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Please send any comments, questions or corrections to:
editor@flyc.us

Commodore's Comments

by Dawn Dowdle

SV The Irish Wake

Well as I write this we are ALL looking at the corona virus, and it's impact on us ALL – here's hoping and praying we will ALL come out relatively unscathed in the end. To do this we ALL have to keep informed, keep following good health care safety suggestions, precautionary practices and continue to pray we are able to contain the virus and reduce its spread. It is expected to continue to affect us for the months to come, this means boating season!

REMEMBER: We'll all NEED to rely on information - NOT RUMORS, and rely on the responsible actions of everyone now and going forward:

- 1- As of March 17th, no cases in Schuyler County or Steuben County
- 2- State Emergency has been established in New York State and will remain for at least 15 days;
- 3- State of emergency currently exist in Pennsylvania:
- 4- Continue to keep informed in your home state and those you travel to and through.

And lastly, information regarding the Marina Redevelopment will be forthcoming but there is nothing to report yet. Remember, Developer Submission of Letters of Interest-including beginning plans, are not due to Schuyler County until March 18th, then the county will consider them and make some decisions. I have contacted and connected with the County Administrator, Tim O'Hearn, and he has committed to keep me informed and I will, of course, share all of this with you. Further, everyone got Guy Schamel's letter with your annual slip contract, expanding his communication with the FLYC and individuals regarding these developments.

We, Guy and I, will keep informing you as we learn updates.

Again, stay safe and healthy.

Sláinte,

-Dawn



Vice Commodore's Comments

by John Chesbrough

SV Seacret Seareenity



Each year as sailors all of us can expect to be faced with certain challenges, some new and some repeated, which make up a sailor's store of experience. This winter, again in the Florida Keys, we put a new notch in our experience belt. We had our first grounding but fortunately it was as gentle and

benign as we could hope for.

We had been anchored for one day when a wind shift showed that we were too close to a neighbor who was not happy. We reanchored further south, toward what we knew to be shallow water, but surely not too far. The next wind shift, however, from south to north, revealed that we had indeed moved into shallow water. *Contessa* was now portside against a bank and the rudder was held fast. Starting the engine was not an option.

The next morning we tuned into the daily 9:00 a.m. "harbor net" on VHF 68 and waited our turn to request assistance. Within half an hour five men in separate dinghies were alongside to figure out our situation. It was quickly decided that a kedge anchor should be set to our north in order to pull our boat off the bar by using the jib sheet winches. The dinghy with the most horsepower set the kedge. The main boom was brought to starboard for someone to hang from to help get the winching started. Sure enough *Contessa* easily swung off into sufficient water, held by the kedge, while we reset our primary anchor in a more wisely chosen location. Again the dinghy with the big engine did the anchor setting.

This whole procedure took an hour, maybe, and would have been faster if the guys weren't joking around nonstop.

We thanked everyone profusely, offering food and drink, but everyone had to attend other routine chores. Boot Key Harbor is known for its convivial community spirit of people helping people. Our experience that day supports that reputation.

The lesson learned is twofold: First, be careful where you drop your anchor. Second, don't panic; think it all through. And if there's another sailor nearby you can be confident that you can at least have a conversation.

- John

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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Rear Commodore's Comments

by Tony Kutyna



A lot can change in a few weeks.

Virus, quarantine, stock market. How things work out, no one knows, and we are pretty much forced to live day to day. It is difficult for me to maintain optimism during times like these.

But it's spring, robins are back, and it's warmer outside. One thing for sure is the lake will still be around no matter

what. It is getting warm enough to prep on the boat for the summer. That's something to be optimistic about and in a month or so our water season begins.

SV Lanikai

Frankly, I can't think of a much better thing than self quarantining in the middle of Seneca Lake for a day. Wish I could do it now.

For now, do what they say, wash hands, don't congregate, etc. The situation is only temporary, and it will all work out. Looking forward to seeing you all in the summer.

Take care of yourselves.

- Tony

Secretary's Column

by Sue Morris



Happy Easter to all!!

Thank you to all who have sent your membership applications in already! 16 new and old members.

This year has already started out with quite a few waves but hang on tight to ride things out! I am excited to prepare our boat and get in the water!

Approximately 30 days to go! Looking forward to some water and peaceful moments. I found a quote by Lakehouse Outfitters:

When we count our blessings, we count our days at the lake.

SV Sails Call

Stay healthy and safe!

See you soon.

Send any membership forms and checks to the following address:

Sue Morris
P.O. Box 14
Pine Valley, NY 14872

- Sue, FLYC Secretary

From the Treasurer

by Denis Kingsley



There continues to be little activity in our finances during these winter months. A few membership checks for the 2020 season have been received and deposited.

