

Port Tacks

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

In This Issue...

Notice of Annual Meeting	1
Commodore's Comments.....	1
FLYC Election Details.....	2
From the Rear Commodore.....	2
From the Treasurer	3
Socially Speaking	3
Winterizing Advice	3
About FLYC Racing.....	3
2014 Commodore's Dinner	4
A Study in Details – Part I	5
2014 FLYC Calendar	8
Membership Renewal Form	9

Corrections

If you notice any newsletter or web site errors, please contact the editor. Your feedback is appreciated!

editor@FLYC.US

Notice of Annual Meeting

Pursuant to Article III, Section 2 of the FLYC Bylaws, notice is hereby given for the Annual Meeting of the Members of the Finger Lakes Yacht Club.

Where: Harbor Hotel, Watkins Glen, NY

When: Saturday, November 1st, 2014 at 6:00 p.m.

Details of the meeting logistics can be found on page 4. Please note the due date for RSVPs.

Agenda items include, but are not limited to, the annual club banquet, presentation of club awards, nominations from the floor to club offices, and elections.

See page 2 for offices that are up for election.

Terms of office begin immediately following elections by the membership.

Following the elections, the new Board will appoint the club Secretary and Treasurer, as specified by the Bylaws.

At that point, the floor will be opened for new business.

Please note: Per the club bylaws, each *membership* (i.e., family) has a single vote in club elections.

- Club Secretary

Commodore's Comments

By Dawn Dowdle, S/V Irish Wake



Well here we are, at the end of the year already. Wow, do I hate to say that! I know you all feel the same way, what do we do Friday, Saturday, and Sunday? We need to stay in touch with our friends; we need to stay in touch with our sailing skills. Think about what we are going to do next year and plan for it, yeah, kind of like our Yacht Club. What did we like, what would we like to add or subtract

from our activities. Think about this, which is what the annual meeting is all about. We say so long until next year to some of our friends, we so long to our boats until next spring, do we plan? We should. We need to think about what we talked about this year, what our boat needs, what we should have and don't. Make a list, mental or on paper, and don't lose the paper list. What do we need, what do we want, what do we have to find out about for our boat, our crew, our yacht club.

First thing, who is steering the club? What did you like, what didn't you like, what do you want? Second thing, we need people in place to accomplish what we want and need. Dinners, get-togethers, races, overnights to anchor out, celebrations, seminars by the yacht club and ????. Do you have something to add to this list? Again, the annual meeting is the place to do this, please think about this ahead of the dinner. Sure we have the dinner, and then we will have the meeting. At the meeting we will talk about what you want and need. I hope all those who participated this year will continue but I also hope we will bring in more participation in our races, in our activities, etc.

Who do you think can help us do this and whom do you think will do a good job. I am listing the openings in the Yacht Club that we will vote on, give this some thought, please, and remember there is a nominating committee. Any thoughts you may have on positions should be brought to their attention. The nominating committee chairperson is Sandra Follette, from *Sandra Lee II*, Dock 2. The committee is made up of Nancy Geer, Dawn Dowdle and Sandy. Email us or call us, but let us know your thoughts. **Please see the list of openings on the next page!**

Third, yes we have a DINNER. It is at the Hotel next door to the marina (see page 4 for details). We have to have the number of dinners in by Oct 14th, so what is holding you back? I have had little response. Thank you to all of you who have responded and paid in advance to either myself, Dennis Kingsley or Becki Lewis. As a reminder, you must make your check out to FLYC and yes, it is \$27 dollars per head.

Fourth and last but not least by a long shot, a big "Thank You" goes out to all of you from me and Wilbur. All of the Directors, Officers and Members have been a great support to me as Commodore and to us, as fellow neighbors and boaters. My year as Commodore was enhanced and helped greatly by the Lewis's, Barry and Becki – thank you again. Please remember, you are always welcome, our companionway is always open, and we always have room for more, please stop by the *Irish Wake*, Dock 2, slip 212, say Hello, gab a while, have a drink and who knows what may come from us.

- Dawn

FLYC 2014 Election Details

The Board of Directors consists of three flag officers and four to six other members who are elected by and from the membership. Each Director must be at least 21 years of age.

Elected Flag Officers

Commodore (1 year term). Must have served at least 1 year on the Board prior to election. The Commodore “runs the club.”

Vice-Commodore (1 year term). Traditionally, this office coordinates the social aspects of the club.

Rear-Commodore (1 year term). Traditionally, this office coordinates on-the-water activities such as racing and cruising.

