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Port Tacks

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

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Corrections

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

editor@FLYC.US

Frozen – Not the Disney Version

As this issue is getting prepped for publication, the thermometer outside says 21°F. If that's not depressing enough, after the weather we've had this past week it actually feels "warm" outside.

[Insert your favorite expletive here.]

The glimmering light at the end of this frozen tunnel is that we will begin commissioning our vessels for another season on the water in just another 60-80 days. While that sounds like – and feels like – a long time, we all know that the time will pass quickly and we'll be embroiled in that annual rush to get all of our pre-launch chores completed in time.

In the meantime, 'tis the season to enjoy a boating catalogue (and perhaps a snifter of brandy) next to a warm fire as we begin to

chart the course of our coming boating season. To help with this, check out the event calendars in this newsletter and on the club web site.

Above all, stay warm and "think spring!"

- Editor



Commodore's Comments



We have said goodbye to 2014 and given our attention to the 2015 season. The first meeting of the year was held this month and we have a terrific year to look forward to again. I wanted to share some of the meeting highlights with you:

As some of you may be aware, we will see a small increase in the FLYC membership dues in 2015. The 2015 dues are \$45 for a family membership. Nobody likes to see the dues increase, but we spent a little more during 2014 than we took in. The \$5 increase in the dues is intended to offset the slight increase in our club expenses.

We have been talking about mooring balls for a while now. I will be working closely with Mike Crouse and Steve Howard over the spring and summer to install the first two moorings at Smith Park. We will keep everyone informed as we progress. During the installation process, we will work out the guidelines for the moorings and the paperwork for each landowner so everyone knows what is expected of them. We have a list of interested individuals for future moorings and we will work with others to place additional moorings once the first couple are in place and we have vetted the process a little more.

Our Cruising Committee is talking about putting together another trip to Lake Ontario this year. It sounds like more people

might be interested in going along, even if only for part of the adventure. We also expect to have members participate in the Barge Race again this year and it would be wonderful to have a crowd of FLYC members there to cheer our racers on. Whether you sail, motor, or drive to Geneva, all are welcome.

The Social and Race Calendars are in this newsletter [*and on the web site –Ed.*], so I will jump over them to tell you about something that I find very exciting and fun. We have several members who participated in the Seneca Sail & Power Squadron's Youth Program last year. Tom Alley, Katie Alley, James Sherrick, Dennis Kingsley, Jim McGinnis, and Rolf Lewis all took part in this program. Each boat owner took teenagers from local schools on board their boats each weekend to work on sailing and racing skills. The teens even ran the boats during a race at the end of the season. While this wasn't a FLYC program, the sailors were FLYC members and the races were FLYC events. This program was a positive thing for everyone involved, including the Yacht Club. It introduced more teens and their families to sailing and introduced them to the Squadron and Yacht Club. We will see more youth at the marina this year as part of this program. Remember they are learning; they deserve our patience and understanding.

As always, please contact me with any questions or comments. I am usually found on *Kestrel* or wandering around the marina during the season. In the meantime, email me at commodore@flyc.us.

- Barry

By Barry Lewis, SV Kestrel

From the Vice Commodore

by Steve Howard, SV Horseplay



I believe that one of the most important aspects of the position of Vice Commodore (beyond doing whatever the Commodore asks to be done) is to increase both the Membership of our Club and the participation of our members in day sailing, cruising, racing and our social activities. That being said, no one person can do this alone. We have committees for most of these activities.

Mike Crouse heads up Cruising, Jim McGinnis for Racing and Becky Lewis for Social. There is actually a Buoyage Committee working with Racing and an Equipment Committee for the rest of our stuff on shore (whatever else is needed by racing; tables and chairs for social activities; mooring buoys, chain, etc. for the folks who want to go cruising) and the trailer / shed where it's all stored. Both of these committees are currently without formal chairmanship.

Your assistance on any (and all) of these committees is VERY much needed and appreciated.

As far as membership is concerned, we all can bring folks to the club. Put non-boaters or power boaters (not just sailors) on board for a day sail or a trip around the buoys. Invite friends to join you for a social event. While we sometimes have a nominal charge for non-members joining us for an event, our family membership can almost be amortized by attending a single function.

