

April 2021
Volume 17, Issue 2

Port Tacks

The Finger Lakes Yacht Club, Village Marina, Watkins Glen, NY

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

The Club Website Is Back Online

After many months of work following an attack by hackers, the FLYC web site is back online and ready for business! Please go check out our new web site at:

www.flyc.us

Material and information will continue to be added, but the basic framework is there. If you are a current FLYC member, please be sure to create an account for yourself for access to members-only features.

As always, your suggestions for future improvements are always appreciated!

Your Webmaster,
Tom
webmaster@flyc.us

Commodore's Comments

by Terry Stewart

SV Syren

The New York Canals

Recently events surrounding the purchase of the Schooner *True Love* have made me aware of something called the "NYS Canal System Revitalization Act". This is a piece of legislation that was attached to the passing of the NYS Budget. Some opponents of this act say, it was hastily attached without meaningful input from "stakeholders" who need and enjoy the canal. These stakeholders have banded together and expressed their concern in such a way that the Revitalization Act has been removed from the status of 30-day amendment to the NYS budget, but the canal as we know it may still lie in peril.

Please take a look at this topic if you have an interest in our historic "Erie Canal". It is a far more complicated topic than this space and my writing can address here. It is, however, a subject that should be deeply looked into if you are counting on the canal being there when you want to use it in the future. There is much out there online about the subject to get you started. If you see me around the Village Marina, feel free to ask about my experience so far with this issue.

-Terry



Vice Commodore's Comments

by John Chesbrough

SV Aquarelle



Finally, springtime has officially arrived and I'm sure that everyone, sailor and land lubber alike, is grateful for that. What a rough winter it's been: Plenty of snowfall and weeks and weeks of very cold temperatures. The water level in the lake has come up since last autumn

but it still has some makeup to do. Surely the spring rains will refresh the lake. Meanwhile a demolition crew has been busy bashing on the old wastewater treatment plant. Now we no longer have to dread the southeast winds. I am planning on finding out if the pumpout facility will change in any way.

We all continue to wonder about this coming summer, of course. To what extent will the ongoing pandemic affect social gatherings in general and all the normally scheduled events such as the cardboard boat regatta normally scheduled for Fathers' Day weekend, starting Friday June 18th?

Now that the former wastewater treatment plant has been erased perhaps the prospective developer will appear. The sequence of events that could lead to a new restaurant building, over there across the fence, would necessarily be complex. The fence itself would disappear and the nature of the area around the shacks will change. That storage area for our trusty barbeque grill will disappear. We'll be having a lot of change to adapt to.

- John



Photo 1: Watkins Glen waste water treatment plant.

Port Tacks

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Photo 2: Waste water treatment plant status.



Photo 3: Waste water treatment plant, another view.

Rear Commodore's Comments

by Don Swanson



Greetings everyone. I hope you are all doing well. This last year has certainly been one for the record books and will not be forgotten (as much as we would like to) for a long time. The challenges of living through a pandemic have impacted all of us, but hope is on the horizon and Spring is afoot! I have seen the first robin; the snow is melting, and my anticipation is building for a terrific season of

cruising and racing. I would like to cover three main items: Scoring, Volunteering and Covid.

For the upcoming race season, we will continue to use Portsmouth Yardstick for our scoring method (instead of Performance Handicap Racing Fleet - PHRF). As with any system there are trade-offs, which Tom will be able to better explain than myself, but as I understand it a key rationale for using Portsmouth includes handicapping based on the actual time required to make it around the course, whereas PHRF is based on distance - which would also require careful recording of race mark coordinates. Portsmouth also includes a wind adjustment and considering the variety of conditions we often encounter; it has proven to be a sensible practice for our use.

Another hold-over from the previous season will be the continued use of temporary race marks. Although permanent race marks are less labor intensive, the downside is a static course. By using temporary marks, we will be changing the course weekly to take advantage of water and wind conditions, making each race a new experience for all involved.