Elected Directors

At present, the Board consists of six Directors, each serving a 2-year term. Terms are staggered such that three directors are elected each year.

Nominations

Nominations for people to fill these offices may be made at any time up until elections are held at the Annual Meeting. For a nomination to be valid, it must be seconded and agreed to by the nominee.

Nominations to date:

- Commodore: Barry Lewis
- Vice-Commodore:
- Rear Commodore: Jim McGinnis (incumbent)
- Director: Ray Margeson (incumbent)
- Treasurer: Dennis Kingsley (incumbent)

Voting

Voting may be done in person, or by written proxy submitted to the club Secretary prior to the election. Each membership (family) may cast a single vote for each office.

Appointed Club Positions

The FLYC has multiple ways to get involved, and encourages its members to do so. (It’s fun! Really!) Please consider helping with the following:

- Club Secretary
- Social Committee Chairman & Members
- Race Committee Members
- Cruising Committee Chairman
- Newsletter Editor & Contributors

From the Rear Commodore

by Jim McGinnis, SV Brewster

What can I say? While the weather may have been cooler than usual, the racing this year was still hot. Club standings are shown below. Congratulations not just to the winners, but to all of the participants!

For a complete set of race results, along with details of each event, please refer to the club web site:

<http://www.flyc.us>

and click on the “Race Results” link.

And now, it’s time to start planning for next year. If you have any ideas, please contact me so we can discuss it!

- Jim



FLYC Season Race Scores - 2014

Boat	Owner	Type	Throw-Outs								Total
			Date ->								
			6/7	6/21	7/12	7/19	8/9	8/23	9/6	9/20	
# Boats ->	11	6	8	8	6	8	8	3	7.3		
			Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	
Harmony	Tom Hall	Pearson 28	2	1	8	4	1	2	9	4	14
Brewster	Jim McGinnis	Hunter 336	1	4	5	1	4	5	9	3	18
Midnight Star	James Sherrick	Tartan 31	3	2	2	2	7	9	9	4	20
Tomfoolery	Tom Alley	Alberg 35	7	5	3	7	2	4	5	2	21
Sandra Lee II	Rich Folette	Catalina 30	8	3	9	5	3	9	2	4	25
Freebird	Randy Barnes	Erikson 25+	9	6	7	6	6	3	3	4	28
No Worries	Ray Montondo	Hunter 30 SD	5	7	4	3	7	9	9	4	30
Seek Ye First	Mike Crouse	Islander 36	12	7	9	9	7	1	9	1	34
Spirit	Andrea Johnson	Catalina 22SK	12	7	9	9	7	7	1	4	35
Dry White	Tom Keebler	Pearson 28-2	12	7	1	9	7	9	9	4	37
Sharman	Dan Sharman	Newport 30 Mk I	12	7	9	9	7	6	4	4	37
Moonlight Lady	Cliff Geer	Hunter 34	6	7	6	9	7	9	8	4	38
Ginger	Joe Marino	Catalina 25	4	7	9	9	7	9	9	4	40
Tark	Dennis Kingsley	Hunter 33	12	7	9	9	5	8	8	4	41
Irish Wake	Wilbur Dowdle	Hunter 336	10	7	9	9	7	9	8	4	44
Sails Call	Jim Morris	Bavaria 34	12	7	9	8	7	9	9	4	44
Vintage	Dave Vinish	S2-22	11	7	9	9	7	9	9	4	45

From the Treasurer

by Dennis Kingsley, S/V Tark

The current balance in the FLYC account is slightly north of \$2,000 with all bills having been paid. I hope to have an internal audit done prior to the annual meeting.

In other words, we are solvent.

- Dennis



Socially Speaking

by Rebecca Lewis, S/V Kestrel

Acting as your FLYC social director for the 2014 season has been a wonderful time. It has been my pleasure working with each of you. However, the real truth is that this season would never have been such a success without all of you. Your participation, suggestions, comments, and recommendations throughout the season have all been a tremendous help during my first tenure acting in this capacity. Therefore, I extend my sincerest thanks to each of you for everything you have done to make this year run smoothly and make it a memorable one.

I look forward to the 2015 Sailing season. With the possibility that I will be selected once again as your social director, I have been thinking about many ideas for future events. There are probably more ideas than there are weekends, so it is exciting to think about what new events will be added to the list. I also look forward to hosting our traditional events as well. As always, please contact me if you have any questions, comments, or suggestions.