If helping out with any of these needs interests you, don't hesitate to speak with the head of the specific committee or to the Commodore or me.

It's freezing now, but sailing is getting closer every day.

You can catch me at Slip 221, send me an email at vc@flyc.us or call my cell (814-450-5235) anytime.

- Steve

From the Rear Commodore

by Jim McGinnis, SV Brewster



We've got less than 100 days to the Early Bird Race on Memorial Day Weekend. Hopefully, you are polishing up your race strategy for the season and engaging your crew. At least it's a break from pushing the latest snow off your shrink wrap. Below is a photo from some better (warmer) days.

2015 FLYC Racing Program

Whether you're an old salt or a new hand, the 2015 season offers all sailors opportunities to get involved with the fun and camaraderie of racing. The racing schedule is included in this newsletter.

There are many ways to participate:

- Enter your boat and crew in our eight (8) race season schedule with Performance Handicap Racing Fleet (PHRF) ratings and 1st, 2nd and 3rd place season awards.
- Sail in one of the four (4) Fun Races – No points, just for fun and learning.
- Volunteer to crew on one of the FLYC member's boats.
- Enter the 2015 FLYC Commodore's Race or volunteer to help with the Post Race Party.
- Join in the post-race party at 1700 on any race day.
- A Moonlight race is being planned for 2015, let me know if you are interested.

Fun Races

Our 2014 Fun Race schedule offers all the chance to enjoy fun and friendly competition. Whether you want to race your own boat or crew for another, all you need to do is register at the Skipper's meeting. Please check the racing schedule for the Fun Races this year.

If you want to get involved, or just have a question about racing at FLYC, contact Rear Commodore Jim McGinnis (rc@flyc.us).

- Jim



This, too, shall pass...



Such A Deal!

by Tom Alley, SV Tomfoolery

Like most people, I started my sailing career on OPB's (Other People's Boats). Over time I learned the ropes, along with the sails, deck hardware, and other systems on board. Joe, my skipper and mentor, patiently taught me the art of seamanship and club racing. He was also there to share his insight and experience when I ventured out and purchased my first boat.

Upon becoming a boat owner I got "serious". I signed up with the United States Power Squadrons and started taking courses. Again experienced, helpful mentors and instructors surrounded me. Later I would learn that this is one of the traditions of the maritime community: Passing on knowledge and guidance and "paying forward" all of the help and favors we received when we were getting started.

When I began racing my own boat, I was faced with the challenge of recruiting my own crew. I was quite surprised how difficult this turned out to be. Who in their right mind wouldn't want to go sailing?

Unfortunately, I hear it over and over when we try to encourage more people to join the FLYC race fleet for our weekend races. "I would, but I don't have any crew." The other really popular excuse is, "I would, but I don't know how to sail well enough."

Fortunately, there is a solution, and it is available to all of you. It's called "Seneca Junior Sailing."

Here's the deal: If you want to go out sailing and/or racing more this summer, but lack crew, a *regular* crew can be provided for you. The catch? You need to be willing to share what you know about sailing with your crew and help them

learn how to sail themselves.

This is not as overwhelming as it sounds.

First of all, you won't be alone. We have experienced coaches to accompany you with your new crew and to assist with the coaching and instructing. We also have a defined structure to the program to help guide you through the various topics our crews need to learn.

Second, we are not asking you to commit every weekend to the program. On average, we meet every 2-3 weeks (usually on the days when there is an FLYC race scheduled). During the first half of the summer, sessions will be for 2-3 hours in the mornings (before the races). Later in the summer, sessions will be shifted to the afternoons so that you and your crew can compete in the final four races of the FLYC Summer Series.

Third, don't think you know enough? The best way to learn a subject is to start teaching it to someone else. Besides, we'll have another coach teamed up with you to help you out. Who knows how much you'll learn yourself!

Finally, think of this as an opportunity to "pay forward" the skills and knowledge you've acquired from the people who coached and mentored you when you were starting out.

Still not sure? Talk to our coaches from 2014 to hear their experiences: James Sherrick, Jerry Tinz, and Denis Kingsley.

Still on the fence? Contact me and come to our organizational meeting next month for all of the details.

One guarantee: You'll have a lot of fun out on the water!

