennis Kingsley, S/V Tark

We are solvent!

- Dennis



Socially Speaking

by Linda Cozad, S/V She's Keelin' Me

The Breakfast Gathering was well received (approximately 20 attended) on Saturday, June 29th 8:30-9:30 a.m. It was held under the canopy on Dock #5. It was a beautiful, slightly windy morning and all enjoyed coffee, bagels and donuts! It was suggested that going forward bring your coffee, meet anyone interested on Saturday mornings 8:30 a.m. for some social time... starting your day out right!

FLYC Clothing has arrived and will be available at the Marina - contact me for delivery. Still time left in the season to order.

Boat Photo Day – Despite the cloudy weather a handful of boats decided to have pictures taken. A second photo day is in the works and will be posted on bulletin board and email communication will be sent when confirmed.

Chili/Homemade Soup event: Several have asked that events begin at 6:00 p.m. rather than 5:00 or 5:30 p.m. This event will be 6:00 - 6:30 p.m. social time. Bring your favorite drink - wine & crackers available for social time; bring your favorite chili or homemade soup or dish to pass.

Please sign up for events if you are attending. The sign-up sheet is in between the men's and ladies restroom of the Village Marina Restaurant. This is important due to planning for main dish at each event. If you are unable to sign up please send me an email and I will add you to count.

Members..., it's your club. If you have a suggestion for an event, please see me and I will see if we can do it this year or put it on next year's calendar.

- Linda



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.

Partner In Command Seminar

by Jim Morris, SV Sails Call

On June 29th the Seneca Sail and Power Squadron sponsored the Partner in Command seminar. The seminar was attended by 15 students. Instructor Don Kloeber led the group and did an excellent job conveying course material. We had a lively discussion on several emergency situations and what your partner should be able to do to return the boat and passengers safely to shore. The class wrapped up with hands on practice throwing life saving devices, using fire extinguishers, and using flairs.

The Partner in Command class stresses preparation. Take the time to discuss how you and your boating part-

ner might deal with an on the water emergency. Practice, practice, practice so that you are prepared to handle boating emergencies.

Left photo: Seminar instructors. Below: Seminar graduates.



Cruising 2013

by John Kremer, S/V Amazing Grace

There has been no response to the cruising suggestions in the newsletter or those posted on the bulletin board. The powerboat cruise is on hold, see discussion below.

We will give the sailboat cruise a final try.

A Sign up sheet for the Sailboat cruise will be posted on the bulletin board. Suggestions are encouraged.

Sailboat Cruise – Saturday, September 14th.

A two-day Cruise to Geneva (30 nm). Leave around 8:30AM, arrive mid/late afternoon, tie up at the free city docks or anchor, spend the remainder of the afternoon aboard or sightseeing in Geneva. Dinner ashore

A morning sail back to the marina, maybe stop off at The Rainbow for lunch.

The estimated sailing time each way is 8-9 hours, maintaining 5 knots sailing and/or motor sailing.

Depending on the wind (and therefore the amount of tacking required), the distance sailed each way may be 35 to 45 miles.

Powerboat Cruise

In my previous suggestions I said “This should be a real learning experience, a two day cruise to Seneca Falls on the Cayuga-Seneca canal.”

Well, as it turns out, it has been a learning experience for me. You can understand the reluctance for the trip when you realize

the costs involved.

The trip would be 72 nautical miles. Assuming one gal of fuel per nautical Mile and \$5.50 per Gal, we are talking about \$350 plus canal fees. To make this a doable adventure we would have to find a less expensive plan. We have some ideas, but will need to work on them over the winter and see what we can come up with.

A canal Cruise is a really fun and enjoyable trip. Hopefully we can make it happen.

Also it just occurred to me that for the first time in years, no one, to my knowledge, motored during the Commodore’s Cup Race. I think that’s really great! More racers and no motors. The racers are getting better and more pure...



- John

Email John at jdkvix@juno.com with questions or to sign on for a cruise

Addendum: The Seneca Yacht Club annual Barge Race is scheduled for Saturday, September 14th. If anyone is interested in combining the cruise north to Geneva with participation in this race, please contact either John Kremer or FLYC Race Committee via Tom Alley (alley@acm.org) so that it can be included in the agenda of the sailboat cruise discussed in this column. – Ed.