SV Independence

On the other hand, we will be needing to set and retrieve the race marks before and after each race, which can consume the better part of a day. To help share the time and effort with setting and retrieving race marks I ask that skippers volunteer at least once (or more) this season in helping to place and retrieve the marks. Additionally, I will be asking for racers to help serve as "race committee for the day". This will involve sounding the horn for the countdown and start as well as recording finish times. More details will follow as we get closer to the start of the season.

Please let me know if you have any other thoughts or ideas that would help make the process even smoother.

It's hard to believe that it has been a year since our world was turned upside down with Covid. By now we have all grown accustomed to being socially distant, Zoom calls and wearing our masks, but there is light at the end of the tunnel (and it's no longer the train coming at us!). By the time we are into the heat of summer I truly hope (and expect) that we will be coming out of the pandemic, most of us will be vaccinated and life will be returning to a more "normal" feel. But in the meantime, we should be preparing for a continuation of protocols - at least for the first part of the season, which means continued mask wearing, limiting crew to immediate family and using common sense. Regardless, I am confident that we will be back on the water soon. In the meantime stay well and think Spring!

- Don

Secretary's Column

by Sue Morris

SV Sails Call



Hello to FLYC members! Counting the days down until the sailboat or motorboat can go in the water has become an exciting time for all! 2021 event calendar has been edited and I am looking forward to seeing everyone.

Please don't forget to send in your membership application whether it is renewal or new membership to

following address:

Sue Morris
PO Box 14
Pine Valley, NY 14872

Looking forward to seeing you all in the new season! Missing all of you.

- Sue, FLYC Secretary

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From the Treasurer

by Denis Kingsley

SV Tark



There continues to be little financial activity with no current expenses and just a few deposits of dues for 2021. As previously noted, we remain solvent.

- Denis, still cooking the books.

Socially Speaking

by Maggie Martin & Lynne McGinnis

SV Aquarelle & SV Brewster



Hello Warmer Weather!

We are almost as anxious to get down to the marina as we were last year! The social schedule has been set and we are planning the picnics that we were

popular in the past. We will be following the guidance of social distancing and 6-foot separation seating, masks, or whatever is called for. Since our events are outside, and we know more about how Covid is spread than we did last year, we feel this is safe. We hope that everyone will be vaccinated soon.

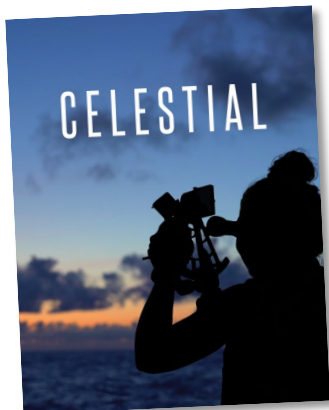
We ask that you to sign up on the sheets posted near the restrooms if you plan to attend, or let Lynn or Maggie know. It is important so we know what to plan on in purchasing food. We thank you in advance for your help setting up and cleanup. We look forward to seeing everyone soon!

- Maggie & Lynne

Contact: Maggie 607-621-7247
Lynne 607-426-7914
Email both at social@flyc.us

Film Screening: FLYC Members Are Invited!

by Tom Alley



The Finger Lakes Chapter of America's Boating Club cordially invites all members of the Finger Lakes Yacht Club to attend a screening of the short film, *Celestial*, on Saturday afternoon, April 10th, at the Corning Radisson.

There is no charge for attending this event.

Celestial follows a crew of students onboard the schooner *SSV Tabor Boy* as they compete in the 2019 Marion to Bermuda Race navigating exclusively with celestial navigation. Directed and produced by Jack Gordon, the film gets a look at life onboard the vessel and the intricacies of navigating celestially.

By following the three Watch Officers and the Captain onboard *Tabor Boy*, the film shows the value of learning to navigate celestially and the deeper connection it produces between the sailor and the sea. Onboard the vessel for the entirety of the race from Massachusetts to Bermuda, the film captures the mental and physical strain of offshore sailing.

This June, four members of the Finger Lakes Chapter will retrace the route of *Taber Boy* on this 650 nautical mile race to Bermuda as they compete in the 2021 Marion-Bermuda Race aboard *SV Tomfoolery*.