- Tom (alley@flyc.us)

From the Treasurer

We are solvent.

by Denis Kingsley, SV Tark

- Denis



Socially Speaking

by Rebecca Lewis, SV Kestrel

As of this writing, there are only 35 days until the first day of Spring 2015. The 2015 calendar has been set. You will be happy to hear that almost every weekend will be busy with an activity or two so there should be absolutely no chance of becoming bored while at the lake. This also means that spring cleaning and sprucing up for another season of fun at the lake is right around the corner - but I think it's worth the pain of drudgery to have another amazing FLYC season.

To prepare for our FLYC events I am looking to enlist the help of some of you members. Last year I took note of our storage shed. Sadly, it is showing signs of neglect and needing some of the same attention our boats receive. It desperately needs hauling out, sorting through and taking an inventory of all it's contents, and filling cracks that are allowing birds to nest inside. A fresh coat of paint to the exterior would certainly make it a more pleasant sight when entering the parking area of the marina too!

The workday has been scheduled for Saturday, May 2nd. I will be sending a reminder e-mail out just before this day. All those who would like to hop on board in helping out can drop me a line. I will make sure there are refreshments and a bite to eat.

Thank you and looking forward to seeing you all again very soon!

- Rebecca, FLYC Social Committee Chair



From the Secretary

by Sue Morris, SV Sails Call

Ahoy to my fellow FLYC family!

I hope all of you are staying warm and healthy in this lovely New York winter! The days are counting down now for those exciting days of getting boats ready to put in the water!! Although it seems far away it goes by quickly!

The newsletter will have all the updated information on FLYC 2015 dates and events. There are many reasons to continue your membership or encourage others to join! The application is found on the website and note there is a change. The form needs to be completed for the most updated emails on all members.

Happy Valentine's Day to all and enjoy St. Patrick's Day!

Take care.

- Sue, FLYC Secretary



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 longer race of 8 to 15 miles. A beach party usually follows where contestants and cruisers anchor out overnight.

The Grape 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.

US Sailing: Do You Belong? Should You Belong?

by Steve Howard, SV Horseplay



Most people think that US Sailing is all about racing, big-boy racing (like the Olympics), and has nothing to do with their day-sailing, cruising or just beer-can racing. This isn't the whole story.

Let's start and compare US Sailing to the US Golf Association (USGA).

You don't have to belong to the USGA in order to play a round of golf or to compete at your local club, but you do if you want to compete in a Regional/National competition. You don't have to belong to US Sailing to go sailing, but...

US Sailing (<http://www.ussailing.org>), which is a VOLUNTEER organization, is our National Governing Authority representing US sailor interests to the International Sailing Federation (ISAF). This includes The Racing Rules of Sailing, updated and published every four years and overseeing protests that are filed under those rules.

Both sports' rules have us self-govern and take responsibility for our actions:

"If you hit the ball out-of-bounds..." or "If you move your ball..." Take your strokes penalty or withdraw.

"If you pass the mark on the wrong side..." or "If you hit a boat to leeward." Make your penalty turns or withdraw.

US Sailing also works with other countries' organizations and ISAF in the design of the HPR (High Performance Rule), ORR (Offshore Rating Rule), IRC (International Racing Certificate), and (most important to us) PHRF (Performance Handicap Racing Fleet) and Portsmouth Yardstick Rating. By the way, if you have a question about your boat's handicap (or someone else's), speak with our Rear Commodore and Race Committee Chairman, Jim McGinnis ("donations" are accepted/appreciated).

US Sailing designs and supports Olympic, Paralympic and Junior Olympic programs to identify, train and support hopefuls to represent the USA internationally. US Sailing also organizes a series of adult and junior National Championships (Single-handed, Double-handed, Team Racing, Match Racing, Adult, Youth, Junior, Women's, Disabled, Multihull and Championship of Champions). These series and clinics provide a route for sailors to compete on a national level giving them the opportunity to compare themselves against competition from outside their regular sailing areas, as well as training grounds for future Olympic and International competition.

US Sailing also designs and controls the Standards and Certification of Instructors (small boat sail, keelboat, powerboat, windsurfing), Coaches, Race Officers, Judges and Umpires. Plus, US Sailing creates Racing and Cruising standards, sponsors Coastal and Offshore Safety-at-Sea seminars, performs sailing accident studies, and joins in the creation of Offshore Special Regulations (required safety equipment for offshore

racing).

