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Quote of the Day

"The difference between a powerboater and a sailor is a powerboater gets on a boat to go somewhere. When a sailor gets on a boat, they are already there."

- Curmudgeon's Observation,
Scuttlebutt Sailing News

Commodore's Comments

by Howard Cabezas

SV Ruthie

On January 20th I was fortunate to behold one boat in the slips and another sailboat out sailing! Such a heartwarming sight to embrace. It makes me think sailing season is right around the corner and that thought fills me with optimism and bliss while navigating icy roads, frozen windshield wipers and an endless home improvement list! April 15th, our first possible launch date, will be here before you know it!



Our yacht club calendar is finished, and we have another great summer planned. So, grab a mug of your favorite cocoa, tea or scotch; hunker down in front of the fire and check out the events calendar on our web site [and at the end of this newsletter – Ed.] and while you're at it, think about renewing your Finger Lakes Yacht Club membership!

See if you can spot the sailboat.



Happy sails!

-Howard

Vice Commodore's Comments

by Barry Lewis

SV Kestrel



Hello and Happy New Year! As many of you know, I wasn't very involved last year; I got caught up in that horrible activity we all fall victim to from time to time..., work. I don't believe my absence had anything to do with it, but 2017 saw our lowest turnout in years for many events. Participation was so low that we even had to cancel our Annual Dinner meeting due to lack of

attendance. Many of us had a rough 2017, between illnesses, injury, and work.

2018 is going to be a great season. We have great social events again this year, with the annual dinner being planned for the first weekend in November. The location for the annual dinner is still to be determined. There will be a couple long cruises this year thanks to a few of our more adventurous members (Tom and Mike). The race committee has a few new ideas for 2018 and new marker bouys will be in place for the racing season. The mooring weights at Smith Park are in place, with chains in place, just waiting for the bouys to be attached.

Let's see if we can make 2018 the most fun and engaging season any of us can remember. I am excited about this year and looking forward to seeing you all again soon.

Happy Sailing,

- Barry

Rear Commodore's Comments

by Steve Howard



The responsibilities of the Rear Commodore tend to be centered on On-The-Water activities and with the help of several folks we have put together a schedule combining racing, cruising and social activities for the coming season.

Racing is scheduled to start with the Rig Tuning Race over Memorial Day Weekend. This will just be a practice race to shake off the cobwebs and get all the adjustments put back where they belong.

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.

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The 2018 Summer Series will commence on the 9th of June and will consist of eight races ending in mid-September. Races will vary in length, direction and confusion as we wind through the summer. If we are forced to postpone a race due to wind conditions or lack of participation (I won't run a race for less than four boats), we will attempt to run it the following day. If we are still short a race there is a make-up date on the 22nd of September.

An idea to combine the Racing, Cruising and Social aspects of our Club is to have one of the Series races to Smith Park where several of our Cruising members have gone to the trouble and expense of having moorings placed there. Upon arrival, everyone participating in the day will either pick up a mooring or raft-up with someone who got there before you (whether that boat raced or even sailed down the day before). For folks who choose to not sail down, we'll find a way to shuttle them out from shore to the assembled boats for some *sail-gating*, firing up the on-board BBQs, passing snacks and appetizers from boat to boat and, of course, getting the beverages out from the coolers (after all, we are sailors). Because this idea came to me after a couple of glasses of Mt. Gay, I am most open to any other suggestions of a similar bent.

We have four races which do not count towards the Summer Series but will be separately scored.

The **Commodore's Cup** will be held on July 21st, starting in the morning and finishing up at Smith Park for the evening's social festivities.

The **Grape Harvest Race** is the 29th of September and is followed by our Grape-based dinner ashore. The prize for the winner of the Race will again be a bottle of bubbly. Also, remember that there will be an entry fee for this race of one bottle of wine per boat to be donated to the dinner following.

The **Gear Buster Race** finishes out the season on the 13th of October. Hopefully this year we will actually have enough wind to at least put a small strain on everyone's gear, if not bust it.

