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Commodore's Comments

by Barry Lewis

I want to welcome Ray Montondo aboard. Ray volunteered for, and has been appointed to, the Rear Commodore position. He will be working with Steve Howard and Tom Alley on the Race Committee. The club runs on volunteer efforts, from organizing events, setting up tables and chairs, bringing dishes to pass, to serving on committees and being officers or directors.



SV Kestrel

We have had quite a few memberships renewed during the last two club events and a few new members have joined as well. To our new members: Welcome and be sure to check our website to see the calendar of events and races. Existing members: Please contact Sue Morris if you haven't already renewed your membership for the 2016 season. We are expecting to have a great season this year.

As many of you know, we have several members working on placing mooring balls at Smith Park. This project has taken a long time, much longer than any of us expected. This is moving along now with the applications in the hands of the NYS Park Marine Police for review. We are expecting to have them processed any time now. We are also looking into having the mooring weights created and placed for us all at one time to shorten the timeline involved. Notices will go out to those involved as soon as we have the final approvals in hand and are ready to put the mooring balls in place.

I would like to also address some confusion that seems to exist around the possibility of additional fees associated with club racing. During the planning meeting this year, the board (directors and officers) reviewed the state of our finances and discussed the equipment we have had to replace over the last two years. The loss of anchors and rode when someone apparently cut one of the race marks loose made us think about the possible loss of a mark itself and the lack of spare equipment for racing.

After some discussion, it was decided, by vote, that the club would reinstate a racing fee to help offset the costs related to racing. The exact amount and nature of the fee was left to the discretion of Steve Howard (Vice Commodore). The intention is that these funds be kept separate from the club's general funds and be used solely for the benefit of the racing program.

Marks, anchors, rode, etc. will wear out, get damaged, or even be lost from time to time. Most club members participate in some of the club social events, a small group has arranged cruises on Seneca and to Lake Ontario, about a third of the members participate in racing at various times throughout the season. These fees are the Board's best idea for addressing the desire to assure funds are available in and when racing equipment needs to be replaced without

unduly burdening non-racing members. I hope everyone supports and works with us while we figure out how this fits into our race program and our club.

-Barry

Vice Commodore's Comments

by Steve Howard

SV Horseplay



Club Membership, Now and for the Future

By the time you read this the season will have become full-on. Memorial Day weekend has started out fabulously (I'm writing this Saturday night) and despite a forecast for some scattered showers, I'm sure the marina will continue to be a beehive of activity. Yes, we moan about the non-

boaters who take up the parking spaces so near and handy to our docks (guilty as charged), but during the day today while in my boat, still on the hard, I had close to 10 folks stop to ask questions about boats in the water and still out, marina activities, rough slip expenses and when I mentioned the fact that so many of the boats owners belonged to FLYC, the interest was very strong.

In order to keep the club strong and membership growing we all need to do this kind of outreach, whether by happenstance, like today or actively getting the word out.

If there is someone in the club who would like to write small update articles of marina/club activities, race results, etc., I'll be glad to see about getting the local newspapers to run them as community pieces. Give me a call.

For decades, to enjoy the sports they love and to be with friendly contemporaries devoted to the same passions, many Americans joined golf clubs and yacht clubs. But over the past 5 years, that's been changing. These days there are more people leaving such clubs than are joining them, and nearly 10% of America's yacht clubs have closed. This is according to Steve Graves, president of Creative Golf Marketing in Manhattan, KS, who for 25 years has consulted with golf clubs, boat clubs and other social clubs to help them build their memberships.

"There was a time when clubs had to do nothing to succeed", he says. "Times have changed, yet club leadership hasn't adjusted to the reality that the days of people walking up and looking to join an organization are gone. A club's leadership may be highly successful in their personal careers, but they are likely making club decisions as a group that they'd never make in their own businesses or lines of work."

Port Tacks

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These are some suggestions on how some clubs have addressed these issues, nurturing growth to the point that some clubs have waiting lists.