But a large focus of US Sailing is the future of sailing itself. Community and yacht club learn-to-sail programs connecting disadvantaged youth, the disabled and wounded veterans to sailing are just a small part.

The real future is the REACH Program (<http://reach.ussailing.org>), US Sailing's STEM (Science, Technology, Engineering, Math) program using sailing and boatbuilding to teach these subjects via topics like:

- Measuring Wind: how do you measure it if you can't see it?
- Buoyancy: How does a boat float?
- Sail Area: Sail shapes and why?
- Simple Machines on Sailboats: Lots of ropes and pulleys.
- Water Quality Testing: What's happening?
- Marine Debris: What's out there and how did it get there?
- Upwind Sailing Angles: Geometry and Sailing
- Land and Sea Breezes: Why does it change during the day?
- Wind Power: Beyond moving boats
- Underwater Exploration: What's out there under the surface?

As a US Sailing member you will receive:

- Discounts at the online US Sailing Store, West Marine, Annapolis Performance Sailing, NorthU, Hobie Sunglasses and Sperry Topsider.
- Discounts on Sunsail and Moorings charters
- Copy of the Racing Rules of Sailing
- Discounted subscription to Sailing World or Cruising World
- Weekly newsletter
- Insurance discounts from Gowrie Group (boat, racing, health, club)

Aren't these reasons enough to join and support US Sailing?

All this for \$60 a year!!

The 2015 US Sailing Northeast Regional Seminar is being held on Feb. 28th from 10-4 at Rochester Yacht Club, which I will be attending as a US Sailing member. Non-members are welcome to attend for the paltry sum of \$10 (lunch is included). Topics:

- Learn-To-Sail Training Programs
- Best Practices found throughout the Great Lakes
- What US Sailing has to offer from Student Level through Professional Coaching

I'll give my report of the seminar in the next *Port Tacks*, but if you're interested in joining me at the symposium or in joining US Sailing, get a hold of me. I'll be glad to drive.

- Steve Howard vc@flyc.us or 814-450-5235

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

by Tom Alley, SV Tomfoolery

Our saga left off with finally getting the engine placed in its operating position. This proved to be but half of the battle, as it now had to be connected to all of the lines, controls and support systems in the boat so that it would be functional and could be controlled from the cockpit. Our story resumes...

Making Connections

With the engine in place, the time came to make all of the connections: Fuel, oil, power, instrumentation, drive train, controls, cooling, and exhaust. In principal, these are all straightforward. In practice, however, geometry can make each one quite challenging as each connection comes with its own special constraints and limitations.

Fuel Lines

Fuel connections were perhaps the simplest to accomplish. Fuel hose is reasonably flexible and the two connections required (supply and return) were easily made by pushing the hose onto a hose barb and then securing it with a hose clamp. The hose is also of a smaller diameter and is easily routed. Some care was required to ensure that the hoses were not in contact with objects that will be hot or will cause chafe when the engine is running and vibrating.

Oil Lines

In order to simplify oil filter changes, a remote mount for the oil filter was installed. The orientation of the filter on the engine crankcase is horizontal, meaning that a significant amount of oil would have spilled each time the filter was changed. By using a bulkhead mount for the filter, the filter is held vertically and will allow any drips that do occur to be caught and contained. The two connections required for this device are even simpler as the hose barbs are “clamp-less” and only require the hoses to be pressed on. According to the supplier, using clamps will actually damage the hoses and cause leaks.

While the hose barbs did live up to their promise of not requiring clamps, the same could not be said for the metal fittings that had to screw into one another. These all required a considerable amount of Teflon tape before they would reliably hold back the oil while the engine was running.

Electrical Power

Connecting power to the engine was straightforward: Just two battery cables to a pair of points on the motor. Electrical systems on the motor were already wired to take power from these points. The biggest challenge was with routing the cables in a constrained space so that they would not rub against anything that would move, vibrate, or get hot.