Seneca Yacht Club's **Barge Race** is scheduled for Saturday, the 8th of September. Those of our folks who will be racing will head down the Lake on Friday, but others who would like to join in some of the festivities can cruise down early on Saturday morning, meeting the race fleet as it rounds the Barge, cheering on our intrepid racers and then joining in some post-race celebrations (if last year's results are any indication; *Seek Ye 1st* and *Tomfoolery* ended up 1, 2). On Sunday, we are scheduling the **Cock-of-the-Walk Race**. Captains who participate will have to predict how many miles they will have to sail from the Start at SYC to the Finish back home. The vessel that comes closest to the actual sailed miles will be crowned Cock-of-the-Walk for the following year. Mileage will be determined by GPS distance of a Route created from the Start to the Finish. If

someone chooses to do the race without the use of any electronics (by using a Walker Log to measure distance sailed), that boat will receive a 5% adjustment. The details of this Race are still being worked out. Thankfully we have more than seven months to get out the kinks.

The folks who will be participating in the Power Squadron's **Cruise to Lake Ontario** are scheduled to leave the marina on July 28th. I'm sure that they would appreciate other folks wishing them all Bon Voyage and accompanying them north for at least part of the way to Geneva. Their scheduled return is the 11th of August, after their Rendezvous up on the St. Lawrence in Clayton.

Just a couple of other points:

This year (as it has been in the past but has not been adequately policed) only vessels owned by FLYC members will be eligible for awards in the Summer Series, the Commodore's Cup, Grape Harvest Race or Cock-of-the-Walk Race. We welcome others to join us, but if they want to be eligible to win they need to pony up the \$45 at the start of the season.

There will be a Pre-season Skippers' Meeting in early- to mid-May (I'll get timing out in a future issue of **Port Tacks**) where discussions over the summer's racing can be hashed out. If any of you have specific questions that could require some pre-meeting research to be conducted, please send your questions to me and/or Tom Alley.

Obersheimers Sailor Supply seminars continue with:

- Feb 7 talking about Sealants and other forms of Goops. What goes best where.
- Mar 7 Hose and Wire. Much of what you end up fixing
- Apr 4 Be Better at Racing 1.
- May 2 Be Better at Racing 2.

It's a BEAUTIFUL DAY today (after the misery of early January). One third of winter has already passed. Spring cannot be far behind!!

See you soon.

- Steve

Addendum

There was a last-minute add to our event calendar during our planning meeting on February 3rd. There was a discussion of adding a cruise to the calendar to Miles Winery for another private tasting/food-pairing event. If you're interested in this, please let your Directors and Social Committee know!

Secretary's Column

by Sue Morris

Ahoy 2018 FLYC members!

Approximately 50 days until spring! These cold days are difficult but remember those sunrises and sunsets to keep you warm and safe!



The membership form can be printed off and with \$45 check to FLYC sent to the following address!

Thanks and stay healthy!

Sue Morris, FLYC Secretary
100 Mead Road
P.O. Box 14
Pine Valley NY 14872

- Sue, FLYC Secretary

SV Sails Call

From the Treasurer



by Denis Kingsley

There has been no financial activity this month as the winter months are the doldrums for the FLYC funds. I am closely watching the latest Fed report as to where we should invest our funds as the dollar declines against the Ruble, Yen and Peso..

- Denis, still cooking the books.

SV Tark

Socially Speaking

by Maggie Martin & Lynne McGinnis

We have planned the 2018 social calendar. We hope to see you all at the events and have not made too many changes from last year. As always, feel free to bring guests. A \$5 donation can per guest will be at the picnic. Don't forget to sign up at the bulletin board in advance. We have a date for a nautical swap morning on June 2 at 9:30 am, so save your boating items and check out everyone else's stuff! We will set up in the Marina.



SV Sacre Bleu & SV Brewster

The Saturday morning coffee klatch will be under the awning on dock 5 Saturday mornings at 9am. Bring your own beverage and an item to share. Let's hope that the winter flies by and sailing season will be here soon!

- Maggie & Lynne

E-mail: Maggie social@flyc.us or 607-621-7247
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Notice To Mariners: NYS Canal 2018 Operations

NYS Canal Corporation

Permits for the 2018 Navigation Season

January 31, 2018 – Mariners are advised that fees for pleasure vessels have been waived for the 2018 Navigation Season.