Sincerely,

- Becky, FLYC Social Committee Chair



Winterizing Advice

by Practical Sailor Magazine

In the colder climates, it's time to start thinking about hauling out and winterizing your boat. While a haul out gives you opportunity for some repair, maintenance and upgrade work, it's important to follow some winterizing procedures to avoid problems in the spring. Today's tip focuses on your outboard motor and should be performed after your haul out.

Outboard motors:

Flush with fresh water for 15 minutes. To be on the safe side, run a half-gallon of non-toxic antifreeze through the system. Four stroke outboards will need an oil and filter change. For all engine types, remove the spark plugs and spray a "fogging" oil into the cylinders. Replace the plugs and turn the engine over but do not run it. Drain the lower unit and replace lube oil. Even when dirty, the oil should be translucent. If it looks like dirty mayonnaise, water is leaking through the shaft seals. Have them replaced.

For more advice on winterizing your boat, please see the Practical Sailor web site at:

<http://www.practical-sailor.com>

About FLYC Racing

All times indicate the beginning of the skippers' meeting prior to the race. This meeting is mandatory for anyone wishing to compete. Each boat must have at least one representative at this meeting.

Early Bird Race

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

FLYC Summer Series

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

FLYC Commodore's Cup

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.

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.



2014 FLYC Annual Dinner Meeting and Awards Ceremony



The annual dinner meeting and awards ceremony will be held
Saturday, November 1, 2014 from 6 p.m. till 9 p.m.
at the

Harbor Hotel

WATKINS GLEN

Cost is \$27 per person.

Please make your selection from dinner entrées below:

Cavatappi Primavera

Pasta tossed with julienne
vegetables and sun-dried
tomato pesto

8 oz. Grilled Top Sirloin

Grilled top sirloin steak
with demi glace

Breast of Chicken

Boneless breast of chicken prepared
with your choice of sauce:
Marsala, Piccata, or Tarragon Cream

RSVP and payment must be made by October 14, 2014.

Please contact Dawn Dowdle with your reservation and dinner selection by email at commodore@flyc.us or by phone at 1(607)769-8604.
Make checks payable to FLYC. Checks may be given to
Dawn Dowdle, Dennis Kingsley, or Rebecca Lewis.

A Study in Details: Repowering A Good Old Boat – Part II

by Tom Alley, SV Tomfoolery

In the last column we analyzed the decision of whether or not to repower. Having made the decision to repower, this installment begins the phase of the project where we dismantle the existing installation.

2 2 2?? 112 ? 2 2?? 12 ?

2222222 2?? 2?? 22 2222221 22 22222?? 2?? 22?? 222222

Because this project included changing the type of fuel used, it is much more extensive than simply replacing the engine. Practically speaking, the entire mechanical space in the boat needed to be modified or adapted to the new power plant in one way or another.



Before anything could be done, however, the old engine had to come out in order to make room not only for the new one, but also to gain access to a number of other things that would be replaced or overhauled. One advantage sported by the Alberg 35 is that it has relatively unobstructed engine access. (Note the word, “relatively.”)

Before anything serious can be done, the fuel tank needed to be emptied. This was done by sucking out the contents using a combination of hand pumps and a vacuum tank that you occasionally see used for changing engine oil. Both techniques were effective; the vacuum pump seemed to take a little longer, but required much less physical effort than the hand pump. The

stock fuel tank in the Alberg 35 holds 23 gallons of gasoline. Unfortunately, we had filled our tank in the fall in preparation for winter layup. Fortunately, the fuel we pumped out could be put right into the family vehicle and used there, eliminating storage and containment problems.

It took only a few hours to disconnect the

Atomic Four from the boat. Attachments included the throttle cable, choke cable, shift cable, fuel line, the coupling to the prop shaft, a couple of hoses for cooling water, heavy electrical connections for the starter, and a handful of smaller electrical wires for the ignition and instrumentation. In my case, there was also a hard line connecting a mechanical oil pressure gauge.

Four bolts connect the Atomic Four to the engine bed. The Alberg 35 did not have any type of shock absorbing mounts. (Which might explain why the engine seemed to run so loud?) Once these were loosened, only gravity was holding the engine in place. To make the lift easier, some of the heavier peripherals, like the alternator and starter, were removed from the engine. Ignition wiring was also removed in order to minimize the chance of it becoming entangled during the lift.

The Atomic Four has a single lifting eye on top of the engine. A small chain hook fits into this nicely and the lift point is well balanced. The boom was used as a lifting point and 4:1 block and tackle were used to lift the engine. The casting has a nice, flat bottom, so the motor is quite stable when it is set down onto a surface.

