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Commodore's Comments

by Barry Lewis

SV Kestrel

The calendar is starting to fill with more than just work and business meetings. May means prepping the boats for water and getting excited to take new adventures. For those looking for fun, the schedule of events will be plenty. There are three events scheduled for the month but do not feel overwhelmed, pick and choose which ones you want to attend. Keep in mind, pacing yourself can be beneficial if you're not used to all the fun and excitement.



As a quick reminder, there are several opportunities to participate actively within the group. As mentioned in the last newsletter we do not have a Rear Commodore this year nor do we have a cruising committee chair. As with any club a number of people wear more than one hat. If you have held positions in the past, we thank you. Your participation again is always most welcomed and we are happy to hear if you are interested becoming more active again.

Whether you are an old or new member; you all help move us forward, and as a club we should try to assure we don't leave the responsibilities to the same people year after year. We want to keep you interested, our activities fun, and bring in fresh ideas. Please feel free to contact me if you would like to learn more.

-Barry

Dock 4 Progress



As of April 2nd, Dock 4 looks like it's nearing completion. All of the decking has been secured, cleats are in place, water fixtures are being installed and most of the electric appears to have been installed.

Vice Commodore's Comments

by Steve Howard

SV Horseplay



Hail to Thee, O Great Poseidon!

We give thanks to you for getting us through the season of cold and dark; bringing back to your lakes, rivers and oceans the sun with its warmth and cheeriness; allowing us to start removing from our boats, the canvas and plastic coverings that shielded them during the bad times; bringing us

closer to the days when we can again float upon your waters. Thank you.

The season has returned!

It's time to burn your old socks and trade your boots for Topsiders. Anyone not understanding this idea, or for that matter anyone who does, might want to join in at RCR Yacht's Buffalo facility on April 16th for their annual sock burning festival. You can get specifics on their website, www.rcryachts.com, and click on their Sailor's Newsletter.

Boatyards are starting to resemble the activity level of a beehive or an ant colony. Shrinkwrap starts to fill the dumpsters. The phones at boat dealers and marinas are ringing, folks scheduling Spring work (should have been done in the Fall, though) and putting launch dates on the calendar. There aren't a ton of boats in their slips yet, but the fishermen are out in force wherever there is a ramp.

Most all of my marine industry customers are back open. A couple are having Grand Openings to introduce new stores to their customers, others having Open Houses and Pre-Season Sales. I have two Open Houses in Pennsylvania on April 2-3. Finger Lakes Boating Center (formerly Finger Lakes Sailing Services) is finishing up their new facility at the former Ithaca Boating Center next to the Boat Yard Restaurant just off Rt 89 in Ithaca and will have a Grand Opening/Open House later this Spring.

Contact your local marine accessory suppliers for all of your boating needs.

See you at the marina.

- Steve,
Horseplay, Slip 221

Port Tacks

Published six times a year by the Finger Lakes Yacht Club. The opinions expressed in **Port Tacks** are those of the authors and do not necessarily represent those of the Finger Lakes Yacht Club, its officers, directors, or members.

Club Web Site <http://www.flyc.us>

OFFICERS & DIRECTORS

Commodore
Barry Lewis commodore@flyc.us

Vice-Commodore
Steve Howard vc@flyc.us

Rear Commodore
Position vacant. rc@flyc.us
V/C Steve Howard filling in.

Secretary
Sue Morris secretary@flyc.us

Treasurer
Denis Kingsley treasurer@flyc.us

Directors (2-year Terms)
Tom Alley alley@flyc.us
Dave Dawson-Elli dde@flyc.us
Sue Morris morris@flyc.us

Directors (1-year remaining)
Ray Margeson margeson@flyc.us
Rich Follette follette@flyc.us
Tom Vedder vedder@flyc.us

COMMITTEES & KEY CONTACTS

General Information info@flyc.us

Club Photographer
Rebecca Lewis photo@flyc.us

Facebook Administrator
Rebecca Lewis facebook@flyc.us

Newsletter Editor
Tom Alley editor@flyc.us

Race Committee Chair
Steve Howard racechair@flyc.us

Social Committee Chair
Rebecca Lewis social@flyc.us

Webmaster
Tom Alley webmaster@flyc.us

Rear Commodore's Comments

by Steve Howard



There's not much new to tell about our upcoming racing schedule, except to say that I have not had much response regarding my comments in the last *Port Tacks* about participation fees, possible course changes and several non-scored races. The current decision is for a \$20 fee for FLYC members for the season (\$30 for non-members) and \$5 per race for a member (\$8 non-member) who only wishes to race certain races. I am still open to considering other ideas.