Put Out the Welcome Mat, Literally

“There are lots of people in your local communities who would love to be members of your club and happy to spend their discretionary dollars there,” says Graves. “But clubs tend to block their own goals in reaching out to potential members by not appearing welcoming enough. People want to be invited to join, so empower your current membership to invite potential members to visit the club.” Be sure that the membership can answer questions about things like dues, social activities, etc. Club leadership should follow-up with a formal invitation to visit again. **We could put up a sign, “We Welcome New Members” by the sign-up board at the bar.**

Communication and Outreach

Today’s boat clubs have many tools at their disposal, such as the club website and Facebook page. These are visible examples of the vibrancy of the club. Fill them both with photos of the members at the club activities. Have the membership “like” the various postings. This will also help keep them engaged with the websites. Include stories about the fun things that the members are doing, add in D-I-Y or maintenance tips. Have the club participate in community activities, such as waterfront clean-up days, charity fundraising, etc. Get the club name out there as much as possible.

Build Member Value for the Existing Membership

Yes, it’s important to welcome new members, but equally important is keeping the members you already have by making sure that they find real value in their membership. The truth is that most club members own boats and do not use them as much as they’d really like. Providing activities around their usage increases the perceived value of the club. This could be

Facebook posts announcing a previously unplanned cruise to a mooring field just offshore from a local park **(or winery) or suggesting a get-together on Dock 3 at 1730 on Saturday or a “dock walk”, going from boat to boat, collecting slackers along the way. Fly the club burgees with pride. Seeing them all flying from a collection of boats rafted together certainly creates a sense of belonging.** Have existing members act as “mentors” to new and/or prospective members. This can also include “mentoring” existing members who might have a new or bigger or different boat or piece of electronics or sail control system, etc.

Modern Leadership

According to club consultant Dan Ehrmann of ClubExpress, “5% of members run the club and show up for almost every event, another 15% of members regularly participate, another 20% occasionally participate and the remaining 60% never show up for anything” **(our current membership seems to do a better job of this than other clubs).** Considering that the average age of most clubs’ existing membership and leadership is 60 or older and the fact that they could have completely different desires than prospective new members in their 30s and 40s with kids, makes **it doubly important to integrate younger members into positions within the leadership.**

There’s no silver bullet that works for every club, but these form a good starting point from which we should be able to grow our membership and their participation.

*- excerpted from an article by Troy Gilbert,
BoatUS Magazine,
Gulf Coast contributing editor*

See you at the marina.

*- Steve,
Horseplay, Slip 221*

Rear Commodore’s Comments

by Steve Howard



Racers, Hoist Your Sails!

It’s time to start racing!!

Our first race, the “Rust Removal Race”, will be held on Saturday, June 4th. The focus will be just what the name says, an opportunity to shake (scrape, grind, ...?) off the rust, re-check all of your settings and let your crew work the kinks out. This race will not be for score, just for practice (training, exercise, FUN!!). The Skippers’ Meeting will be held at 1300 hours up at the flagpole with the course announced then.

Racing for score will start on June 11th. We’ve scheduled 8 races to complete the Summer Series, plus up to 5 additional non-scored or especially-scored races, such as the

SV Horseplay

Commodore’s Cup, the Grape Harvest Race and the Gear Buster Race at the end of the season, just before haul-out.

Our regular course will be a **Triangle** as in previous years, the direction around to be determined by the prevailing winds and announced at the Skippers’ meeting. Starting in August, with Race #4, we’ll start having a bit more **FUN** by mixing in differently-shaped courses, such as: a **V** shape, starting at the point, up around the **East Mark**, back around the **Starting Mark** (an inflatable mark or large Polyform round fender which will also mark the west end of the Start-Finish line), up around the **West Mark** and then back across the line; a **7** shape where the course starts at the **S-F line** goes up around the **East Mark**, across to and around the **West Mark**, back across to and around the **East Mark** and then to the **S-F line**; a “**Choose your own Course**” where you can circle the course **Clockwise** or **Counter-Clockwise** depending on how you view the conditions; and/or an **Around and Back Again** where the first

lap is **Clockwise**, you round the **S-F Mark** and then do the course **Counter-Clockwise**. These sound a lot more confusing than they really are. There will be Sailing Instructions and course sheets handed out at the Skippers' Meetings.

- Steve,
Horseplay, *Slip 221*

For other Racing News, in case you missed them, read the February and April **Port Tacks**.

Secretary's Column

by Sue Morris



Well time is going by quickly for the month of May! I can't believe it is the end already! Many boats are going in the water and it does mean that summer is fast approaching, even if the weather is not cooperating!

Thank you to all who have signed up for an exciting year of FLYC fun! At this time there are 21 members who have officially renewed so that is a great start! Please remember to make a copy of the membership application and send a \$45 check to FLYC to the following address so I can get you on the list for this year. I miss seeing everyone so I will be looking forward to find out how the winter went for all.