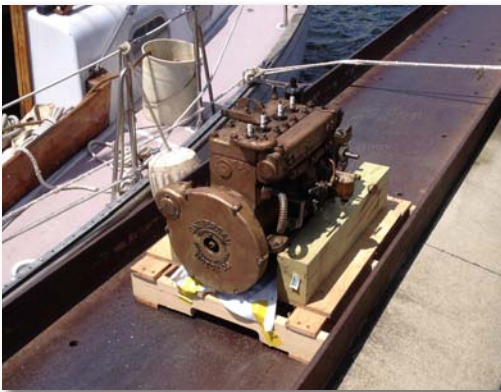
We did our lift in several stages. Step one was to slide the engine forward so it would clear the bridge deck during the lift out of the cabin. Then we lifted the motor to the height of the countertops in the galley and then rested it on a sturdy board while we adjusted the block and tackle to make sure we had enough height to be able to get it over the sill of the companionway.

The next phase of the lift then put us through the companionway where we pushed the load out onto the bridge deck. The final part of the lift moved the engine from the bridge deck to the cockpit sole.

With the engine secured in the cockpit, we moved the boat to the slip used by our marina's



A Study in Details (con'd)



travel lift (the dock is much sturdier there) and then used the boom as a derrick to pick up the motor and set it into a pre-made cradle on a small pallet for transport home. After that, it was

fairly easy to slide the pallet to the back of my van where four of us lifted the engine into the vehicle.



What proved to be much more difficult to remove was the fuel tank. While the hold-downs for the tank were straightforward to loosen and remove, the fittings for the fuel pickup, vent line, and especially the fill pipe, were nearly impossible to remove. The fill pipe turned out to be a solid bronze nipple connecting the deck fill plate to the top of the Monel tank. After failing to loosen this fitting, a Sawz-All was eventually employed to convince it to separate. In the end, the nipple had to be cut free of the threads on the tank.

Alas, even with the fittings removed, the tank did not fit through the cockpit locker opening, so some additional surgery was



required to remove a lip in the opening through which we could then easily pass the tank. The good news is that the lip is easily glassed back in and will not result in cosmetic damage to the exterior of the boat.

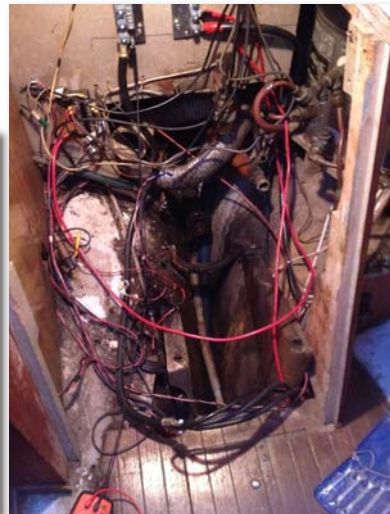
☺ ☺

One of the more emotionally painful parts of this renovation was the requirement to remove the original exhaust system of the Alberg 35. My reluctance was not because of the pipe's location or the logistics of removing it, but because it was a work of plumbing art not seen on today's boats.

Built of solid (really solid!) copper, the system consisted of a double-walled, water-jacketed dry exhaust line approximately 10-11 feet long. Water from the jacket was not injected into the exhaust stream until just prior to exiting the boat. The system was put in position prior to the deck of the Alberg being installed, so it had to be cut up and removed in three sections, each weighing about 20 lbs. (I told you it was solid!)



☺
☺ ☺ ☺ ☺



With the engine and fuel tank removed, it was time to begin prepping the space. With at least 25 years of grime in places (the engine was last rebuilt by the prior owner in 1990), the mechanical space needed a good cleaning. With the boat back in her slip where shore power was available, the water heater was

A Study in Details (con'd)



fired up and we used multiple loads of hot water and detergent to break down the grease and oil in the engine compartment. After scrubbing the worst of the dirt away, some time was spent cleaning up the wiring in the compartment. Since rewiring will be a future project for this boat, no attempt was made to get everything “just perfect”.

on the shaft to prevent it from sliding out. Fortunately, the prop shaft cannot slide out completely, but it can shift enough to jam the rudder and prevent the boat from being steered. (Don't ask how I know this!)

One thing I neglected to think of was securing the propeller shaft. Even though we did not have an engine, we did continue to sail the boat in local races and on a short trip up the lake to a nearby anchorage. On the trip up the lake, we had some ideal winds that got us up to hull speed for extended periods. This caused the propeller to “windmill” as we moved through the water. Other than creating a little bit of noise, this was not much of an issue, or so I thought. What it accomplished was to cause the hose clamps to slide down the propeller shaft, allowing the shaft to work itself further and further out of the boat. Fortunately, by this time I had installed the new shaft coupler, so the travel was limited and the shaft did not walk itself out far enough to jam the rudder or fall from the boat. Add this to the “lessons learned” list.