Safe Boating in NYS and in US Inland Waters?

by Peter Knott, SV Quality Time II

New York State Boater's Guide Jan 2012 pg 50

Paddle Craft

"Increasingly popular paddle craft, kayaks and canoes, are vessels and operators need to know the fundamentals of safe boating as well as be aware of the potential risks associated with small boat recreation. By their nature paddle craft are low profile watercraft and may not be readily seen by larger boats. Paddlers should generally avoid heavily trafficked areas of any waterway..." (In other words, paddlers should not impede the passage of larger vessels.)



of the give-way boat alone, the stand-on boat is required to sound a danger signal and to take the most effective action to avoid a collision. In other words, under maritime rules there is no such thing as "no fault". In fact, COLREGS pretty much specify that any **collisions or near-misses are "all-fault"**. Even if you do everything correctly, you are still at fault because if there was a problem, you "obviously" didn't do enough to prevent it or to prevent from becoming involved. *Keep in mind that in a collision you may be right ... "You may be dead right...!"*

Note - The COLREGS give preference to boats that are less maneuverable and emphasize that small, manually propelled vessels are considered MORE maneuverable than powerboats, sail boats, and everything else. Power & sailboats do not have brakes.

Rule 9 Narrow Channels: When in a narrow channel or fairway. Stay as close as possible to the starboard "right" side of the channel or fairway. A "fairway" is defined as a thoroughfare between docks and piers.

**The One Minute Guide to the Nautical Rules of the Road*

THIS INFORMATION IS PRESENTED IN THE INTEREST OF SAFETY AND BOATING ENJOYMENT IN OUR DIVERSE BOATING COMMUNITY. PLEASE BE A COURTEOUS AND SAFE BOATER.

The International Regulations for the Prevention of Collision at Sea (COLREGS)*

Rules of the Road on the water, these Rules **and the essentially identical US Inland Rules** apply to **ALL** boats, regardless of type or size, on all seas and most US bays, inlets, rivers and waterways connected to the sea. (Seneca Lake is federally designated US Inland Water.) Kayaks, canoes, rowboats and other human powered vessels are not specifically covered in the COLREGS. **However, Rules 1 thru 11 and 13 apply to ALL vessels regardless of size or propulsion.**

Rule 8 Collision Avoidance: If the situation develops to the point where a collision can no longer be avoided by the action

New National Weather Service Data Display

by Charles Wells, United States Power Squadrons

The National Weather Service has developed a new Web data display. This new display is easier to use and makes available an enormous amount of data for users. This display can serve as an excellent training tool for instructors of the USPS Weather course or a source of marine weather for the cruiser.

The site is experimental and the NWS is soliciting comments. It is intended to go active in the fall.

To access, use this link:

<http://preview.weather.gov/edd/>

- Charles Wells, Chairman
USPS Marine Environment Committee
cjwglb@verizon.net



So, What's This PHRF Thing?

by Tom Alley, SV Tomfoolery

Sailboat racing handicaps are generally perceived to be complex, obscure, occasionally arcane, and always highly subjective – particularly by those who feel that their handicap is unjust. Which is just about everyone. ☺ Hopefully, this article can shed a little light on the sorcery involved in this “black art”!

Why Handicap At All?

If we all sailed identical boats, then there would be no need to handicap as the differences in performance would be due to the skippers and crews and not because of hull shape, waterline length, or sail area. Fortunately for us, we all have boats that suit our personalities and wants. Unfortunately, this means that our boats all have differing potential in the arena of performance.

What is PHRF?

PHRF stands for “Performance Handicap Race Fleet”. It is a system which accounts for the differences between boats and attempts to level the playing field so that boats of different makes and models can compete against one another. Unlike other rating systems that are out there, PHRF is based on actual boat performance and not on mathematical formulae or design parameters.

In most PHRF fleets there is no credit for lack of sailing skill or boat preparation. The handicap is based on the yacht being sailed by a top-notch crew with the best equipment. This is important to remember: The PHRF system handicaps yachts, not sailors.