SV Tark

We continue to be solvent.

- Denis, still cooking the books.

Socially Speaking

by Maggie Martin & Lynne McGinnis



Spring is..., near? We are all looking forward to boating season as this newsletter goes out. Social distancing is currently recommended, so it is hard to say where we will be in a month or two or three? Please refer to the FLYC social schedule, and we will send out notices that advise

if events will occur, be cancelled/postponed, or be altered. We

SV Sacré Bleu & SV Brewster

expect to continue to post the sign up sheets and notices on the bulletin board.

Best to all and with luck we will sail thru this!

- Maggie & Lynne

Contact: Maggie 607-621-7247

Lynne 607-426-7914

Email both at social@flyc.us

SV Endless Summer Cruise

By Jim McGinnis



Lynne and I just returned from Cape Coral where we bareboat chartered a 40-foot Leopard Catamaran from Southwest Florida Yachts (SWFY) for a several day cruise from the town of Cape Coral, past

Sanibel, Captiva and up to Cayo Costa Island and Useppa Island.

SV Brewster

before. With Mark on board, we coiled up the two power cables and cast off the dock. Mark had me take the boat over to the fuel dock while doing a short briefing on the twin engine controls. At slow speed, you just leave the rudders in the neutral position and steer with the two engine controls. There was no wind in the harbor that morning, so all went well. This boat can turn around in its own length with one engine forward and the other in reverse.

Mark offered to take us on an additional check ride, but we agreed I had the technique down, so we thanked him and headed out the channel. We motored all the way to our first night's anchorage since we were able to use the jib on just one heading.

Note to self and anyone reading this: With a 5 foot draft you cannot leave the Inter Coastal Waterway channel in SW Florida! You will run aground. And even if you stay in the channel, you can still run aground, so watch the depth sounder like a hawk.

We had to go underneath a well-marked power cable across the ICW to Sanibel. That kept my attention but caused no issue as we checked and re-checked the chart and our air draft. We anchored in Pelican Bay in about 8 feet of water for the night and had no issues with the spot.



Photo 1: Tarpon Point Marina.

We stayed on the dock in the Tarpon Point Marina the first night while we got acclimated to the boat. Around 8:30AM the next morning, Mark, the Captain from Southwest Florida Yachts, gave us the detailed boat briefing. We learned specifics of the systems (engine controls, sail control lines, shore power, generator power, dingy/engine/davit controls, anchor chain/windlass and bridle, plumbing/heads, freshwater system and boat lighting. It's a lot to absorb if you haven't done it



Photo 2: At anchor, Pelican Bay.

Our four guests took the dingy into shore and walked across Cayo Costa to the beautiful beach on the Gulf side. Other boats filtered in one by one picking an anchorage until just before dark. The next morning, after a big breakfast, we headed out Boca Grand Pass and set the sails in the Gulf in 10 to 12 knots of wind. It was just enough to get the big cat moving nicely.



Photo 4: Trail across Cayo Costa to the Beach.

While in the ICW we saw dolphins and a sea turtle. We had a Great Blue Heron step right up on the stern platform of the boat one night.



Photo 3: Entrance to Cayo Costa Island Park.



Photo 5: Bird on deck!

We also stayed on the dock at Useppa Island which is a unique private Island off Fort Myers/Sanibel area. The SWFY company are members of the Island Marina there and made the reservation for us.



Photo 6: Lynne at Useppa.

We rented a four-person golf cart to drive around the island and enjoyed seeing the views, houses, boats and the restored Collier Inn. We had a great dinner and drinks at the Collier Inn that night.

The whole area is famous for tarpon fishing and we saw the classic photos of the record tarpon taken over the years. Useppa Island also has a fleet of true Cat Boats which reminded me of days in Cape Cod, MA sailing those broad beamy boats with the mast stepped in the bow.



Photo 7: Classic cat boat.

Our weather was perfect each day until the last day when we got chased back to the Tarpon Point Marina in 20-25 knot winds and a 20-degree temperature drop to low 60's. Returning to the dock turned out to be no issue even with the wind. We turned the boat back over to Mark and cleared out all our gear late that afternoon.

Great trip!

- Jim

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Photo 8: The crew of SV Endless Summer.



Photo 9: 40-foot Leopart catamaran, SV Endless Summer.



Photo 10: SV Endless Summer at the dock.

Editor's Corner

by Tom Alley



Yesterday we enjoyed 70° temperatures. This evening it's rapidly approaching 20°F – a 50° drop. Welcome to early “spring” in upstate New York!