Commercial vessels may get permit applications, fee schedules, and instructions at

<http://www.canals.ny.gov/business/shipping.html>

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

NYS Canal Hours of Operation

January 31, 2018 – Mariners are advised that, conditions permitting, the Eastern Erie Canal (Locks E-2 Waterford through E-23 Brewerton) will be opened on **Tuesday, May 15th** at 10:00 a.m.

The rest of the New York State Canal System (Champlain Canal, Western Erie Canal, Oswego Canal, and Cayuga-Seneca Canal) will be opened on **Friday, May 18th** at 7:00 a.m. – *conditions permitting*.

The entire New York State Canal System will close for the season on **Wednesday, October 10th** at 5 p.m.

The standard hours of operation for the 2018 season are **7 a.m. to 5 p.m.** with the following locks and lift bridges having extended hours until **10 p.m.** from **May 18th to September 12th**:

- 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 18th to September 12th**. 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 during certain periods in the Waterford Flight.

Vessels are required to arrive at a lock at least 15 minutes prior to closing to ensure being locked through, and at a lift bridge at least 5 minutes prior to ensure an opening.

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

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More Race Rules Explained

By Tom Alley

Following the 2017 race season, there were a number of questions regarding certain aspects of racing and why we do things the way we do. In the last newsletter I addressed some of the questions that came up during the season. I'll continue the discussion here, as we visit a few more questions about the Racing Rules of Sailing (RRS).

One of the questions submitted last year had to do with the rules around spinnaker handicaps and credits. Unfortunately, to understand the reason for the answer, we need to look at several other topics first, beginning with the basic measurements taken to arrive at boat handicaps.

How Are Sailboats Measured?

The Finger Lakes Yacht Club uses racing handicaps determined by US Sailing under their Performance Handicap Racing Fleet (PHRF, pronounced "perf") system. PHRF handicaps are based upon past performance of a particular boat model. Race data from around a region is collected over a number of years and the rating gets adjusted from time to time to keep the playing field reasonably level.

PHRF makes the assumption that each boat is sailed to its potential and that all equipment and sails are well-maintained. Furthermore, PHRF assumes that each boat flies a full mainsail and a 155% jib and, when appropriate, a standard (180%) spinnaker.

But what do these percentages actually mean? Keep reading.

The diagram shown in Figure 1 shows the various measurements used in determining various parameters used to rate and compare sailboats. For PHRF racing, we are primarily concerned with the following:

I – The vertical height of the foresail, measured from the height of the foresail tack to the attachment point of the forestay to the mast. This measurement ignores the presence of any deck structures, so it is possible that this distance is larger than the height of the mast off the deck.

J – The distance between the base of the mast and the tack of the foresail, which is essentially the place where the forestay attaches to the bow of the boat. This distance is always measured parallel to the water line and ignores the presence of any deck houses or cabins.

E – The length of the foot of the mainsail. This is approximately the useable length of the boom. In some cases where the boom is significantly longer than the allowed E measurement for that class of boat, you may see black stripes on the boom indicating the limit of how far back the mainsail may be flown.

P – The "hoist" of the mainsail. This is the distance from the gooseneck of the boom to the maximum height of the mainsail on the mast. Again, it is common to see black stripes painted on

SV Tomfoolery

a mast showing both the lower and upper limits of where a mainsail may be flown.

Triton Yawl (1959)