How Is A PHRF Handicap Assigned?

PHRF handicaps are based on the speed *potential* of the boat, determined as far as possible on observations of previous racing experiences. For new boats, handicappers typically compare the new boat to others that they are familiar with and references, if available, to designer's predictions, International Measurement System (IMS) or Midget Ocean Racing Club (MORC) handicaps.

Handicappers look for boats of the same type, based on sail area to displacement ratios and then make adjustments based on the differences. In addition handicappers generally look to see if the boat has raced in another PHRF group. If using measurement rules such as MORC or IMS, care must be taken, as measurement rules are type forming. If the boat wasn't designed to the rule, then the handicap likely will not be representative of the boat's potential. Since measurement rules evolve over the years, the age in the rule must also be considered.

The handicap can then be adjusted, based on race performance. This is the difficult part as the quality of the racing program has to be taken into consideration. Just because a boat finishes last all the time or, on the other hand, wins many races, does not necessarily mean that the handicap is wrong. It could simply

be a reflection of the level of competition in the area where it is being raced.

Why Does My Boat Have Different Ratings?

There are several reasons why your boat would rate differently throughout the country. The main reason is that PHRF handicaps are administered locally. Variations to consider include sailing conditions like average wind speed and type of water sailed upon (i.e. ocean vs. lake) as well as the general make up of the local fleet. Since the handicaps of boats are adjusted to other boats within the same area, comparisons to other areas may not be relevant. Relative differences between boats typically provide a more accurate reflection than the absolute handicap assigned. In general, most areas tend to keep within the national handicap extremes but if a particular handicap does not seem correct for local conditions (such as a sport boat in mostly reaching conditions), remember that local PHRF organizations rate boats independently.

How Is A Handicap Expressed?

Handicaps are expressed as a single number in units of seconds per mile. This number represents a difference in speed potential against a hypothetical boat against which all other boats are compared. Historically, this boat was considered to be impossibly fast so that all handicaps could be expressed as a positive number. Over the years, however, sailing technology has evolved to the point where there are a significant number of boats that now have negative ratings.

Using my own boat as an example, my PHRF handicap is 201 seconds per mile. This means that, on average, my boat will sail a measured mile 201 seconds more slowly than the hypothetical reference boat.

It should be noted that the single rating number makes the assumption that a “typical” race course will be composed of roughly equal parts of beating upwind, reaching, and running downwind and that a full suit of sails are used. Adjustments to a base rating has to be made if a club employs windward-leeward race courses or if flying sails (e.g., spinnakers) are not used.

How Are Handicaps Used to Score A Race?

Let's assume that I am racing another boat in our club that has a handicap of 180 sec/nm. By taking the difference between the two handicaps ($201 - 180 = 21$) we can see that the boat I am racing *should be able to* sail a mile in 21 seconds less time than I *should* be able to.

A typical race for the FLYC covers a distance of about 3 miles. Using the example above, the boat I am racing against needs to give me 21 sec/nm or 63 seconds (21×3) credit against my finish time. Even if the other yacht finishes 60 seconds ahead of me on actual time, our corrected finish times will show that I finished 3 seconds ahead of the other boat.

PHRF (con'd)

Moss Factors and Local Adjustments

As stated earlier, PHRF handicaps apply to a particular make and model of boat. PHRF does not take into account the skill of the crew or the degree to which the boat's equipment is maintained. For many cruising fleets that enjoy club racing at the local level, this is not a realistic assumption. Therefore, adjustments to handicaps are allowed at the local level. Collectively, these are sometimes referred to as "Moss Factors", though this term is sometimes incorrectly used.

Technically speaking, MOSS factors are a handicap adjustment that can be made at the discretion of the local club to account for skill differences between skippers and crews. These are typically a fixed adjustment based on subjective criteria (e.g., number of years sailing).

Another class of local adjustments are known as "golf handicaps". These are typically based on prior race data and allow for the continuous adjustment of a boat's rating based on the crew's actual performance. The FLYC uses such a handicap adjustment.