Stay warm and safe!! Hugs to all!

-Sue

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Please send your membership renewal to:

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

SV Sails Call

From the Treasurer



by Denis Kingsley

A we kick off the sailing season there is a slightly less than \$2,000 in our fund balance (a.k.a. the checking account). To date all invoices have been paid.

Waiting for more dues to come in so that we can top the \$2,000 and really feel like the 1% crowd.

- Denis, still cooking the books.

SV Tark

Socially Speaking

by Rebecca Lewis



Hello June!

Please be filled with warm sunny days and winds to take our vessels on fun excursions.

There are many activities to choose from. From parties to racing, there's certainly something for everyone, so take part in all of them or just the ones that fit into your schedule.

The Kaffee Klatch season of 2016 is well under way. Join us on the covered deck for coffee every Saturday morning at 9 a.m. Goodies are always welcome if you'd like to bring something to share.

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 will start at 11:00 a.m and all members are asked to bring a dish to pass.

Looking ahead, our All-American Picnic takes place July 3rd, Social is at 17:00 and dinner to follow. The club will provide the hamburgers and hotdogs with all the fixings and you are asked to bring a dish to pass.

Finally, don't forget the post race socials that are held after each race. These gatherings are BYOB and snacks. Racing scores are announced at this time. Non-racers and racer wannabes are

SV Kestrel

always welcome too! Check out the racing schedule for dates and times.

See you on the docks!

- Rebecca

Sign-up sheets will be on the bulletin board for all events. As always, please feel free to drop me a line if you have any questions.

Great Lakes Coast Guard Recommends Free Vessel Safety Checks for Boaters

by U.S. Coast Guard, Ninth District (Great Lakes Region)



CLEVELAND — As National Safe Boating Week continues, the [Coast Guard 9th District](#) is reminding boaters Wednesday to get a free vessel safety check from the [U.S. Coast Guard Auxiliary](#) before going out onto the Great Lakes this Memorial Day weekend.

The Coast Guard Auxiliary is an all-volunteer force that augments the U.S. Coast Guard by promoting recreational boating safety through vessel safety checks and boating education courses.

"Being a safe boater goes beyond simply having the required safety equipment onboard your vessel to show federal, state, and local law enforcement that you are in compliance with boating safety laws," said Mike Baron, the recreational boating safety specialist for the Coast Guard 9th District in Cleveland. "By passing a vessel safety check and getting your annual decal, you provide your passengers and law enforcement with a visual cue that you are a safe boater."

A Vessel Safety Check is a free safety inspection of a recreational boat conducted by a trained and certified U.S. Coast Guard Auxiliary or U.S. Power Squadron Vessel Examiner.

The Coast Guard recommends that all recreational boaters, including personal watercraft users and paddlers, take advantage of these free offers. Boaters who have undergone a vessel safety check recently and earned a decal, will often find boardings of their vessels to be much faster.

No citations are issued for safety violations discovered during a vessel safety check.

"A boating safety course will teach you not only how to properly navigate on the lakes, but what to do in emergencies," Baron said. "Whether engaged in fishing, water skiing, paddling a canoe or kayak, or simply just cruising the waterways, this fantastic freedom to escape the bounds of land and escape to the water comes with a responsibility to do so safely."

According to the [2015 Recreational Boating Statistics](#), where instruction was known in the 626 deaths across the nation, 220 boat operators had not taken a safety class.

Boaters can go to <http://cgaux.org/vsc/> to schedule vessel safety checks or <http://cgaux.org/boatinged/> to find available boating courses nearby. The Coast Guard Auxiliary, U.S. Power Squadrons, other qualified volunteer organizations and state agencies sponsor a variety of boating safety courses.

Vessel safety checks can also be requested through the new [U.S. Coast Guard smartphone App](#), available to download on the Apple App and Google Play stores. Additionally, the app includes state boating information and a safety equipment checklist as part of the 10 most often requested tools and services requested by boaters.



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Editor's Note: The Village Marina has several local vessel examiners that would be happy to provide you with your free vessel examination. To schedule your free safety check, contact Ray Margeson, Mark Erway, Jim McGinnis, Charlie Fausold, or Don Kloeber

Ramón Carlín, Casual Sailor Who Won a Round-the-World Race, Dies at 92

by Bruce Weber, New York Times

[While we don't usually run articles about sailing personalities, I thought Señor Carlín's story would be of interest to us "amateur" sailors. – Ed.]