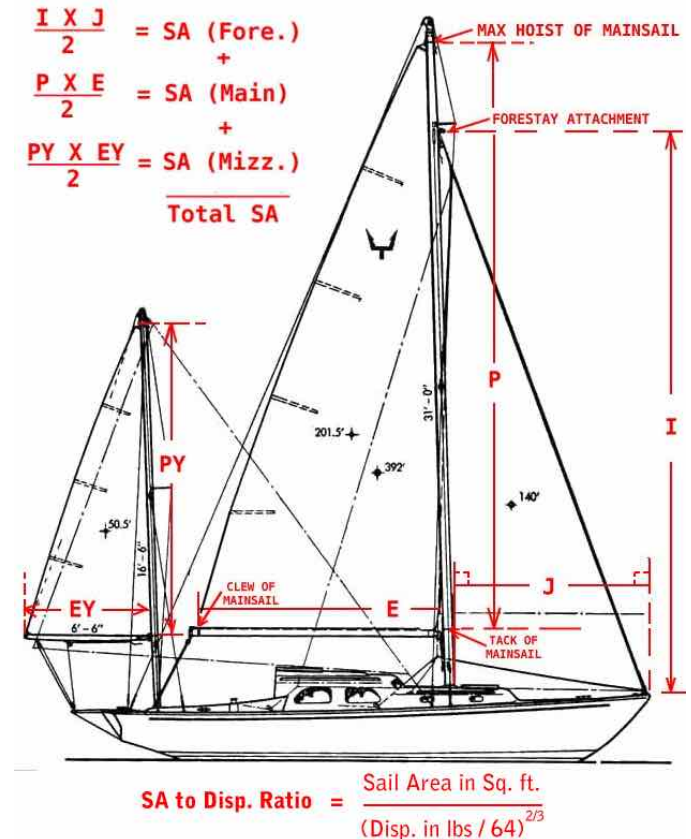


Figure 1: Common sailboat rig measurements. (Courtesy of SailboatData.com)

Sail areas computed using the formulae shown in Figure 1 are commonly referred to as "working" sails. Using the foresail as an example, one would refer to it as a "working jib" or a "100% jib".

One more measurement that gets a lot of attention is the "LP" dimension of foresails. "LP" stands for "luff perpendicular" and it is the distance from the clew of the jib to the luff along a line that is perpendicular to the luff. The drawing below illustrates this:

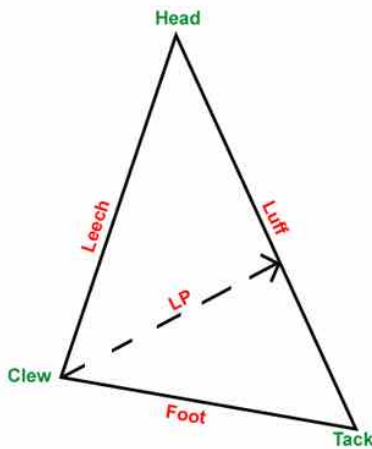


Figure 2: Definition of the LP (Luff Perpendicular) measurement of a jib.

In practice, sailors only use the working sail area when it gets fairly windy. On most days, significantly more sail area is used in order to attain hull speed on our boats. The most common is the genoa, a large foresail that partially overlaps the mainsail. The sail is named after the Italian city where they were first used.

Sail sizes are often expressed in terms relative to the working sail, though not necessarily to the actual sail area. In the case of foresails, the size of a sail is expressed as the ratio between the LP measurement of the sail and the J measurement of the boat's rig:

$$\text{Jib Size}(\%) = 100 * \frac{LP}{J}$$

Under PHRF rules, you are allowed to fly a 155% genoa without any penalty, so if your boat has a J measurement of 10 feet, your jib can have a maximum LP of 15.5 feet (15 ft 6 in).

Spinnaker sizes are also expressed relative to the J measurement of a boat. For the traditional (symmetric) spinnakers flown with a spinnaker pole, the maximum girth (width) of the sail is used instead of the LP. For asymmetric spinnakers, it gets a bit more complicated because of the sail shape and cut. Typically, the length of the foot of the sail and the mid-point girth are averaged together to approximate the maximum girth of a symmetric sail. This approximation is used for rating purposes.

How Does Sail Area Factor Into Handicaps?

As mentioned earlier, the baseline used for handicapping all boats under PHRF is a boat flying a full main with a 155% genoa and a 180% spinnaker. Deviations from these baselines result in either credits (for smaller sails) or penalties (for larger sails). For headsails, the adjustment table from the 2012 PHRF Lake Ontario handicapper's manuals has the following adjustments:

NOMINAL SIZE LP %	RANGE LP%	ADJUSTMENT (seconds/nautical mile)
190	≥185.1	-9
180	175.1 - 185	-7
170	165.1 - 175	-4
160	155.1 - 165	-2
150	145.1 - 155	0
140	135.1 - 145	+2
130	125.1 - 135	+4
120	115.1 - 125	+7
110	105.1 - 115	+9
100	≤ 105	+11

So, if you have a jib that measures to 134%, your base PHRF rating will receive a credit of 4 seconds per mile. If you have a 170% drifter, your rating will be penalized by 4 seconds per mile.

An Important Point – FLYC vs PHRF

A key difference between regular PHRF races and those run by the FLYC is in how ratings are assigned based on headsail size.