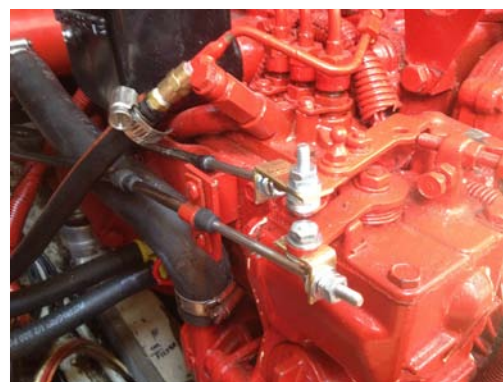
Instrumentation

Instrumentation was about as easy as the power. While there

were more wires, they were tied in a neat bundle. A connector on the end of the cable made the matter as simple as plugging it in. As with the power, the biggest challenge was with routing the cable and then dealing with the excess.

Engine Controls

Control linkages proved to be a bit more challenging than I had expected. I had these really nice bronze clevis “forks” from Edson that would screw right to the end of the control cables, but unfortunately they



would not fit in the space provided and also limited the amount of movement in the control cable itself. As a result, I wound up fabricating my own terminations out of small brass strips and stainless steel hardware. (Fortunately, I'm in fresh water where I can get away with using brass. Long term, stainless steel is probably a better choice.) By using the strips, I was able to utilize the factory mount points for the cables without modification.

One caution to anyone doing its is to make sure the nuts are firmly locked. There is a lot of vibration at these locations and nuts *will* work themselves loose in a matter of minutes if not properly secured. (Again, don't ask how I can state this with such certainty.)

Exhaust System

The exhaust system posed no end of challenges. Researching various articles on the “proper” design for a wet exhaust system and consulting the Westerbeke installation manual, it became apparent that the ideal installation was simply not feasible in an Alberg 35 and that some compromise was in order.



The exhaust line had to be upsized from 1½ to 2 inches in diameter. Since exhaust line is tubing, it refers to the *inside* diameter of the line. Because the new line was composed of flexible tubing and not copper pipe like the original system, the wall thickness took a similar

A Study in Details (cont'd)

jump, making the new line almost 3 inches in diameter. Routing became another headache due to the conversion from a dry to a wet exhaust system.

The original plan had been to mount the water lift muffler immediately below the engine in what appeared to be a spacious portion of the bilge. Unfortunately, the bilge turned out to be far too narrow to accommodate the muffler along with the hoses and pipes leading to it. Multiple arrangements were tried, but without some modifications to the engine exhaust manifold, the only one that worked was to mount the muffler immediately above the stuffing box. Because the engine sits at a 15° incline, this places the muffler approximately 12 inches below the point at which water is injected into the exhaust. From here, exhaust tubing was run up into the port cockpit locker to just below the deck and then down, at a slight incline, to the through hull at the transom.

Commissioning Tests

With essential connections to the motor completed, it was time to commission and test the motor. This was done in several phases. The first step was to simply start the engine and make sure it would run, that all of the controls worked properly, and that nothing fell off or came apart.

Once this was accomplished, we tied the boat down firmly in her slip and put the engine in gear to provide a load on the engine. Then we throttled up to “cruising speed” (about 2500 rpm) and let the engine run for more than 30 minutes. Oil pressure and temperature were monitored, as was water level in the bilge. On our first test, we discovered several hose clamps that had not been adequately tightened. We also had an oil leak on a fitting that had not been wrapped with Teflon tape prior to being assembled, resulting in intermittent oil pressure readings at the instrument panel. (...and a bilge full of oil.)

After a second, successful, dockside test, we slipped the dock lines and took the boat out into the lake more involved trials. Gauges and the engine spaces were monitored for abnormal readings and leaks, respectively. While on the lake, we ran the engine at different RPMs and logged the speed that we made through the water to build a rudimentary speed curve. Data collected for the speed curve will be used to select a new prop with the proper pitch. The second test also confirmed that the “too-small” through-hull fitting for the raw water intake would be sufficient for the balance of the season until we could get hauled out to replace it with the correct fitting. The extended run (over an hour) also helped us identify the persistent oil leaks at the oil filter bracket.

Sea Trials

Up to this point, we’ve only run the engine for a short period of time. To really build confidence in the new motor, an extended run, or in nautical terms, a full “sea trial”, was needed. The opportunity presented itself to travel to a neighboring yacht club approximately 30 nautical miles away for a weekend to

compete in a race there. The fuel tank was topped off again in order to begin gauging fuel consumption under actual cruising conditions. Other fluid levels were checked to ensure that there were no remaining leaks that had not been addressed.