RSVP: Contact Tom Alley (tom@flyc.us)

When: Saturday, April 10th at 2:00pm

Where: Radisson, Denisson Pkwy, Corning, NY.

Runtime: 28 minutes

- Tom

From the film's web site:

Electronics have permeated into every aspect of modern society, making us reliant on them for basic everyday tasks like communication and research. In the sport of offshore sailing, where the night sky has been used to navigate for thousands of years, most people would be hopeless without their GPS. Today, few people have had the opportunity to learn how to navigate using celestial bodies.

Peaceful Day on Seneca Lake

By Nancy Sisbarro

Wind in our ears,
Sun on our faces,
Blue sky dotted with puffy clouds.

Gentle rolling waves,
As the boat heels to one side,
It glides along seamlessly.

Our sails are set,
Close haul to the north,
Friends are tacking alongside us.

SV Amazing Grace

We move along,
Relaxed and aware,
That our life is fully awakening.

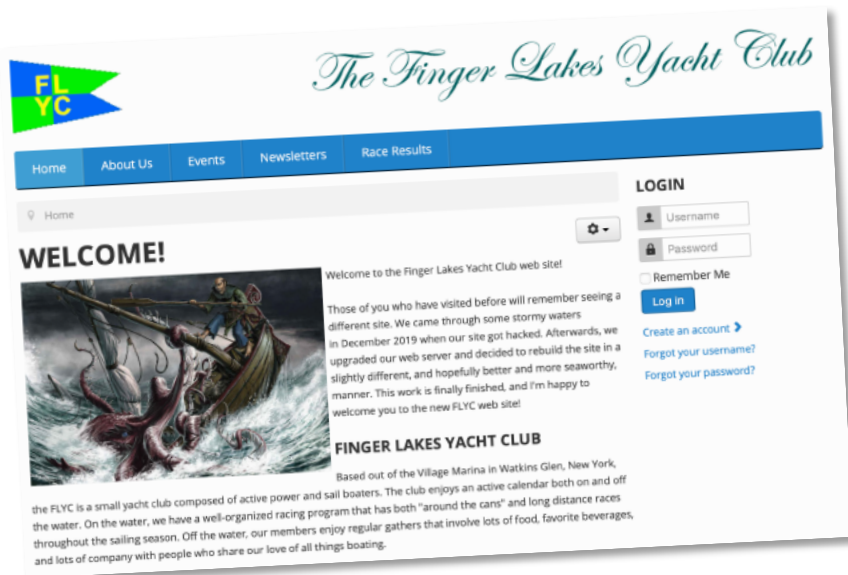
How did we get here?
Beauty abounds,
We give thanks for all that surrounds us.

-Nancy

Welcome to the New FLYC Web Site!

By Tom Alley

SV Tomfoolery



Hopefully the bright yellow box on the front page of this newsletter got your attention and you're aware that the FLYC web site is back up and online.

Although the web site sports a new design and a completely new processor and back end, you should still see many of the same features that were on the old site.

Accessible from the main menu is our event calendar, a complete library of all of our newsletters, and of course, the latest and greatest race results (along with results from prior years if you need to settle a wager).

New to the site is a place for you to log in. Unlike the prior site that used a common password for everyone, the new site allows for individual accounts that will provide for greater security and flexibility in how content is presented. Because of the way the new web site is designed and constructed, none of the old login information was transferred to the new site. If you had login credentials for the old site, toss them out. You'll need new ones.

For instructions on getting logged into the new site, see the end of this article.

Once you get logged in, an additional menu item called "Members" will appear on the menu bar and you will have access to content that we don't wish to broadcast to the general public. Here you'll find things like a membership directory, a copy of our Bylaws, and other information relevant to members but not to the general public.

Work Continues

One thing to keep in mind is that the task of "fleshing out" the new web site with content is an ongoing process. If there is information you'd like to see, please let me know. Better yet, as

members, write up something yourself and send it to me. I'll do any cleanup that might be needed and get the information on the site a lot quicker than if I try to write it up myself.