I am also asking for folks to help out during the season by being part of the Race Committee. It's fairly thankless, but the hours are short, and it's necessary in order to have a successful racing season and not have it all fall upon only a couple of sets of shoulders. Please contact me and give us all a hand.

Some racing tips from the seminars:

Dave Ullman and several of his pros gave a seminar at the Buffalo Yacht Club. They talked about preparing for a regatta with predominantly windward-leeward (W-L) courses, but the ideas still work well for us on Seneca Lake. Here are some of my notes.

1. Get out before the start and check your wind. Is it steady in direction and strength or does it oscillate back and forth with constant puffs and lulls? If so, how often does it shift? Make sure **all** of your lines will run freely through blocks and clutches.
2. Make sure more than one person **knows** the Sailing Instructions (SI's), the start times and signals, and the course to the first mark.
3. Make sure everyone knows their roles.
4. Go for **your** best start. Not just trying to screw up someone else's start.
5. *** A good start is 2 minutes on starboard tack before you have to tack. You don't necessarily need to tack at this point if you don't want to.
6. Be Patient. Stick with your game plan. If you have to tack (say, due to a port-starboard situation), but really don't want to change sides of the course, tack and then tack back when you get back up to speed.
7. Bigger boats lose 4-5 boat lengths per tack in light air. Make sure you make it to the layline. Don't short the mark!!
8. Rounding the mark, hike, hike, hike and keep hiking. Get the boat back up to speed.

In the next issue of *Port Tacks* we'll head downwind (maybe flying a chute!).

-Steve, Slip 221

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SV Horseplay

If you want to start racing, here's some advice from from *Sail Magazine*:

Practice: Practice sail trim and boathandling. Practice starts without the cluster of others closing in on you. Practice mark roundings. Get your crew comfortable shifting from upwind jobs and positioning to reaching and running.

Learn the Rules: Get and read a copy of The Racing Rules of Sailing (RRS) from US Sailing (join and get a copy). Dave Perry's Understanding the Racing Rules of Sailing is a great book with easy(er) explanations of situations and how the rules differ from here to there.

Starting: Until you get really comfortable messing with the hotshots (and sometimes hotheads), perhaps discretion would be the better course, hanging back and not trying to force the boat (or pin) end of the line among everyone else at the exact blast of the starting horn. The same goes for mark roundings. Doing 720's is slow.

Communication: Keep it a learning-friendly environment. Commands (requests) should be made clearly and respectfully. Expect things to happen more slowly than you'd like. Mistakes will happen; things will break; sails will rip. Staying calm and analytical will make it less stressful and the skipper who can do this is usually more successful and well-liked, finding it easier to find willing crew in the future.

Draft a Ringer: Often, an experienced racer on board can help crewmembers learn their roles quicker and more easily understand the "why" of their actions.

Focus on the Fun: Remember, only one boat can win, but everyone can have fun. Keep in mind why we do this thing that we do. It's to have a good time with friends and family in an environment we love, not to collect "pickle dishes" or trophies. Get this part right and the rest will work itself out.

o o o o o

Dave Perry's: 3 Ps of Crewing, from *Sailing Magazine's* "Splashes" email blog:

Patience – You can't rush success. It's a bit of a roller coaster and not a linear flow. You can't have a short fuse and be a good crew.

Perseverance – It's easy to quit in a race, regatta, or in a sport. Teammates don't quit on each other.

Be Positive – Positive energy is so powerful. There's no bigger cancer on a boat than someone going "dark".

o o o o o

On March 9th, Terry Hutchinson put on a full program to a full-house at Buffalo Yacht Club, speaking, showing videos and answering questions about his roles as a professional sailor. Specifically, his role as tactician on the TP 52 Quantum, on the

Mini Maxi 72 *Bella Mente*, his Americas Cup campaigns (*Artemis*), but mostly the Farr 40 World Championships.