FLYC handicap adjustments are based on the spread of corrected finish times of each race. The adjustments are designed to, over time, compress the spread between first and last place and to help beginning skippers and crews become more competitive against their more seasoned counterparts. While there is a mathematical formula involved, it can be summarized as follows:

- If you win by a wide margin, your handicap will be adjusted to be "a bit faster."
- If you lose by a wide margin, your handicap will be adjusted to be "a bit slower."
- If you win or lose by just a little bit, your handicap will remain unchanged.

Variations on PHRF Scoring

Up to now, you may have noticed that the handicaps and scoring methods described in this article rely on making adjustments (corrections) to a boat's finish time based on the distance over which she has sailed. This is referred to as Time on Distance (ToD) scoring.

ToD scoring has numerous critics. First, it requires that the dimensions of the race course be known to a fair degree of accuracy in order to get reliable race results. Second, since boat performance is correlated to wind speed, a single rating number relies on assumptions of what "typical" wind speeds will be. Extreme conditions (either light or heavy air), will tend to favor some boats while being a disadvantage to others.

In the late 1980's and early 1990's, some experiments were done using race data submitted by various yacht clubs. The objective was to develop a simple rating and scoring variation of PHRF that would address some of the issues with the ToD

scoring methodology. The result was Time-on-Time scoring.

What Is Time on Time Scoring?

As the name implies, Time on Time (ToT) scoring applies a fixed correction for every hour spent racing. These ratings are commonly expressed as multipliers that are applied to the elapsed time of each boat. For example, a boat that finishes the race course in exactly 100 minutes and has a ToT handicap of 0.9750 will have a corrected finish time of 97 minutes and 30 seconds.

Astute readers will recognize that this system is similar to the Portsmouth Yardstick scoring system used by the FLYC some years ago.

Time on Time (ToT) scoring, while being popular in Europe, has not gained a similar acceptance in North America. A significant reason for this is that ToT scoring makes it more difficult for a skipper to estimate where they stand relative to their competition during a race.

Over the past few years a number of PHRF fleets have started using ToT scoring. It has been found to help some when there is a very large handicap spread in a class or if the race conditions are "abnormal" (i.e., "not typical").

It is possible to calculate a ToT handicap from a ToD handicap using the following formula:

$$\text{Correction Factor (TCF)} = \frac{650}{550 + \text{PHRF(ToD)}}$$

The denominator (550 + PHRF) is the number of seconds it takes to sail a nautical mile in the expected conditions. Another way to look at it is that the denominator divided into 3600 is the average boat speed in knots.

The numerator (650) is merely a coefficient that makes a "nice" looking TCF. Select it so that the TCF for the middle of the fleet is about 1.000. The numerator has absolutely no effect on the corrected finish order. Changing it will only affect the various margins.

To get the corrected finish times, simply multiply the elapsed time by the TCF. ToT scoring is not a cure-all for all the inequities of handicapping. ToT scoring will not turn a fleet upside down. It usually does not affect the top boats. It usually moves the boats in the middle around a little. If the handicap spread in a class is large, it will tend to tighten things up a bit.

Conclusion

Hopefully by now you will see that handicapping and scoring, while not without some subjectivity, are methodical and based on a certain degree of logic. If you'd like to learn more, please contact me and I'll be happy to share more of the inner workings with you!

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!

Classic Adventures

Call Wilbur at 607-769-0086 or 607-292-6479

Dock 2, slip 212

We have a service for you at the marina.

If you need anything for your boat I’m sure we can get it for you and have it at your boat in a very short time. Most items are delivered to the marina on Tuesday or Thursday. It’s easy, just tell me what you need before you go home Sunday and I’ll have it at your boat when you get there next.

We are under retail and most items have no shipping

Paints-wax-cleaners-flares-rope-rigging-blocks-engine parts-oils-filters

We can get it all!

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!

CREW WANTED

Want to go sailing but need crew? Post your “want ad” here and enjoy the summer out on the lake where you and your boat belong!

CREW AVAILABLE

Are you addicted to sailing but find yourself without a ride? Stick out your thumb and hitch a crew position with a needy skipper!