I'm beginning to get anxious to start working on my boat, however my enthusiasm is a bit damped (pun intended) by what I know will be an incredibly muddy boat yard along with all sorts of potential restrictions imposed by “social distancing”. On the other hand, it seems that whenever I mention anything about working on the boat, my crew maintains well above the recommended 2 meter distancing. Perhaps that won't be an issue after all?

On the brighter side (again, pun intended), it is a great relief to be on daylight savings time again and to be past the Vernal Equinox. I looked out of my dining room window today at 7:45pm and it was still twilight. That sure beats the total darkness at 5:00pm that we experienced in January!

Late Friday my employer announced that we should all work from home for the next two weeks, so I've spent a good part of this weekend clearing a spot on our dining room table for my “home office”. My son, on a 4-week session of “virtual schooling” has taken over my regular home office for his studies and my daughter is also home from college and is completing her spring semester online. Our goal of becoming empty nesters seems to have taken a step backwards and the Internet in our house has gotten a bit sluggish. (I wonder why?) In addition, with the number of youngsters in the house full time,

SV Tomfoolery

it's difficult to keep our refrigerator stocked with more than a few days worth of provisions.

With all of the uncertainty surrounding us at the moment, I'm sure you have heard of the following curse:

May you live in interesting times.

Modern folklore attributes this curse to the Chinese, who coincidentally, are also attributed with being the people among whom the COVID-19 virus made its first appearance. If you're looking for a larger pattern, however, you will be disappointed, because the attribution (of the curse, at least) is incorrect, as no Chinese source for this quotation has yet been discovered. Rather, the term seems to have been coined by Joseph Chamberlain, the British Ambassador to China in the late 19th Century.

So while these times to promise to continue to be much more interesting than any of us would probably like, we can, and should, take refuge in the fact that this uncertainty is temporary and will pass.

Don't forget to renew your membership. See you on the water, even if at a distance! (Hey! There's your excuse to justify that VHF radio and/or the binoculars you've always wanted!)

- Tom

Well, your editor has opened his big mouth again. If you wish to agree, or to tell him he doesn't know squat, please send your comments to editor@flyc.us.

2020 FLYC Calendar

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

Corrections & updates are highlighted.

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.

January

24 **Deadline for newsletter articles.**

February

01 **February Newsletter Publication Date.**

March

20 **Deadline for newsletter articles.**

April

01 **April Newsletter Publication Date.**

15 **Earliest possible launch date.**

May

01 **Membership renewals due!**

22 **Deadline for newsletter articles.**

23 **Rust Removal Race.** Practice race. (1300)

25 **Memorial Day Picnic.** (1700)

June

01 **June Newsletter Publication Date.**

05 **Christening/Rechristening of the Fleet.** (1700)

06 **Summer Series Race #1.** (1300)

19 **Light Up the Night Competition.** (1900) Village Marina, all docks.

20 **Watkins Glen Waterfront Festival*

21 **Sunday Fathers' Day Brunch.** (1100)

27 **Summer Series Race #2.** (1300)

July

04 **All American Picnic.** (1700 cocktails/1730 dinner)

05 **Summer Series Race #3.** (1300)

18 **Commodore's Cup Race.** (0900)

18 **Commodore's Dinner.** (1700 cocktails/1730 dinner)

24 **Deadline for newsletter articles.**

25 **Summer Series Race #4.** (1300)

31-8/02 **ABC-FLX Rendezvous at Sampson.** (FLYC membership invited!)

August

01 **August Newsletter Publication Date.**

07-09 **Watkins Glen Italian Festival*

13-16 **NASCAR at the Glen*

09 **Summer Series Race #5.** (1300)

15 **Hawaiian Luau at the Flagpole.** (1700 cocktails/1730 dinner)

16 **Summer Series Race #6.** (1300)

29 **Nautical Swap Meet.** (1000)

29 **Summer Series Race #7.** (1300)

September

07 **Labor Day Picnic.** (1700 cocktails/1730 dinner)

10-13 **Glenora Wine Cellars Vintage Grand Prix.*

12 **Seneca Yacht Club Barge Race, Geneva, NY*

12-13 **FLYC Club Cruise #2 to Geneva.** Joint cruise with the ABC-FLX chapter.

18 **Deadline for newsletter articles.**

19 **Grape Harvest Race.** (1300)

19 **Grape Harvest Festival.** (1600)

26 **Summer Series Race #8.** (1300)

October

01 **October Newsletter Publication Date.**

03 **Soup/Chili/Chocolate Festival.** (1600)

08-12 **Annapolis Sailboat Show.*

10 **Gear Buster Race.** (1300) Special scoring.

17 **FLYC Haul Out/Help Out Day.** (1000)

31 **Marina Haulout Deadline** (per slip contract).

TBD **Member Banquet & Annual Meeting.** Details TBA.

November

20 **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 _____