Kris Werner, the owner of the Quantum sail loft in Rochester, put together his Top 10 takeaways from the night. They were all listed in RCR Yachts' *Yacht Racers' Newsletter* on March 23rd. Here are the topics. You can find expanded info at the RCR website.

There is NO Substitute for Time On The Water

Practice Harder than you Race

Debrief Your Crew and Take Notes

Avoid Big Risks, especially early in a regatta (you can't win a regatta on the first day, but you can lose it)

Know Your Competition

Focus on What You Can Control

Set Your Crew and Your Schedule Early in the Year

Have a Coach and a Photographer

Trust Your Teammates

HAVE FUN!!!

Secretary's Column

by Sue Morris

SV Sails Call



Happy Easter to all!

Wow, it's great that we had such a mild winter, but still I am ready to launch the boats and get some fun water time! Let the FLYC 2016 fun begin!

It's also worth noting that it's time to renew your membership. Please send your application to me as soon as you can! *[A copy is on the last page of this newsletter. – Ed.]*

Tired of paying guest fees to have your friends attend FLYC functions? Make a copy of the membership form and invite them to join, too!

Please send all information to:

Sue Morris
100 Mead Rd
PO Box 14
Pine Valley, NY 14872.

Take care and see everyone soon! Thanks!

-Sue

From the Treasurer



by Denis Kingsley

SV Tark

The financial status remains essentially the same as reported in the last issue. Dues are slowly beginning to be received. We remain solvent but need to carefully monitor our expenses.

- Denis, still cooking the books.

Socially Speaking

by Rebecca Lewis



Hello!

The boating season is soon upon us. I am looking forward to seeing you all on a regular basis. While winter has certainly been easy on us, it has been much too long.

With great enthusiasm I share news of several events already on the calendar for you to participate in during the month of May. Please join in all of them or just the ones that fit into your schedule.

May 7th is our first official coffee Klatch of 2016. Join us on the covered deck for coffee and bagels at 10 a.m. If you'd like to bring something to share feel free to do that, too.

May 21st is our FLYC Birthday celebration. It's a celebration of all the members' birthdays in one afternoon! This will be a

SV Kestrel

picnic style; there will be a selection of meats, cheeses, and rolls. You are asked to bring your favorite beverage and a dish to pass. The event will start with a social at 6:00 and dinner at 6:30 p.m. There will also be Birthday Cake!

May 29th is our annual Memorial Day Picnic. Grilled hamburgers and hot dogs will be on the menu. All members are asked to bring a dish to pass and your own beverages. Time: Social at 6:00 and Dinner at 6:30 p.m.

Looking ahead to June, please mark the 17-19 on your calendars. June 17th is the Waterfront Festival of Light and the FLYC lighting of the boats. June 18th is the Cardboard Boat Regatta. June 19th is the FLYC Father's Day brunch. Brunch starts at 11:00 a.m and all members are asked to bring a dish to pass.

Sign-up sheets will be on the bulletin board for all events. I am so excited to see you all and catch up on what is new!

- Rebecca

Keel Restoration on *Sandra Lee II*

by Rich Follette

SV Sandra Lee II

We bought the Catalina 30 which became the *Sandra Lee II* in the spring of 2008. We purchased it knowing there were several issues with the boat, some small and a couple of larger items. The biggest issue was that a previous owner had cut 5 inches off the bottom of the keel. The standard Catalina 30 keel is 5' 3" deep and they offer a shoal keel at 4' 5" so I assumed that someone thought they were making a shoal keel and they put pieces that they cut off into the bilge. I guess they thought that it would help if they kept the weight the same.

We sailed the *Sandra Lee* that first summer with the shortened keel and, never having sailed a Catalina 30 before, I couldn't tell if there were any performance issues, but I did want to get the weight right and properly located back down near the bottom of the keel. So the options were limited, such as:

- replacing the keel (which probably would have cost more than the value of the boat),
- adding a piece to the bottom of the keel, or,
- because I did like the idea of the shoal keel, adding bulbs to the sides of the keel.