Ramón Carlín in a scene from "The Weekend Sailor," a documentary film about the race he won. Photo by Keith Lorence.

Ramón Carlín, a Mexican washing-machine magnate who was a 50-year-old sailboat skipper of scant experience when he entered — and unaccountably won — the first [Whitbread Round the World Race](#), a Mother Nature- and death-defying competition of more than seven months and 27,000 nautical miles across storm-tossed and near-frozen seas, died on Thursday in Mexico City. He was 92.

His death was confirmed by his son Enrique.

Seventeen yachts of varying styles and dimensions set out from Portsmouth, England, on Sept. 8, 1973, for the first Whitbread competition, a much-ballyhooed regatta often called the first fully crewed sailing race to circumnavigate the globe. (Two other boats joined the competition for separate legs later on.)

The race, now known as the [Volvo Ocean Race](#) and last held in 2014-15, was something of a novelty in its first incarnation; some 3,000 spectator boats followed the contestants out of Portsmouth harbor, and the captains and crews had varying levels of experience. But crews trained by the British Navy as well as some of Europe's most accomplished sailors, including Chay Blyth, a Scotsman (now known as Sir Charles Blyth), who had previously sailed around the world solo, took part.

Certainly Mr. Carlín's Swan 65 yacht, a 65-foot fiberglass craft christened Sayula II and purchased specifically for the race, was viewed as an inevitable also-ran. Before the start, British newspapers ridiculed the idea of a Mexican yachting crew; at least one cartoon depicted a boatful of clownish, tequila-swilling sombrero-wearers under patched sails.

Mr. Carlín's quest did, in fact, seem quixotic. He had begun recreational sailing just two years earlier. His crew, which included family members (his wife was the cook on the first leg of the journey) mixed in with a few experienced salts, were barely acquainted as the race began.

According to a [new documentary](#) about the race, "The Weekend Sailor," he had sent his son Enrique, then a teenager, to school in Ireland to divert his interest in marrying his under-age girlfriend and was visiting him when he saw an advertisement for the race. He'd been a casual sailor for only a couple of years and didn't own a boat capable of such a journey.

"My father asked, 'Hey, shall we go around the world?'" Enrique Carlín told the filmmakers. "And I said, 'Sure, no problem.'" (Enrique would eventually marry the young woman anyway, and some 40 years later they are still together.)

Ramón Carlín (pronounced car-LEEN) recalled: "When I registered in the race, they asked me what kind of boat I had. I told them I didn't have one, but they could be sure I'd be there when the regatta started." He added: "Since I had almost no experience, I turned to friends. I asked them to recommend a boat for sailing around the world."

That first Whitbread race was conducted in four legs, the winner of each determined by corrected time — that is, actual sailing time minus a handicap factor that is determined by the boat's dimensions and aspects of its construction — and the winner of the race by accumulated corrected time. The first leg, from Portsmouth to Cape Town, may have been the easiest, though one sailor on a British boat was swept overboard in a fierce squall; he was later rescued.

During the second leg — from Cape Town, through raucous seas whipped up by rocketing winds known as the Roaring Forties, to Sydney, Australia — all the boats were savagely battered. Sayula, hit with a mammoth wave, capsized and nearly sank; its crew members were pitched into the sea, but fortunately they were all attached to the boat by safety harnesses, managed to clamber back aboard and survived. In spite of the near tragedy — two sailors on other boats were not as lucky — Sayula won the second leg on corrected time, the only leg in which it finished first.

A third sailor — Bernie Hosking, the same man who had earlier been swept overboard and rescued — was lost from Captain Blyth's boat, Great Britain II, on the third leg, which took the racers from Sydney across the frigid Southern Ocean surrounding Antarctica, around Cape Horn at the southern tip of South America and up the coast to Rio de Janeiro. Rounding

the fierce promontory of the Cape, where the hazards include gale-force winds, sleetlike rain and a minefield of icebergs, sailors face some of the most treacherous waters in the world. According to [a history](#) of the race on the race's website, up to that time fewer than 10 sporting yachts had endured the journey.

On the fourth leg, from Rio across the Atlantic back to Portsmouth, several boats, including Sayula, were hampered by becalmed winds. The start of the final leg had a staggered start — the larger, more powerful boats started later — so they would arrive at the finish more or less together. Fourteen boats completed the race. Sayula's time, 155 days 9 hours, became a corrected time of 133 days 13 hours, nearly two days faster than the runner-up.