Under standard racing rules, a boat's handicap is assigned based on the largest headsail in its inventory, regardless of whether it is used or not. If it's blowing like stink and your boat had a 170% drifter on board when it was measured, you will still be penalized by 4 seconds per mile even though there is no way you will be flying a sail that large under those conditions.

Under FLYC racing rules, the club has allowed skippers to declare the largest headsail they will be flying during the race and handicaps are adjusted accordingly for that race. This is not a common practice.

Flying Sails vs No Flying Sails

Continuing with the theme of how sail area and sail inventory affects one's racing handicap, we come to the topic of spinnakers, which are part of a larger class of sails known as "flying sails". They have this name because they are flown more like kites as they are primarily attached to boats on the ends of lines rather than directly to spars.

Racing fleets are commonly divided into divisions with and without flying sails because not everyone has a spinnaker. For smaller fleets, this is not always practical, so another series of

adjustments have been worked into the handicapping formulae to take this into account. Remember, the base rating for a boat assumes that spinnakers and other flying sails will be used.

Years ago, the adjustment for a boat that was not utilizing flying sails was a flat credit of 21 seconds per mile. It was a simple correction, but it was not always accurate. In many cases it was advantageous for a skipper to forego the use of a spinnaker because of the relatively generous credit provided by the rating adjustment.

When Did The Rules For Handicapping Spinnakers Change?

In 2012, the adjustment for a no-flying-sails rating were changed. Instead of a flat correction, the adjustment is now based on the size of the jib flown when going downwind.

NOMINAL SIZE LP %	RANGE LP%	ADJUSTMENT (seconds/nautical mile)
190	≥185.1	-9
180	175.1 - 185	-7
170	165.1 - 175	-4
160	155.1 - 165	-2
150	145.1 - 155	0
140	135.1 - 145	+2
130	125.1 - 135	+4
120	115.1 - 125	+7
110	105.1 - 115	+9
100	≤105	+11

The PHRF Handicapper’s Manual also states that even these adjustments cannot guarantee a level playing field. For this reason, the mixing of spinnaker and non-spinnaker fleets is prohibited at all levels *except* the club level, where fleets may not be large enough to support this segregation.

As you can see by the table, if have a 150% genoa on board, there is no difference between your flying and no-flying sails rating. This change has caused a great deal of confusion within the FLYC fleet.

Any Questions?

We’re just scratching the surface of the Racing Rules of Sailing, handicapping procedures, and boat/rig measurements, so I’m sure many of you have questions. Please send me an email and I’ll address any questions you have in future articles. If there is sufficient interest, maybe we can organize a mid-winter gathering to talk about racing, racing rules, and various strategies and tactics that can help you be competitive.

Drop me a note: tom@flyc.us

o o o o o

Tom had his first taste of racing sailboats while he was in high school (a depressing number of years ago) and has enjoyed the sport ever since, participating in racing on the Great Lakes as well as offshore. Aside from racing his own boats, he also served as a handicapper and measurer for PHRF-Lake Ontario and as a scorer for the Youngstown Yacht Club for many years. Since joining the Finger Lakes Yacht Club in 2001, he has been an active participant in the club’s racing and cruising programs.

The Boatyard Since Irma

By Maggie Martin

SV Sacre Bleu



Photo 1: Main marina building - or what's left of it.

We arrived in the Keys in mid-January to witness the damage caused by the hurricane and storm surge following Irma. It was also thought that there had been a tornado in the aftermath. During the storm, most of the locals had evacuated, and those that returned found devastation. The eye had come ashore about 10 miles from our base in Marathon, in Big Pine, and had ruined the islands. Our “winter” boat is kept at Driftwood Marina, located on the Eastern ‘Ocean’ side of the Key with about a ½-mile of mangrove canals between it and the Atlantic. The Marina building is twisted wreckage. Most of the boats had been swept in the surge into a pile-up. They had hired a crane to lift boats and return them to their stands. We all got a hefty bill, \$\$\$\$00 for that service. Many boatowners have given up and turned in their titles, leaving a marina full of damaged boats. In the keys, over 2,000 have been salvaged, pulled from the bottom or the mangrove and beaches and crushed in boat graveyards.