Circumstances cooperated when, on the day of departure, we had light and variable winds and had another boat traveling to the event with us. The motor was fired up and our fleet of two headed up the lake. Gauges were monitored and for the next six hours, we motored toward our destination with the engine running at its “cruising speed” of 2750 RPM. Because we had taken the time to calibrate the fuel gauge, we could estimate our fuel consumption with some confidence. Two days later, the winds were again too light for sailing and we motored the same route back to our home port, running the engine for a total of 14.5 hours that weekend and burning a total of 7.5 gallons of diesel fuel.

In the end, this short voyage confirmed that the engine ran as well as was promised by the vendor as well as instilling sufficient confidence that it could be depended upon on longer, more ambitious trips in the future.

o o o o o

At this point, the major parts of the project are complete. The next installment will cover “all the details” left to clean up the interior of the boat and to put the finishing touches on the power plant swap.

2015 Winter Boat Show & Seminar Schedule

compiled by Steve Howard, SV Horseplay

Local Boating Industry News

- 2/25-3/1/15 Western NY Boat Show
AdPro Sport Training Center, Orchard Park, NY
www.buffaloboating.com
- 3/20-22/15 Maine Boat Builders Show
58 Fore St., Portland, ME
www.portlandcompany.com/boatShow
(One of my favorite shows. Different than any show you've ever attended. Held in a former locomotive foundry)
- 4/24-26 Annapolis Spring Sailboat Show
City Dock and Harbor, Ego Alley Annapolis, MD
www.annapolisboatshows.com/annapolis-spring-sailboat-show

If this list isn't enough go to
www.marinesource.com/Boat_Shows/index.cfm

Seminars

- 2/28/15 US Sailing Northeast Regional Symposium
Rochester Yacht Club
Contact Jimmy Carminati: 585-314-9760
jimmy@rochesteryc.com
- 2/28/15 US Sailing Safety-at-Sea Seminar
Port Clinton (OH) Yacht Club
Contact Cliff Ruckstuhl: 419-957-8941
- 3/01/15 NorthU Racing Tactics Seminar
University of Buffalo
Bill Gladstone, author of the program will be teaching
Addl. Seminars within "reasonable" driving distance
- 2/28/15 at Corinthian Yacht Club of Philadelphia
Todd Berman teaching
- 3/7/15 at Stamford (CT) Yacht Club
Todd Berman
- 3/7/15 at Newport (RI) Yacht Club
David Dellenbaugh
- 3/8/15 at MIT Sailing Team
David Dellenbaugh
- 3/14/15 at North Sails Stevensville (MD)
Bill Gladstone
- 3/21/15 at Port Clinton (OH) Yacht Club
Todd Berman
- 3/21/15 at National (Toronto) Yacht Club
Geoff Moore
- 3/21/15 at Raritan Bay (NJ) Yacht Club
Bill Gladstone

www.NorthU.northsails.com/seminars

- 3/4/15 Obersheimer Winter Seminar Series 7pm
Racing Part 1: Rig Tune, Boat Handling, How to Improve
- 4/1/15 Obersheimer Winter Seminar Series 7pm
Racing Part 2: Starts, Upwind/Downwind Tactics and Strategy
- 5/6/15 Obersheimer Winter Seminar Series 7pm
Weather Forecasting, Series Review and Wrap-up
Obersheimer Sailor Supply, Niagara St. Buffalo, NY
- 4/18/15 Storm Trysail Club Hands-On Safety-at-Sea
SUNY Maritime
Hands-On Man Over Board, Storm Sails, Reefing, Flares, Fire-fighting, Drown-proofing in foul weather gear, Raft boarding and righting, etc.
www.stormtrysailfoundation.org/2015-SASS.html

Local Boating Industry News

Ullman Sails has relocated its loft to 433 Broadway, Buffalo, NY.

Obersheimer Sailor Supply is now a **North Sails** loft located at 1884 Niagara St., Buffalo, NY

RCR Yachts, Swans Yacht Sales and Navy Point Marine and Yacht Sales were all Upstate NY exhibitors at the Toronto International Boat Show during January. Boats from Catalina, C&C, J Boats, Jeanneau and others, ranging from 22-40+ ft were on display and looking for new slips to call home.