Above all, if you find an error, let me know right away!

As with most web sites, photos make a huge difference. Please send me photos of your favorite FLYC experiences so that we can show how much fun we have as a group!

Getting Started on the New Site

As a member, the first thing you'll want to do is to make sure you can access member information. To do this, you'll need to set up an account for yourself. Here's how:

1. Go to the <http://www.flyc.us> using your browser.
2. Under the "Log In" button, click on the "Create an account >" link.

3. You'll be presented with the form above. Fill in all of the information requested:
 - a. Name – Your name, preferably first and last.
 - b. Username – The identifier you'll use to log in with.
 - c. Password – The password you wish to use.
 - d. Email Address – An email address where you can be reached.
4. Verify that you're human and then click on the "Register" button. If your information is rejected, read the error message carefully, as it will tell you why. Most of the time, it's because your password does not meet minimum criteria for being secure.

After you fill out the registration form, you will receive an email at the address you provided. Click on the link in the email to verify your receipt. Once you do this, your application for an account will be forwarded for approval. (We'll check that you are a current member before granting access.)

Once your account is approved, you will receive another email stating so, and you'll be able to log into the site using the credentials you provided.

That's all there is to it! Enjoy the site!

-Your Webmaster, Tom

A Summer Sail in March

By Jim McGinnis

Lynne and I chartered a sailboat. *S/V Pegasus*, with fellow seasonal Floridians, Frank and Carol Rinker, for a four-day cruise earlier this month. Weather was fantastic as typical temperatures for March are 75°F and it was over 80°F each day. Winds ranged from 5 to 10 knots on the first day to over 25 knots on our final day. The weather pattern worked out well because it coincided with us building familiarity with the boat. We had chartered the 40-foot Hunter from Sailing Florida Charters in St Petersburg, FL. This was our second charter with them. (www.sailingflorida.com)



Photo 4: Lynne McGinnis posing in front of S/V Pegasus.

After weeks of dreaming about the trip we were finally able to start loading our gear at 2PM on Sunday. Capt. Jack D showed up right at 2:50PM for our 3PM briefing. These guys are great. They were very helpful to get us everything we needed to set off the following morning. I like to spend the

night before the charter on the boat at the dock getting familiar with everything (switches, radios, stove, grill, refrigerator, dinghy, motor, anchor windlass, safety gear, etc.) while we still have time to ask questions and check on things. We rolled out both sails and furled them back with Capt. Jack's guidance. The in-mast furling can be a trick with an older sail as it tends to bubble in the center and refuse to come out of the slot in the mast. Reversing the drive mechanism to tighten the wrap worked well and we were able to practice putting a reef the main. We would be needing that skill later in the week. This boat also had a generator to charge the batteries and provide 110 volts for

a few necessities. So, we felt pretty confident after all that and slept well the first night.

I am always wary of sailing on the west coast of Florida because the water is so shallow. And maybe because I have encountered the sandy bottom a time or two (or three). True, the first time we had to call SeaTow, but not since then. Others must have had a similar experience as SCF Charter fees include full SeaTow insurance as a precaution. The keel of this boat draws 5'2" and it has an air draft of 65ft. Both of which are highlighted on chartplotter enclosure, in black lettering tape: **Warning: Not ICW Friendly. No Fixed Bridges.** Fixed Bridges on the Intracoastal Waterway (ICW) are 65ft. (So, "basculable bridges good, fixed bridges bad", for this boat.) With that admonition burned into our brains, we were ready.

Monday morning, we headed out of the slip and remembered to stay to the right leaving the marina as Capt. Jack had mentioned that the channel is *shallow* in the center. In minutes, we were following a few other boats out of St Petersburg and into the ICW heading south for the Sunshine Skyway Bridge.



Photo 5: Sailing Tampa Bay.