We had seen images of the pile of boats leaning against each other that affected the boats in our marina. There were a few exceptions – some of the larger, extremely heavy vessels had not floated off. Few were spared significant damage. Some of the owners are actively working on what is repairable. Like us, many were not insured. A few were demasted, had holes through hulls, shredded sails and awnings..., everything else that could happen, did. They have allowed us to stay on our boat while we are working, and though the land yacht camping is a bit rough, it does speed up the work. We were very fortunate

that the interior of the boat was not damaged badly, and the solar panels and seemingly the motor, prop, and integrity of the boat is sound. There is no electricity available in the marina, so we are working with rechargeable battery-operated tools, recharging with generators. We have scrapes and gouges, and one apparent hole in the front of the keel.



Photo 2: Some of Contessa's injuries: Broken port lights, damaged gunwale, and various scrapes and bruises on her starboard side.

We bought materials and got to work. First John removed the stantions and lifeline, all bent. One winch was bent at the base and, with difficulty, was also removed. Next was filling in the hull with fiberglass and bondo, applied and sanded carefully. We have made inquiries about finding a source for the teak that we need to replace the entire toe rail and jib track that was all battered or missing. There are a few woodworking shops who will mill and shape the boards for us so John can install them. He is taking off all of the original teak. It will be a while before we get to the woodwork replacement, as we will put on a new coat of gelcoat before attaching the original wood trim. The metal work may be able to be bent back into shape, or likely need to be replaced. A couple of the outer shrouds were bent or sheered loose, unfortunately had just been installed last spring! We may not get into the water this year. John will continue to restore *Contessa* and hope that she is again seaworthy.

There are many tales of woe among boatowners here – one fellow had his boat in the water in a fortunate spot in the harbor, on a mooring ball. His made it, as did the few others moored nearby, but when he came inside it had been literally shaken to pieces, doors off of hinges, everything scrambled inside from the motion of water and wind. There is no official estimate of how many perished in the storm, but they certainly did. Homes were ruined. A few of the resorts and restaurants have reopened, but the crowds are not here this year as usual. The canals and mangroves are still filled with trash, large and small pieces of siding, wood, boats, household goods. It is an environmental disaster when you consider the toxins that have leaked and the plastics that litter the ground everywhere you go, finding its way into the fragile ecosystem. In spite of the fact that our sailing vessel has turned into a project boat, we are enjoying our time here putting *Contessa* back together and will do what we can to clean up lingering effects of the storm.

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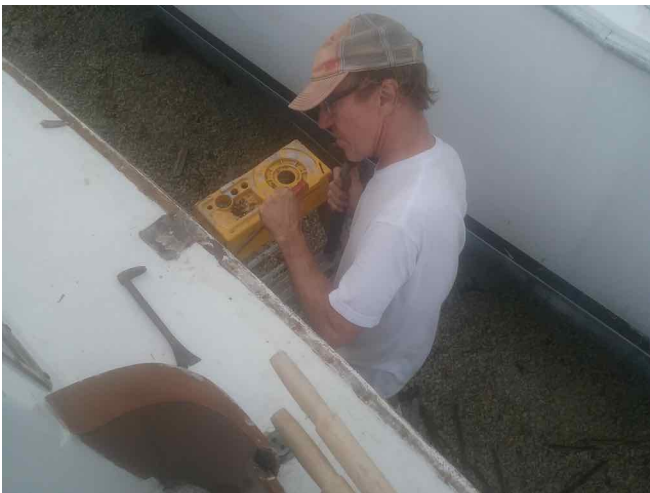


Photo 3: John removing damaged teak from *Contessa*.

Update: FLYC Club Moorings

By Mike Crouse

Everyone's patience has paid off. We are making some real progress with respect to getting some moorings installed in Seneca Lake!

Moorings weights were dropped last fall just off of Smith Park near the 20-foot depth contour. They are waiting for us to finish hooking up the lighted balls come spring. We have attached a tender line to each of the chains with a small weight holding the end towards shore, so it should be easy to snag the lines come spring time.

Because the wind was blowing like stink the day we dropped the weights, we will have to line things up when the barge is at Smith Park. The plan is to line the southern five weights in a line close to the 20-foot depth.

Seek Ye 1st

No one needs to worry about dragging on weights in a heavy blow. Not even the *True Love*! Weights are 3,700 pounds apiece; approximately one ton figuring in buoyancy.