I started out by calculating how much weight was removed from the keel: about 300 pounds. Since the added weight would be 5 inches higher I figured that adding another 100 pounds would keep the righting moment the same as with a standard keel. When I weighed the lead that had been left in the bilge it amounted to only 200 pounds, so I called on some plumber friends and came up with the extra lead I needed.



Figure 1 - Lead from the bilge.

Adding the bulbs to the keel started with the haul out in the fall. I knew I would have to be able to access the bottom of the keel once the bulbs were in place so I added 5! inches to my cradle and put wedge blocks under the keel that could be removed later, two at a time, to epoxy the bottom of the keel.



Figure 2 - The 6 x 6 blocks are cut in half diagonally to form a wedge which made them removable.



Figure 4 - Pouring the concrete to make the templates for the keel bulbs.



Figure 3 - Making the keel bulb molds.

After being hauled out, it was just basic prototyping and mold making. The first step was to make a mirror image of the keel location where the bulbs would later attach. I put forms along the keel and filled them with quick setting cement to make negative castings of the keel.

Once the negatives had set, I cast positives back at my shop that would be the same curve as the keel.



Figure 5 - Making positive forms from the keel castings.



Figure 6 - Resulting positive keel forms.

Once I had the positives of the keel I could form the prototypes of the bulbs using plaster. The rough shape was made with a screed and then I sanded the plaster pieces to get the final shape and right volume so each bulb would weigh 200 pounds.



Figure 7 - Getting the rough shape.



Figure 8 – Plaster prototypes before and after sanding.

Next I took the prototypes to the boat to check the fit.



Figure 9 – Test fitting of the plaster prototypes.

The next step was to make the molds from the plaster prototypes into which to pour the lead castings.



Figure 10 – Casting molds. It doesn't show well in the picture, but I also incorporated recesses for the mounting bolts.

Now I had to melt 200 pounds of lead and pour it into the molds. I made a vessel from an old (empty!) propane tank. The heat comes from a weed burner and I welded a 2" pipe elbow to the bottom of the vessel to make a pouring arm so I didn't need to tip the vessel.



Figure 11 - Homemade cauldron for casting lead.



Figure 13 - Checking the molten lead prior to the pour.



Figure 12 - Casting furnace in action. Note funnel in the mold for the pour.



Figure 14 - Once the lead was melted all that I had to do was lower the pipe to direct the lead into the mold.



Figure 15 - Finished castings ready to be cleaned before mounting.



Figure 18 - Keel bulbs following attachment.



Figure 16 - The hardest part: Carrying the ballast to the boat!



Figure 19 - Filling and fairing the keel.



Figure 17 - Each bulb was attached with three 5/8-inch stainless lag bolts.



Figure 20 - Finished keel prior to receiving bottom paint.

As I mentioned before, since I didn't have a lot of experience in the Catalina 30, it wasn't apparent to me that adding the bulbs

made a difference sailing, but we did notice that the boat seemed more stable at the dock and anchored.

Overall, it was a fun project and well worth the effort to keep the keel as a shoal draft. When we went up to the public dock

at Geneva last summer, while the water was low, we ended up with only 2-3 inches under the keel. We wouldn't have made it in if I had restored to the standard keel.

-Rich

Boating Museums

by Steve Howard

Have you ever given thought to the maritime history of Upstate New York? Have you visited the many and varied museums honoring that history and the people who made it possible? Most everyone who knows me knows that I'm a sucker for ALL things maritime, and that I have taken advantage of both work and vacation time to merge my vocation and avocation, stopping in to visit maritime museums throughout New England, New York and the Chesapeake region as I traveled.

It wasn't until I found a copy of *Maritime Museums of North America including Canada* by Robert H. Smith that I learned about the multitude of smaller (and some not so small) museums in Upstate New York.

Many of the museums are focused around the construction, usage, and benefits derived from the Erie Canal. They are located from Albany to Buffalo. They are in Amsterdam at Guy Park; the Rome Erie Canal Village; the Canastota Canal Town Museum, Chittenango Landing Canal Boat Museum; the Dewitt Canal Center; the Canal Society of New York State and the Erie Canal Museum (both in Syracuse).