We had planned to head out 15 nm going past Egmont Key and sail in the Gulf, but we spent much of the day tacking into light breeze and made just enough headway to get to Egmont by late afternoon. We had a beautiful day, seeing birds and even

dolphins chasing fish. We anchored in 14 feet of water in the lee of the island, and I went for a swim. Frank and I took the dinghy around to the windward side of the island to look at a sailboat that had recently gone aground. It was *S/V Much Ado* hailing out of Springfield, Oregon. It was a total wreck and had been driven way up on the sand - even past the current high tide water mark. Sadly, I am sure there is a long story there.



Photo 6: S/V Much Ado - aground.

I noticed that we hadn't put the drain plug into the stern of our dinghy when we launched it from the davits, so a little water was coming in. But with the outboard pushing us, we ignored that until the inflatable lifejacket that was laying in the floor of the boat "popped." That was my first time seeing one of those jackets inflate and I recommend it for everybody who uses them. (I have since replaced the dissolvable disk and the CO2 cylinder with a repair kit from Leland on Amazon. Note: Each life jacket model has a unique kit.). As we returned to *S/V Pegasus*, the tidal current was ripping around the end of the island. We cut through the chop and made it back in time for dinner.

Three other boats joined us in the Egmont Key anchorage, and we settled in for the night. Winds were expected to shift from southwest to south during the night but also to drop off significantly. At around midnight, we were awakened by a tremendous rolling of the boat from a passing wake. We flew up on deck but didn't see the offending boat. The sea was dead calm and with little to no wind so we guessed the wave could have traveled quite a distance to reach us.

The next morning winds were forecast to build to 15 knots, so we knew we would have great sail in the Gulf of Mexico. Clearing the channel markers and the numerous crab pot buoys we were able to steer a course of 265° True in a south wind. We were making 6 to 7 knots and heading out past the commercial fisherman setting their nets for the day. We quickly put Egmont in the distance and considered heading south to Longboat Pass for the second night. Looking at the chart, the entrance to Sarasota Bay at Longboat Pass is very narrow and says See Note B. Note B says "The Channels at the entrance to many of the inlets on this chart are subject to changes. Buoys are not plotted". The weatherproof chart had the Long Boat Pass

marked as "local knowledge advised". My Navionics Iphone chart plotter showed a tidal current of almost 2 knots at mid-tide for 2 PM in the afternoon leading into the draw bridge. So, if we had to wait for the bridge to open, we would be getting pushed towards the bridge at 2 knots in a narrow channel. Could be dicey if there was other boat traffic at the same time. In the end, we decided to head up the Manatee River and find an anchorage there. Later, as we were crossing Tampa Bay, I saw what I thought were dolphins. But these weren't acting like dolphins that regularly surface for air and submerge for about 10 to 20 yards before surfacing again. (One time on this trip we had a dolphin come right under the boat and disappear. But not these guys.) Next, I thought it might be a whale because it was long and black and staying at the surface. As the animal drew closer, I realized it was actually two large manatees with big round tails just swimming along at the surface. The amount of wildlife in the area is just amazing.



Photo 7: Two manatees swimming across Tampa Bay.

We anchored for the night in the Manatee river next to a large dark blue pilot house cutter. The wind was blowing about 25 knots at the time, and we were continuously swinging to port and starboard on the anchor in 9 feet of water with 60 feet of chain and 30 feet of anchor line. The cutter was still and seemed to be avoiding the problems we were facing. In a few minutes, we saw a guy on the cutter climb onto his dinghy and begin



Photo 8: 25 knots!

heading our way. Upon arrival, he said we was a Captain with Sailing Florida Charters and had recognized *Pegasus* as one of their boats. He said we ought to try letting out some more anchor rode and adding a

bridle with snubbers to reduce the oscillations. So, Frank and I got on YouTube and figured out how to rig a bridle (Attaching to both bow cleats instead of the single anchor line coming off the anchor roller). The snubbers are intended to be made from a stretchy nylon line that absorbs some of the pull from the rode as the boat is swinging. This required a rolling hitch to connect

the snubbers to the anchor line. The rolling hitch does not slip and is easily removeable. Once that was in place, we found that the swinging was greatly reduced and gave us a good feeling about not jerking on the anchor as



Figure 1: How to tie a rolling hitch.

much. The captain also told us that his boat was a Tayana 55-foot pilot house. It was in beautiful shape. We appreciated the tip and thanked him for coming over in the heavy air.