FLYC Scrapbook – Message In A Bottle Event on July 6th

Yes, Wilbur shared that this would be his last year as commodore!

Several other celebrations were announced, including a 50th wedding anniversary!

The Cozad’s shared our story of almost sinking, did hand bailing (on previous boat) – David wanted to save the motor he just purchased! Several stood and told funny stories... it was a good round of fellowship.



Commodore Wilbur - "My point, and I do have one..."



What better place could there be?



Is Wilbur off making yet another point? Or hasn't he finished the first one yet?

FLYC 2013 Event & Activity Calendar

by FLYC Board of Directors

Social Events

MAY

Saturday, May 18th, 1:00 p.m. – Pizza Tailgate Party.

Saturday, May 25th – All American Picnic. 5:30 Social Time; 6:00 Dinner.

Friday, May 31st – 7:00 p.m. – Christening of Boats. Followed by member birthday acknowledgements.

JUNE

Friday, June 14th – Waterfront Festival. Lighting of the fleet at dusk! Prizes available for best boat decoration and most original!

Saturday, June 15th – 12:00 noon Cardboard Regatta.

Saturday, June 29th – 8:30 a.m. Breakfast Gathering – Join some morning fellowship – Donuts/Bagels/Coffee Available

JULY

Friday, July 5th - 7:30 – 8:30 p.m. Meet & Greet

Saturday, July 6th Noon – 2 p.m. Boat Picture Day

Saturday, July 6th – Message in a Bottle Event – 5:00 Social Time – 5:30 Dinner Seafood Kabobs.

Saturday, July 27th – Race to Lodi Week-end with a BYO dinner on the beach after the Commodore’s Cup Race.

AUGUST

Saturday, August 17th – Smith Park Cruiser’s Dinner. Watch your e-mail! 5:00 p.m. Social time; 6:00 p.m. Dinner.

SEPTEMBER

Saturday, September 7th – Homemade Soup/Chili Cook-Off and Chocolate dessert contest! 5:00 p.m. homemade soup/Chili/Chocolate Contest!

Sept. 13-15th – Cruise to Geneva. (See Article, pg. 4)

NOVEMBER

Saturday, November 2nd – Annual Meeting & Banquet

Racing Schedule

May

~~Sunday 25th – Early Bird Race (No points)~~

June

Saturday 1st Early Bird Race (Rescheduled from 5/1)

Saturday 8th Race #1

Sunday 16th Race #2

Saturday 22nd Race #3

Sunday 23rd Beginning Skipper Race Day (No points)

July

Saturday 13th Race #4

Saturday 20th Race #5

Saturday 27th Commodore’s Race to Lodi (09:00 Skippers’ Meeting)

August

Saturday 3rd Race #6

Saturday 17th Race #7

Sunday 25th Race #8

September

Saturday 7th Race #9

Saturday 21st Race #10

October

Saturday 5th Grape Harvest Race (No points)

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>

2013

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						1	2		1	2	3	4	5	6				1	2	3	4							1		
3	4	5	6	7	8	9	3	4	5	6	7	8	9	7	8	9	10	11	12	13	5	6	7	8	9	10	11	2	3	4	5	6	7	8		
10	11	12	13	14	15	16	10	11	12	13	14	15	16	14	15	16	17	18	19	20	12	13	14	15	16	17	18	9	10	11	12	13	14	15		
17	18	19	20	21	22	23	17	18	19	20	21	22	23	21	22	23	24	25	26	27	19	20	21	22	23	24	25	16	17	18	19	20	21	22		
24	25	26	27	28			24	25	26	27	28	29	30	28	29	30				26	27	28	29	30	31		23	24	25	26	27	28	29			
							31																				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		
	1	2	3	4	5	6					1	2	3	1	2	3	4	5	6	7				1	2	3	4	5							1	2
7	8	9	10	11	12	13	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		
14	15	16	17	18	19	20	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		
21	22	23	24	25	26	27	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		
28	29	30	31				25	26	27	28	29	30	31	29	30					27	28	29	30	31			24	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

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.

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 1st 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:

- Racing
- Cruising
- Social activities
- Newsletter
- Web site
- Sailing classes
- Other _____

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 _____