"The winning difference was my boat and that crew," Mr. Carlin said afterward. "We had no time to train. My plan was to get to know the crew and teach them how to manage the boat during the first leg, but all of them turned out to be very good."

Ramón Carlin Lima was born on Aug. 31, 1923, in Puebla, east of Mexico City, where he spent most of his life. Though his mother, Magdalena Lima, was a teacher, he never finished high school; he moved to Mexico City in his midteens and worked in a soap factory after the death of his father, Moises Carlin, who had run a grocery in Puebla.

In the late 1940s, he was selling household goods — cookware, glasses, small appliances — door to door, and in 1960 he founded a highly profitable company, Comercial Doméstica, that sold washing machines and other home appliances.

Mr. Carlin's first marriage ended in divorce. In addition to his son Enrique, his survivors include his wife, Francisca Larios; another son, Octavio; six daughters, María Teresa, Gloria, Alicia, Emma, Marta and Lourdes; 19 grandchildren; and 22 great-grandchildren.

Mr. Carlin may have been an unlikely adventurer, but by the early 1970s he was nonetheless seeking an adventure. And though his seagoing experience was minimal, his leadership instincts and skills were not. He made sure that the crew had creature comforts: The boat was fitted out with proper berths, a bar and a galley, and supplied with food and drink far more appealing than normal sea rations.

"He was enthusiastic; he did everything in a first-class way," Bob Martin, an American who served on the crew, said in an appreciation of Mr. Carlin published on the race website after his death. "He cared about us, we had the best food and the boat was beautifully equipped."

The veteran sailors on the crew also gave him credit for delegating properly, keeping his cool and being willing to perform the rudimentary but necessary tasks that many captains find beneath them.

"If someone was sick, he would take his night watch," said a British crewman, Butch Dalrymple-Smith. "He would dry our wet gear if we forgot to do it. Others would scream. He just wasn't like that. Everything that made the difference between success and failure can be traced back to Ramón."

Mr. Carlin "was a perfect skipper, really," Mr. Dalrymple-Smith added.

Miscellaneous Stuff

FLYC Cruise-In-Company to Geneva

During the weekend of July 15th-17th there are going to be some big doin's going on.

The Seneca Sail and Power Squadron will be having a barbecue at Clute Park on Friday night (July 15th) from 18:00 to 21:00 and all are invited to attend. There will be a charge for dinner and tickets will be available beforehand for FLYC members.

On Saturday (July 16th) the Squadron members will be celebrating with a cruise up the lake and then to Ithaca along with other Squadrons from across Upstate New York. The plan, for those who can navigate under the bridge into the canal, will be to have a get-together at Barrett Marine in Waterloo on Saturday night. I've been told by Tom Alley that during the run up the lake the Junior Sailors will be put through their paces, both in open water and near-shore.

For FLYC and SSPS sailing members it has been suggested that we **Cruise-in-Company to Geneva** on Saturday, have dinner and spend the night at the north end of the lake and return south on Sunday.

I've heard from several folks that 4 or 5 years ago this was done and 9 boats made the trip, and a total of 45 people attended for dinner with a great time being had by all. Currently, the only thing on the FLYC schedule for that Saturday was a possible New Skippers' Race, which can be moved to another date if there's enough interest.

Folks who are interested in the **Cruise to Geneva** can contact me, Steve Howard (vc@flyc.US), or Tom Alley (alley@flyc.US) and we'll let you know what we know.

More information will be sent out via email blasts and notices on the bulletin board at the marina as it becomes available.

Notice to Mariners

NYS Canal System Summer Hours

Mariners are reminded that summer hours have begun on the Canal System, effective 5/26/2016.

The hours of operation for the remainder of the 2016 season are as follows:

May 26 to September 7: 8:00 a.m. to 6:00 p.m.

September 8 to November 20: 7:00 a.m. to 5:00 p.m.