You also can't forget the parts of the canal system which travel North-South with museums in Oswego (The H. Lee White Museum and the Oswego Maritime Foundation) and the Lockport Canal Museum, about 20 miles north of Buffalo (the Marquis de Lafayette declared the locks constructed in Lockport to be one of the greatest engineering feats of the world). Covering the Champlain Canal region are the Skenesborough Museum in Whitehall and the Clinton County Historical Museum in Plattsburgh, which has wonderful

SV Horseplay

dioramas depicting the Battle of Plattsburgh and the naval battle off of Valcour Island during the War of 1812.

The Buffalo Maritime Center, the Lower Lakes Marine Historical Society, Buffalo Harbor Museum and the Buffalo and Erie County Naval and Military Park, are all there in the Lake Erie area.

Don't forget the Sodus Bay Lighthouse Museum; the Adirondack Museum in Blue Mountain Lake and, possibly best of all, the Antique Boat Museum in Clayton, with their wonderful collection of wooden boats. And how could anyone forget our own Finger Lakes Boating Museum over in Hammondsport, displaying the boat building history of our favorite region and keeping alive so many of the old techniques in the building of wooden boats through their education classes and seminars.

And to top it all off, this is just a sampling of Upstate New York. There are museums along the Hudson River and out on Long Island, also. Plus, a whole continent's worth starting just beyond the New York borders.

Give some thought to learning more of the state's history by following the canal system either by boat, bicycle or car, stopping along the way to see the towns and how they all came to be, leading to the opening of the West and the creation of "The Empire State".

- Steve

Miscellaneous Stuff

New Sailboat Sales Down in 2015

According to data just released on March 22 from the National Marine Manufacturers' Assn (NMMA), sales of new sailboats were down 24.2% in 2015 to near 2013 levels after a 33.9% increase in 2014.

Total sales were \$195.3 million. The average retail price was \$34,876. With the bulk of sales in the 12-19 ft range, followed by the sub-11 ft group, either small boats and dinghies are getting expensive or there were some VERY expensive yachts sold last year to bring up the average price.

2016 Junior Sailing Sign-Up

The Seneca Sail & Power Squadron is gearing up to begin another season of Junior Sailing on Seneca Lake and beyond. If you have a budding young mariner of high school age, you'll want to make plans to come to an informational meeting to get the details of the program and the registration forms that will need to be turned in.

Details of the meeting are as follows:

- When: Friday, April 15th at 7:00 p.m.
- Where: Horseheads High School

Editor's Corner

by Tom Alley

It's spring.

I know it. Not because the weather is getting warmer, though that could be tough to notice after this past "winter", but because my schedule is filling up and life is getting busier.

Spring school functions are popping up all over the place. Projects at work begin ramping up. (Why can't they do projects during the winter when we're not trying to go boating???) Daylight savings time kicks in and we all get knocked off of our routine a bit with a different sleep pattern. And of course, the catalogues from West Marine, Defender, Jamestown Distributors, and an assortment of other chandleries start showing up in my mailbox. The "To-Do" notes start appearing also, with their requisite mix of Honey-Do (i.e., non-boating) and commissioning (boating) tasks.

Yes, it's spring.

If you plan to attend, please contact head coach Tom Alley (seo@SenecaPowerSquadron.US) to ensure a sufficient number of handouts are available to attendees.

This Is Why...

Quantum Sails has some really nice ads that sum things up rather nicely...

This is why we do what we do.

*Long days
Tired mind
Aching back
Sunburnt nose
Happy place.*

and

*Storm looming
Whitecaps forming
Winds shifting
Spirits soaring.*

SV Tomfoolery

Robins have returned to hop around on my still-dormant lawn and fellow sailors are stumbling out of their winter dens into the sunlight of the boatyard to begin inventorying their commissioning tasks.

Groups congregate to compare notes on winter experiences and spring project lists. Conversations inevitably turn to the weather and everyone's prognostications of the optimal time for key events: When to remove the winter cover; when to do painting; when to do fiberglass work; and ultimately, when to launch.