After dinner, the seas began to lay down a bit as the wind dropped with the sunset. We had had a huge pot of home-made spaghetti and meat sauce with Roma tomatoes that Frank had

frozen for the trip. Carol and Lynne made the pasta on the propane stove and added to that a fresh tossed salad with Italian dressing and Texas toast off the grill, plus a bottle of Malbec. Extra rations for the crew!

We saw dolphins several times on the trip and flocks of terns, pelicans, and seagulls. We passed commercial fishing trawlers with nets up and nets deployed throughout the days. Crab pot markers dot the waterway and need to be avoided to prevent getting a line wrapped around the rudder, or worse yet, the propeller. A surprise on Wednesday after lunch were the St. Patrick's Day Green Cookies. I had no idea what day it was back in the real world.

The last day we were sailing in behind Anna Maria Island and suddenly had 25+ knots of breeze. This required reefing the in-mast furling while underway in a narrow channel. While we were working the sail lines balancing the inhaul and keeping tension on the outhaul I glanced over and saw that (Yikes!) the depth gauge was reading 4.9 feet. Good thing we are heeled a little bit, eh?



Photo 10: The happy crew of Pegasus.

Overall, we had a great trip. The area around the Vinoy Marina and Hotel is surrounded with art and science museums, shops, and restaurants. The city has maintained parks all along the waterfront for fantastic access to Tampa Bay. The St. Petersburg Yacht Club supports many classes of racing from Opti's to Lightning's, 420's, and more nearby. The Pier in St. Petersburg was originally built in 1889 and has been rebuilt several times. The latest design was opened in March of 2020 and includes a 26-acre town center piece with public access to covered parking, a beach, restaurants, kids play spaces, and a five-floor restaurant/bar that dominates the end of the pier. This is a must-see site.

-Jim



Photo 9: Sunset over Anna Marie Island.

Editor's Corner

by Tom Alley



Web Site Update

As you saw on the cover, our web site (www.flyc.us) has been restored to a functioning system. Hopefully, you all like the new look-and-feel. If you have suggestions for changes or for additional content, please let me know.

Some Thoughts on Spring

I now have confirmation that Spring is officially underway. It's not the warm weather we had last week, the switch to Daylight Savings Time, nor the noticeable lengthening timespan between sunrise and sunset with each passing day. It's not that I saw a robin on the lawn of one of my neighbors, nor the fact that you can only see snow in the coolest and shadiest of places. It's not even because we have the club's event calendar defined. I know, with absolute certainty, that Spring has arrived because Teddy and Dexter have told me so.

Teddy and Dexter are our two German Shepherds and they've started blowing their winter coats. For those of you unfamiliar, the breed has the well-deserved nickname of "German Shedder". Not to worry – they only shed twice a year: Once from April through September, and again from October through March. Spring, however, tends to be more intense when their thick winter wardrobe gets changed out for spring and summer fashions.



Yes, Spring is here. I know this because Teddy and Dexter have told me so.

Of course, that means that we will also be boating again soon!

Bermuda Update

Since my last update, the Race Committee is reporting that we have 52 boats entered in the 2021 Marion-Bermuda Race, down from a peak of 54 a couple weeks ago, but higher than my last report to all of you.

SV Tomfoolery

Tomfoolery's intrepid crew continues to focus on the many administrative tasks associated with pulling off an adventure like this along with tasks that can be taken care of indoors, where it is warm and dry. By now most of the crew have completed their certifications for First Aid, CPR, AED use, and an international/offshore certified version of USSailing's Safety at Sea course. (I *highly recommend* this course as a follow-on to the Power Squadron's Boat Handling class!)

The skipper has been focusing on early logistics, ensuring that we have reservations placed for moorings and slips (in Marion, in Bermuda, and for our trip home) and equipment we need to rent to meet race requirements (e.g., liferaft, EPIRB, SOLAS flares, satellite phone, etc.). In addition, I discovered that my Captain's license will be expiring the day the race begins, so the renewal process for that is underway as well with appointments for the required physical and drug testing and all the government-specified paperwork generated by a modern bureaucracy.