The mooring owners are planning a get together this spring so that those of us that are willing to share can devise a system that works with a set of rules for the mooring's use. Bob Zimba has been working with Smith Park personnel and all appears acceptable.

- Mike

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Meet Your Directors

Jim & Sue Morris



Hello fellow FLYC members!

Let us introduce ourselves as directors on FLYC board. Our names are Jim and Sue Morris and our sailing vessel is *Sails Call* docked on #316. We have been sailing for 11 years now and enjoying Seneca Lake more and more with each year. Stop and visit whenever you are available to meet with us.

See you summer of 2018!

Jim and Sue

Tom Alley



If you've been in the club any length of time, you probably already know me, but for those of you who might not, I'm Tom. I joined the club in 2001 after moving to the area the prior year and have been a member ever since. Most of the time you'll see me on Dock 4 aboard *Tomfoolery*, our family's Alberg 35.

Tomfoolery and her crew do it all: Race, cruise and daysail. We're also active with the Seneca Sail & Power Squadron where we help with their on-the-water courses.

Next time you're on Dock 4, swing by slip 431 and say 'Hi'.

Tom

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FLYC Scrapbook

Memories of Warmer Weather

With the cold weather we've had recently, it might pay to reminisce of warmer days. Here are some snapshots from the FLYC Hawaiian Luau last summer, courtesy of Sue Morris. Stay warm and think spring!



Editor's Corner

by Tom Alley



As I write this, I'm just getting over the cold given to me by my niece at Christmas and our first "January thaw" is now a memory. Temperatures have plummeted back to temperatures reminiscent of early January that make gas company executives smile.

This weather probably makes chandlery executives smile, too, because I've been spending my time indoors (where it is heated and there is a ready supply of hot soup) surfing various web sites looking for some of the pieces and parts I'll need to execute more projects on my boat this spring. I would be surprised if I were the only one doing this.

Also at work during this time are the various committees of the club as we dream of warmer weather and begin to schedule various club events for the boating season of '18. For me, the

SV Tomfoolery

planning meeting is still in the future (first weekend in February), but the proposed club calendar that we will generate at this meeting can be found at the end of this newsletter. Please review it and let your club officers or committee chairs know if you have any feedback or suggestions.

If you don't see something on our schedule, SPEAK UP! We try to find things for everyone: Racing, cruising and social. If there's something new you think we should try, please suggest it to the officers and directors.

In the meantime, I'll keep on flipping between web pages to find all of the bits and pieces and "stuff" I'm going to need once the weather breaks. It won't be long and we'll all be out on the water again.

See you at the boatyard!

- 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.

Obersheimer's Boating Seminars

The Obersheimer's Sailor Supply Seminar Series is held on the first Wednesday of the winter months at the store, loft and rigging shop at 1884 Niagara St. in Buffalo. The talks start at 7pm and tend to run a couple of hours or so. This season's schedule is made up of the following topics:

February

07 Sealants, Caulks, Goops: Where and How to Use Them

March

07 Hose and Wire: Maintaining the Simplest Boat Systems / The Best Tools to Have Onboard

April

04 Become Better at Racing Part 1

May

02 Become Better at Racing Part 2 Season Starting Spring BBQ

For more information, you can call Eric or Dale Tanski at 716-877-8221.

Events & Boat Shows

February

10-19 New England Boat Show
15-19 Miami International Boat Show
16-19 Central New York Boat Show
21-25 Western NY Boat Show, Bill's Training Center, Orchard Park, NY

Regattas

February

17-19 NOODs in St. Petersburg, FL

March

17-19 NOODs in San Diego, CA
23-25 St. Thomas International Regatta
26-4/1 BVI Spring Regatta and Sailing Festival

April

12-15 Charleston Race Week

May

5-7 NOODs in Annapolis, MD

June

9-11 NOODs in Chicago, IL
15 Newport to Bermuda Race (start date)

July

21 Chicago to Mackinac Race (start date)
21-22 J Fest Great Lakes in Toronto
27-30 NOODs in Marblehead, MA

October

22-27 NOODs BVI Championships

If you want to race dinghies and daysailers this winter

Feb 6 Laser Masters Midwinters in Jensen Beach, FL
Feb 19 Force 5 5-Race Week Key Largo, FL
Feb 21 Laser Midwinters East in Clearwater, FL
Mar 24 Flying Scot Midwinter Championship in Sarasota, FL
Apr 25 Lightning Spring Championship in Columbia, SC

2018 FLYC Calendar (Proposed)

This is the club calendar as discussed at the Board meeting in early February. 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.