Yes, it's spring.

But best of all, we begin to dream and anticipate all of the things we will do on our boats once they are launched.

Yes, indeed, spring is here!

- Tom

Boat Show/Event Calendar

A listing of boat shows, seminars, and regattas (in locations with non-solidified water) to get you through the off-season! Compiled by Steve Howard.

Events & Boat Shows

April

- 16 **RCR Buffalo Socks Burning Party**
- 22-24 **Annapolis Spring Sailboat Show**

October

- 06-10 **US Sailboat Show, Annapolis, MD.**

Regattas

April

- 14-17 **Charleston Race Week, Charleston, SC.**
- 29-5/1 **Annapolis NOODs**

May

- 14-15 **J-22 Jack Rabbit Regatta, Canandaigua Yacht Club**

June

- 10 **Annapolis to Bermuda Race start**
- 11 **Niagara Hospice Regatta**
- 17-19 **Chicago NOODs**
- 19-26 **Cleveland Race Week**
- 18 **Oswego Hospice Regatta**

July

- 22-24 **Can Am Challenge, Youngstown Yacht Club, Youngstown, NY**
- 28-31 **Marblehead NOODs**

August

- 05 **J/80 North Americans, National Yacht Club, Toronto, Ontario**
- 13 **IRC Lake Ontario Championship, National Yacht Club, Toronto**
- 13-19 **Lightning North Americans, Rochester Yacht Club, Rochester, NY**
- 19-25 **J/22 Worlds, Kingston, Ontario**

September

- 8-11 **J-24 North Americans, Mississauga, Ontario**
- 23-25 **Melges 20 NA's, Toronto, Ontario**
- 23-25 **J-22 Lake George Open Regatta**
- 29-10/2 **J-24 Changing Colors Regatta, Lake George**

Distance Races

June

- 03 **Susan Hood Trophy Race, (The Coolest Race on the Lake!) Port Credit Yacht Club**

July

- 16 **Lake Ontario 300/600 Challenge, Port Credit Yacht Club**

Lake Ontario Short-Handed Race Series (LOSHRS)

June

- 05 **Course Race**
- 18 **Port Credit YC to Youngstown YC**
- 19 **Youngstown YC to Port Credit YC**

August

- 20 **100-Miler**

September

- 17 **Port Credit YC to Dalhousie YC**
- 18 **Dalhousie YC to Port Credit YC**

Winter & Spring Seminars

April

- 12 **RCR Yachts Seminar Series. Skip Dieball, reigning Etchels World Champion. Presented by North Sails Toledo at the Erie Yacht Club, Erie, PA.**

2016 FLYC Calendar

This is the club calendar as discussed at the Board meeting in late January. Some dates are subject to change as plans firm up and get finalized. Please check the club web site (<http://www.FLYC.US>) to see the most current information.

April

- 01 **April Newsletter Publication Date.**
- 15 **Earliest possible launch date** (per slip contract).

May

- 01 **FLYC Membership Renewals Due.** Please fill in a renewal form (from the web site or from this newsletter) and send it to Sue Morris with your payment.
- 07 **Saturday Morning Kaffee Klatch with Coffee and Bagels.** (0900) Kick off the season with the club's traditional Saturday morning ritual of having some coffee and snacks on the restaurant deck to start the weekend.
- 14 **Saturday Morning Kaffee Klatch.** (0900)
- 21 **Saturday Morning Kaffee Klatch.** (0900)
- 21 **FLYC Member Birthday Picnic.** (1800)
- 25 **Deadline for newsletter articles.**
- 28 **Saturday Morning Kaffee Klatch.** (0900)
- 29 **FLYC Memorial Day Picnic.** (1800)

June

- 01 **June Newsletter Publication Date.**
- 04 **Saturday Morning Kaffee Klatch.** (0900)
- 04 **Rust Removal Race** (1300). Not counted toward season totals.
- 11 **Saturday Morning Kaffee Klatch.** (0900)
- 11 **Summer Series Race #1.** (1300)
- 11 **Post-Race Mortem Social** (1700) BYOB/Snack to share.
- 17-18 **Watkins Glen Waterfront Festival*
- 17 **FLYC Lighting of the Boats.** (Dusk) Prizes to the member boat with the best lighting.
- 18 **Cardboard Boat Regatta. (1200) Special marina parking restrictions will be in place.*
- 19 **FLYC Fathers' Day Brunch.** (1100)
- 25 **Saturday Morning Kaffee Klatch.** (0900)
- 25 **Summer Series Race #2.** (1300)
- 25 **Post-Race Mortem Social.** (1700) BYOB/Snack to share.