In addition to the schedule listed above, the following locks and lift bridges will operate on demand from **7:00 a.m. to 10:00 p.m.** from **May 26 to September 7:**

- Lock C-1, Halfmoon
- Lock E-7, Niskayuna
- Lock E-23, Brewerton
- Lock O-1, Phoenix
- Lock O-2, Fulton
- Lock O-3, Fulton
- Lock E-24, Baldwinsville
- Main Street Lift Bridge, Fairport
- Lock E-32, Pittsford
- Lock E-33, Henrietta
- Spencerport Lift Bridge
- Adams Basin Lift Bridge
- Park Avenue Lift Bridge, Brockport
- Main Street Lift Bridge, Brockport
- Holley Lift Bridge
- Hulberton Lift Bridge
- Ingersoll Street Lift Bridge, Albion
- Main Street Lift Bridge, Albion
- Eagle Harbor Lift Bridge
- Knowlesville Lift Bridge
- Medina Lift Bridge
- Middleport Lift Bridge
- Gasport Lift Bridge
- Exchange Street Lift Bridge, Lockport
- Lock E-34/35, Lockport
- Lock CS-1, Cayuga
- Lock CS-2/3, Seneca Falls
- Lock CS-4, Waterloo

In addition to the structures listed above, Locks E-2 through E-6 and Guard Gate #2 in the Waterford Flight will operate on demand from **7:00 a.m. to 10:00 p.m.** from **Thursday through Monday** from **May 26 to September 7**. During the same period, the hours of operation for the Waterford Flight will be **7:00 am to 6:00 p.m.** on **Tuesdays and Wednesdays**. Due to roving operations, some delays may be experienced before 8 a.m. and after 6 p.m. in the Waterford Flight.

Vessels will be admitted through structures if arriving prior to scheduled closing. Vessels arriving at Lock CS-2/3 in Seneca Falls or Lock E-34/35 in Lockport from either direction prior to scheduled closing will be admitted through both chambers. Vessels arriving westbound at Lock E-21 in New London or arriving eastbound at Lock E-22 in Verona prior to scheduled closing will be admitted through both locks. Vessels arriving southbound at Lock C-4 in Stillwater or arriving northbound at Lock C-3 in Mechanicville prior to scheduled

closing will be admitted through both locks. Vessels arriving at the Waterford Flight from either direction at least 30 minutes prior to scheduled closing will be admitted through the entire Flight.

24-hour service is available to commercial vessels such as tour boats, tugboats, charter boats, cruise ships, and hire-boats operating on the Canal System. Registered commercial operators should call (518) 471-5014 during regular business hours and (518) 461-0942 after hours to make arrangements for lock and lift bridge service outside of the Canal's regular operating schedule.

For updates and information, please visit Canals.NY.gov or follow us on [Facebook](#) or [Twitter](#)

The USCG Encourages Safe Paddling

CLEVELAND – During National Safe Boating Week, which began Saturday (May 21st) and ran through Friday (May 27th), the Coast Guard 9th District is encouraging outdoor enthusiasts to paddle smart throughout the Great Lakes boating season.

According to the national [2015 Recreational Boating Statistics](#), the vessel types with the second and third highest percentage of boating deaths in 2015, 139 total deaths, were kayaks and canoes.

Capsizing and drowning were the causes of more than two-thirds of the paddlecraft accidents and deaths in 2015.

For this reason, the Coast Guard urges paddlers to wear their life jackets at all times. Paddlecraft are prone to capsizing more easily than other vessels, and their operators should be prepared to unexpectedly enter the water at any time.

Cold water temperatures in the Great Lakes makes paddling in those bodies of water especially dangerous for people who are not appropriately dressed. Water temperature of 60° F or lower is considered cold. Paddlers should dress for the water temperature to avoid drowning as a result of [cold-water-shock response](#).

Additionally, paddlers should practice in controlled environments re-entering their vessels from the water. Many inexperienced paddlers underestimate how difficult re-entry is and find they are unable to do so after capsizing, necessitating rescues and increasing their odds of hypothermia or drowning.

Paddlers who capsize and are unable to re-enter their vessels should remain with the vessel to increase their visibility to rescuers.

The American Canoe Association offers these additional [Top 10 Safety Tips](#), which the Coast Guard encourages all paddlers to follow.

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. Spring is here.

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 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 eventually, when to launch.

Yes, it's spring.

- Tom

2016 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

October

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

Regattas

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**

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.

May

- 01 **FLYC Membership Renewals Due.** Please fill in a renewal form and send it to Sue Morris with your payment.

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*
15 ***Seneca Squadron BBQ at Clute Park.** (TBA) All FLYC members and Village Marina tenants are invited to attend. There is a charge for the meal.
16 **Saturday Morning Kaffee Klatch.** (0900)
16 **Cruise-In-Company to Geneva.** (TBA) Join other FLYC cruisers for a trip to Geneva and back, complete with a party at the north end of Seneca Lake!
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 _____