Regular/Repeating Events

Saturday Morning Kaffee Klatch. Every Saturday at 0900 from Memorial Day Weekend through mid-September under the awning on Dock 5 at the Marina Bar & Grill.

Post-Mortem Racing Social. After every club race at 1700 on the lawn by the marina flagpole. BYOB/Snack to share. Open to racers and non-racers alike.

February

- 03 **Planning Meeting.** Board of Directors.
- 07 **February Newsletter Publication Date.**

March

- 20 **Deadline for newsletter articles.**

April

- 01 **April Newsletter Publication Date.**
- 15 **Earliest possible launch date.**

May

- 20 **Deadline for newsletter articles.**
- 26 **Seneca Junior Sailing Dockside Orientation. (1030)*
- 26 **Rust Removal Race.** Practice race. (1300)
- 27 **Memorial Day Picnic.** (1700)

June

- 01 **June Newsletter Publication Date.**
- 02 **Nautical Swap Meet.** (0930)
- 09 **Summer Series Race #1.** (1300)
- 15-16 **Watkins Glen Waterfront Festival*
- 17 **Sunday Fathers' Day Brunch.** (1100)
- 23 **Summer Series Race #2.** (1300)

July

- 04 **All American Picnic.** (1700)
- 07 **Summer Series Race #3.** (1300)
- 14 **Summer Series Race #4.** (1300)
- 20 **Deadline for newsletter articles.**
- 21 **Commodore's Cup Race.** (1000)
- 21 **Commodore's Cup Dinner.** (1700)
- 28 **FLYC Cruise #1: Lake Ontario.** Departure.

August

- 01 **August Newsletter Publication Date.**
- 01-03 **USPS D/6 Rendezvous, Clayton, NY.*

- 02-05 **NASCAR at the Glen*
- 04 **Hawaiian Beach Party & Luau.** (1700)
- 10-12 **Watkins Glen Italian Festival*
- 11 **Lake Ontario Cruise.** Return date.
- 18 **Summer Series Race #5.** (1300)
- 25 **Summer Series Race #6.** (1300)
- 25 **FLYC "Sailgate" Party.** (1700)

September

- 01 **Summer Series Race #7.** (1300)
- 02 **Labor Day Picnic.** (1700)
- 07-09 **Glenora Wine Cellars Vintage Grand Prix.*
- 08 **FLYC Cruise #2: Geneva.** Fleet departure.
- 08 **Seneca Yacht Club Barge Race, Geneva, NY*
- 09 **Cock of the Walk Competition.** Special skipper's competition during the return trip from Geneva.
- 15 **Summer Series Race #8.** (1300)
- 21 **Deadline for newsletter articles.**
- 22 **Make-Up Race.** (1300)
- 29 **Grape Harvest Race.** (1300) Special scoring. Details to be announced.
- 29 **Grape Harvest Festival.** (1700)

October

- 01 **October Newsletter Publication Date.**
- 04-08 **Annapolis Sailboat Show*
- 07 **Soup/Chili/Chocolate Festival.** (1700)
- 13 **Gear Buster Race.** (1300) Special scoring.
- 31 **Marina Haulout Deadline** (per slip contract).

November

- 16 **Deadline for newsletter articles.**
- TBA **Member Banquet & Annual Meeting.**

December

- 01 **December Newsletter Publication Date.**
- TBD **Miles Winery Race/Cruise/Tasting & Pairing.**
** 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:
 Racing Web site
 Cruising Sailing classes
 Social activities Junior Sailing
 Newsletter _____

Address: _____

Phone: Home: (____) _____ Work (____) _____
Cell: (____) _____

E-mail: _____

Boat Name _____ Type: Sail Power

Make/Model _____ Length _____

Boat Year _____ Location/Slip# _____

By this application, I/we promise to uphold the By-laws of the Finger Lakes Yacht Club, Inc.
and to comply with its rules and regulations.

Signature(s) _____ Date _____