July

- 02 **Saturday Morning Kaffee Klatch.** (0900)
- 03 **All-American Picnic.** (1800) Club will provide traditional picnic entrée. Please bring a side/dessert to pass.
- 09 **Saturday Morning Kaffee Klatch.** (0900)
- 09 **Summer Series Race #3.** (1300)
- 09 **Post-Race Mortem Social.** (1700) BYOB/Snack to share.
- 15-18 **USPS District 6 Rendezvous*
- 16 **Saturday Morning Kaffee Klatch.** (0900)
- 16 **New Skipper's Race.** (1300) This is a race open to any skippers new to racing – a great learning opportunity.

- 16 **Post-Race Mortem Social.** (1700)
- 23 **Saturday Morning Kaffee Klatch.** (0900)
- 23 **Commodore's Cup Race.** (1000) Special scoring.
- 23 **Commodore's Cup Dinner.** (1700)
- 25 **Deadline for newsletter articles.**
- 30 **Saturday Morning Kaffee Klatch.** (0900)
- 30 **Race Make-Up Day.** (1300)

August

- 01 **August Newsletter Publication Date.**
- 04-07 **NASCAR At The Glen*
- 06 **Saturday Morning Kaffee Klatch.** (0900)
- 06 **Summer Series Race #4.** (1300)
- 06 **Post-Race Mortem Social.** (1700) BYOB/Snack to share.
- 12-14 **Watkins Glen Italian Festival*
- 13 **Saturday Morning Kaffee Klatch.** (0900)
- 13 **Summer Series Race #5.** (1300)
- 13 **Post-Race Mortem Social.** (1700) BYOB/Snack to share.
- 20 **Saturday Morning Kaffee Klatch.** (0900)
- 20 **Surprise Race.** (1300)
- 20 **Old Salt's Seafood Fest.** (1700)
- 27 **Saturday Morning Kaffee Klatch.** (0900)
- 27 **Summer Series Race #6.** (1300)
- 27 **Post-Race Mortem Social.** (1700) BYOB/Snack to share.

September

- 03 **Saturday Morning Kaffee Klatch.** (0900)
- 03 **Race Make-Up Date.** (1300)
- 09-12 **Glenora Wine Cellars Vintage Grand Prix.*
- 10 **Saturday Morning Kaffee Klatch.** (0900)
- 10 **Summer Series Race #7.** (1300)
- 10 **Post-Race Mortem Social.** (1700) BYOB/Snack to share.
- 17? **Seneca Yacht Club Barge Race, Geneva, NY*
- 17 **Saturday Morning Kaffee Klatch.** (0900)
- 17 **Soup/Chili/Chocolate Festival.** (1700)
- 23 **Deadline for newsletter articles.**
- 24 **Summer Series Race #8.** (1300)
- 24 **Post-Race Mortem Social.** (1700) BYOB/Snack to share.

October

- 01 **October Newsletter Publication Date.**
- 01 **Grape Harvest Race.** (1300) Special scoring. Entry 'fee' of 1 bottle of wine per boat to be used at the post-race wine tasting.
- 01 **Grape Harvest Festival.** (1700) Includes wine tasting.
- 15 **Gear Buster Race.** (1300) Special scoring. Test your boat and crew in fall conditions to see if you need to replace anything over the winter!
- 31 **Marina Haulout Deadline** (per slip contract).

November

- 05 **Member Banquet & Annual Meeting.** Includes awards and election of officers and directors.
- 26 **Deadline for newsletter articles.**

December

- 01 **December Newsletter Publication Date.**

* 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 _____