□□□□□□□□□□□□□□□□□□□□□□□□

A problem with the existing shaft coupling was that one of the Allen screws holding the coupler to the shaft had sheared off half way down in its socket. The keyway had also suffered some damage due to some play in the old coupler. A good portion of an afternoon was spent drilling out the old set screw so that the coupler could be removed from the shaft. A couple of hose clamps were put



Our fair sloop has now had its existing propulsion system removed. Look for the next installment where we begin the actual conversion process to switch fuel types and prepare the vessel for its new power plant.

FLYC 2014 Event Calendar

by FLYC Board of Directors

FLYC Events & Activities Calendar for 2014

Coffee Klatch every Saturday morning at 8:00 a.m.

April 15th - Boats go in the water!

May

Saturday, May 17th –

- **Pizza Tailgate Party at 1:00p.m.**
- **Nautical Flea Market and Swap Shop**

Saturday, May 24th – **Memorial Day Weekend Picnic** –
Bring a dish to pass 6:00 p.m. Social Time, 6:30 p.m. Dinner

Friday, May 30th - **Christening of Boats & Summer Birth-
day Celebration.** Cake provided - 7:00 p.m.

June

Friday, June 13th - **Waterfront Festival and Lighting of the
fleet.** Prizes to be awarded for best decoration and most origi-
nal.

Saturday, June 14th – **Cardboard Boat Regatta at 12:00 p.m.**

Sunday, June 15th – **Father’s Day Brunch at 11a.m.**

July

Friday, July 4th – **ALL AMERICAN PICNIC – Burgers,
Hot dogs, and Rolls Supplied. Bring a dish to pass** –Social
time 6:30; Dinner 7:00

Saturday, July 6th – **Boat Picture Day.** Noon.

Saturday, July 26th – **Commodore’s Cup Race - TBD by
Commodore**

August

August 1st-3rd – **Watkins Glen Italian Festival.**

August 7th-10th - **NASCAR at the Glen.**

Saturday, August 16th – **Old Salt’s Sea-Fest Dinner** – Crab
Boil Dinner Bring a dish to pass - 6:00 p.m. Social Time; 6:30
Dinner

Saturday, August 30th – **Farewell to Summer - Labor Day
Weekend** – Bring a dish to pass – 6:00p.m. Social Time: 6:30
Dinner

September

Friday, September 5th – **Watkins Glen Vintage Race week-
end**

Saturday, September 6th – **Homemade Soup/Chili Cook-off
and Chocolate Dessert Contest** – Start time 5:00 p.m.

Saturday, September 20th – **Progressive Dinner TBD**

October

Saturday, October 4th - **Grape Harvest Race and Social** -
Grape themed menu

November

Saturday, November 1st, **Annual Meeting and Banquet**

FLYC Race Calendar for 2014

*Times listed are for the pre-race Skippers’ Meeting. Each
competing boat must send a representative to this meeting to
register for the race and receive race instructions. After each
Saturday race there will be a post-race social mixer at 17:00.
Scores will be announced at these gatherings. BYOB/snack.*

May

Sa-31st 13:00 Early Bird/Rig Tuning Race.
Handicaps published.

June

Sa-7th 13:00 Summer Series Race #1

Sa-21st 13:00 Summer Series Race #2

Sa-28th 13:00 Tentative – Seneca Yacht Club Invitational at
Watkins Glen

July

Sa-12th 13:00 Summer Series Race #3

Sa-19th 13:00 Summer Series Race #4

Su-20th 13:00 Beginning Skippers’ Race

Sa-26th 10:00 Commodore’s Cup Race to Lodi
Mid-Summer race with Seneca Yacht Club at Lodi

August

Sa-2nd Watkins Glen Italian Festival

Sa-9th 13:00 Summer Series Race #5

Sa-23rd 13:00 Summer Series Race #6

September

Sa-6th 13:00 Summer Series Race #7

Sa-13th 10:00 Seneca Yacht Club Barge Race in Geneva, NY

Sa-20th 13:00 Summer Series Race #8

October

Sa-4th 11:00 Grape Harvest Race

*Summer Series standings will be determined by the best 6 of 8
race scores for each competitor.*

All other races are scored as stand-alone events.

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 Marcia Taylor, Secretary
 32 Robie St.
 Bath, NY 14810

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 _____