2015 FLYC Event Calendar (Proposed)

On February 7th the FLYC Board of Directors met to begin drafting an event calendar for the upcoming boating season. Here is what we have so far.

April

15 Earliest possible date for boat launching.

May

16 13:00 Block Party in the Boatyard. Pizza/Music/Dish to pass. Down on the hard. Seneca Sail and Power Squadron members invited.

24 13:00 Early Bird Race
17:00 Memorial Day Weekend Picnic. Bring a dish to pass – 17:00 Social Time, 17:30 Dinner (Hamburgers/Dogs/Rolls provided)

29 18:00 All-Hands-On-Deck for Member Birthday Celebration. Cake provided.

June

6 08:30 Saturday Morning Kaffee Klatch.
13:00 Race #1
17:00 Post-Race Social Hour

13 08:30 Saturday Morning Kaffee Klatch.

19 Watkins Glen Waterfront Festival* & Lighting of the Fleet. Prizes awarded for best decoration and most original. Event for both sailboats and powerboats.

20 Watkins Glen Waterfront Festival*
08:30 Saturday Morning Kaffee Klatch.
12:00 Cardboard Boat Regatta* (Note: Marina parking restrictions will apply.)

21 11:00 Fathers' Day Brunch. Bring a dish to pass.

27 08:30 Saturday Morning Kaffee Klatch
13:00 Race #2
17:00 Post-Race Social Hour

July

4 08:30 Saturday Morning Kaffee Klatch
17:00 All American Picnic. Bring a dish to pass FLYC to supply the main dish 17:00 Social 17:30 Dinner.
Dusk – Watkins Glen Fireworks (Clute Park)

10-12 Watkins Glen Wine Festival*

11 08:30 Saturday Morning Kaffee Klatch

12 13:00 Beginning Skippers' Race

18 08:00 Saturday Morning Kaffee Klatch
13:00 Race #3
17:00 Post Race Social Hour

23-26 Glenora Wine Cellars Vintage Grand Prix* (at the WGI racetrack)

July (con'd)

25 08:30 Saturday Morning Kaffee Klatch
10:00 Commodore's Cup Race Skippers' Meeting
11:00 Commodore's Cup Race Start
17:00 Commodore's Cup Post Race Celebration

31 Watkins Glen Italian-American Festival*

August

1-2 Watkins Glen Italian-American Festival*

1 08:30 Saturday Morning Kaffee Klatch

6-9 NASCAR at the Glen*

8 08:30 Saturday Morning Kaffee Klatch
13:00 Race #4
17:00 Post-Race Social Hour

15 08:30 Saturday Morning Kaffee Klatch
13:00 Race #5
18:00 Old Salt's Sea-fest Dinner. Bring a dessert and beverage. 18:00 Social, 18:30 Dinner.

22 08:30 Saturday Morning Kaffee Klatch

29 08:30 Saturday Morning Kaffee Klatch
13:00 Race #6
17:00 Summer Siesta. Chicken fajitas provided by FLYC. Bring a dish to pass. 17:00 Social, 17:30 Dinner.

September

5 08:30 Saturday Morning Kaffee Klatch
17:30 Homemade Soup/Chili & Chocolate Dessert Cook-Off Contest

11 Vintage Grand Prix* (road rally through town)

12 08:30 Saturday Morning Kaffee Klatch
13:00 Race #7
17:00 Post-Race Social Hour

19 Seneca Yacht Club Barge Race.* Geneva, NY.
Possible FLYC club cruise to Geneva for tailgate party & cheering section.

26 13:00 Race #8
17:00 Post-Race Social Hour

October

3 13:00 The Grape Race
17:00 Post-Race Social Hour with grape-themed menu.

31 Last date for haul-out.

November

7 FLYC Annual Meeting & Awards Banquet

* Non-FLYC events.

Finger Lakes Yacht Club

Membership Application

Membership renewals are due by May 1st. **Annual dues are \$45.**
Please send this form and a 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"/> Junior Sailing |
| <input type="checkbox"/> Newsletter | <input type="checkbox"/> _____ |

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 _____