All of us have been talking about on-board storage and food. A 35-foot boat gets really, really, small when you need to house and feed four people for a couple of weeks as well as find places for all their stuff. Just figuring out a 14-day menu with only 5 cubic feet of refrigerator space is challenging enough.

Mike Crouse (*SV Seek Ye 1st*) and I have been exercising his sewing machine to finish up all sorts of last-minute projects. New lee cloths for the crew bunks. New spray cloths for the cockpit. A proper cockpit awning to replace the plastic tarps we've been seen with in recent years. New windows for the dodger. A new cover for the LifeSling. Covers for the companionway washboards. Retainers for the shelving and cubbies in the saloon.

Unfortunately, as you build confidence with using a sewing machine, projects begin to line up in front of you everywhere you look!

In the coming month, the crew and support team and I will be making more frequent trips to the Hudson River to commission Tomfoolery for launching and her delivery to Massachusetts. Everyone is excitedly looking forward to the trip and the race.

We're down to the wire. Barring something unforeseen, we should be moored off the starting line in Massachusetts by the time the next newsletter comes out. Stay tuned!

- 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.

2021 FLYC Calendar

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

22 **Deadline for newsletter articles.**

February

01 **February Newsletter Publication Date.**

March

19 **Deadline for newsletter articles.**

April

01 **April Newsletter Publication Date.**

10 **Celestial* – Screening of short film on the Marion-Bermuda Race by the Finger Lakes Chapter of America's Boating Club, *Radisson, Corning, NY.*

15 **Earliest possible launch date.**

May

01 **Membership renewals due!**

25 **Deadline for newsletter articles.**

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

31 **Memorial Day Picnic.** Hot dogs, hamburgers, veggie burgers. Bring a side or dessert and your own beverage. (1700)

June

01 **June Newsletter Publication Date.**

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

12 **Christening/Rechristening of the Fleet & Light Up the Night.** Village Marina, all docks. Walk the docks, meet your neighbors and learn about their boats as they are rechristened. Share hors d'oeuvres at your boat. BYOB. (1700)

18 **Start of the Marion-Bermuda Race, Beverly Yacht Club, Marion, MA (1200)*

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

July

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

11 **Independence Picnic.** Hamburgers, hot dogs, veggie burgers on the grill. Bring a side or dessert and your own beverage. (1700)

17 **Make-up Race.** If needed. (1300)

23 **Deadline for newsletter articles.**

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

7/30-8/1 **ABC-FLX Rendezvous at Sampson. (FLYC membership invited!)*

August

01 **August Newsletter Publication Date.**

05-08 **NASCAR at the Glen*

07 **Commodore's Cup Race.** Destination TBD. (0900)

08 **Commodore's Dinner.** BBQ with Chef Mike. (1700)

13-14 **Watkins Glen Italian Festival(?)*

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

15 **Hawaiian Luau at the Flagpole.** Grilled Kebobs (shrimp & veggie). Bring a side or dessert and your own beverage. (1700)

21 **Make-up Race.** If needed. (1300)

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

September

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

05 **Labor Day Picnic.** Grilled chicken or portobello with Chef Mike. (1700)

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

11-12 **FLYC Club Cruise to Geneva.** Joint cruise with the ABC-FLX chapter.

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

24 **Deadline for newsletter articles.**

25 **Make-up Race.** If needed. (1300)

October

01 **October Newsletter Publication Date.**

02 **Soup/Chili/Chocolate Festival.** Bring your best effort in one of these 3 categories to win! Power will be available for crock pots. (1700)

- **Annapolis Sailboat Show.*

09 **Gear Buster Race.** (1300)

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

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

November

TBD **Member Banquet & Annual Meeting.**

24 **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

NOTE: Due to the impact of COVID on 2020 club events, 2021 renewal for existing members has been reduced to **\$10.**

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 _____