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

Notice of the FLYC Annual
Meeting is in this issue!

Please attend if you are able:
Seneca Lodge, Watkins Glen,
Sunday, November 9th at 5:00 pm
- RSVP by Nov 2nd

Commodore's Comments

by Mike Sidell

SV Delta G



As the boating season nears its end, I'm feeling conflicted about several things. First, it was great to get out on the water as much as we did, but it would have been even better to have gotten out more. For us, other responsibilities and a pretty steady stream of visitors prevented more water time. Next, while there's still more fall boating to be done, signs are pointing to take-out being just around the corner. The trees on the shore are showing their gold and orange colors, and will be peaking soon. Fewer power boats are in the marina and on the water, too. Last, I'm happy to see new sailors excited about taking to the water, learning the ins and outs of their new purchases, and being part of our yacht club. The downside is thinking about sailors whose faces will be missing next year. I guess these things are part of the life of any marina and any seasonal activity like ours. I'm going to try to focus on the positive!

Plans are in place for our annual meeting and membership dinner (see article elsewhere). I'm looking forward to seeing a large crowd and celebrating the end of another successful boating season. We have some special awards this year..., and some surprises, too!

As a reminder, boats are required by contract to be out of the marina by October 31st. Terry and his crew hope to have the annual process mostly completed by the third week of October, if possible. Be sure to offer thanks and pats on the back to Terry, Brock, and Spencer: The work they do coordinating and completing boat take-out isn't easy. Come to think of it, putting up with all of us can't be easy! Once your boat is back on the hard, remember to remove loose

ropes and other gear from your dock that you used all season.

I have a few 12x18 FLYC burgees, priced at \$27, if you want to fly our colors next year. See me or call me at 570-404-1219 if interested. And we still have membership cards available to those who want them. I hear that other yacht clubs offer reciprocity to our members, so if you're traveling anywhere, this could be useful. You can see Nancy Sidell at the annual dinner, or see me if you need one before then.

See you dockside or in the back lot!

- Mike
Slip 433



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Port Tacks

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[Volunteer(s) needed.]

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Vice Commodore's Comments

by John Chesbrough

A Good Read



Spoiler alert, folks!

This article is a review of a book I recently read and I recommend that you read it, too. I expect that some of you have already. *438 Days* by Jonathan Franklin (2015, Simon

and Schuster) is a wonderfully captivating, true story of one man's survival at sea for fourteen and a half months.

Salvador Alvarenga was a native of El Salvador, living near the Pacific Ocean to the west and the forested hills to the east. He grew up learning both fishing and hunting, developing his own keen appreciation for nature and survival by hunting for only enough for his parents and siblings. As a teenager he was involved in a deadly bar fight and had to get away to avoid the repercussions of having witnessed a murder. Salvador at first spent some time in Guatemala but soon put more miles behind himself and ended up in Costa Azul, Mexico, a small fishing village about one hundred miles southeast of Oaxaca.

His talents for fishing and his general enthusiasm for any type of work gradually softened the locals who had a tendency to ignore foreigners and strangers. By working relentlessly he managed to build a good enough reputation to lease a 25-foot boat with an engine and sufficient equipment for a few days at sea. One morning, while the sky promised foul weather in the near future, Salvador enlisted the help of a young, inexperienced local named Ezequiel for a two- or three-day fishing trip. When the weather became harsh enough to get his full attention, Salvador reluctantly turned back to shore but his engine failed. Each time he tinkered enough to restart the engine it would run for only a minute and finally it refused to run at all. Meanwhile his fishing associates still ashore realized that Salvador must be in trouble, so they organized a search and rescue mission. Salvador's few flares were never seen and

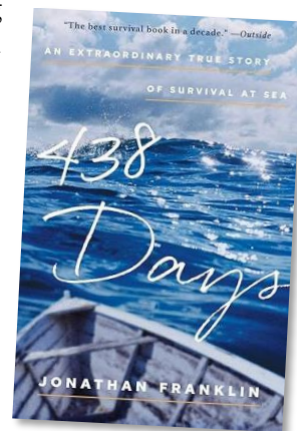
they were blown far out to sea. Their friends gave them up for lost and drowned.

438 days at sea, or 14 months, starting November 17th, 2012, meant that all of 2013 was spent drifting in the Pacific in a 25-foot fishing boat. Ezequiel expired after a couple of months, as he had given up hope and basically waited for his doom. Salvador, on the other hand, possessed the necessary skills for survival: fishing, hunting, optimism, strong will, ingenuity, and serious faith. His body's make-up was well suited to the challenge: youth, great strength, a stocky physique, not too tall. The boat's ice box and engine, the only pieces of equipment not lost to the storm, were key to his survival. The ice box made shade, big enough to crawl into, and the engine parts served as fish hooks and tools. Eventually he dropped the engine overboard as it slowed the boat. Flotsam and jetsam were essential for building a fishnet and collecting rainwater. Salvador's patience was rewarded in fishing and capturing birds. He drank turtle blood, ate the flesh, and saved the shells for bailing.

The boat was grounded at the Marshall Islands, January 29th, 2014, some 9,000 miles from Mexico. He was first found by a local couple who recognized that Mr. Alvarenga needed real medical help. After spending enough time in hospital to be recovered he was given a free plane trip home (his first time on a plane). He apologized to his boss for leaving the boat so far away. News of this man's incredible ordeal and survival quickly got around. Alvarenga was reunited with his wife and young daughter whom he had abandoned years earlier after that bar fight in El Salvador. He now prefers to stay in his humble fishing village in Mexico.

- John

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Rear Commodore's Comments

by Don Swanson

Sailing Season's Sunset



[Bill and Don will be alternating duties to write the column for the club's race fleet. In this edition it's Don's turn. – Ed.]

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It's happened again, the summer is now in the rear view mirror and in none too long we will be putting our boats away for the winter.

But thankfully it's not over completely with some decent sailing to be had in September and October. But, the inescapable truth is that the sailing and racing season is winding down. Yet, there remain a few residual shots of glory on the racecourse as of the last two weeks of September, which is the viewpoint from which I am writing. So, with a couple more races to top off the season, I would like to provide a quick review and some observations. A more detailed by-the-numbers analysis will be forthcoming in a future issue.

This season has been an interesting collection of postponements, cancellations, and some pretty nifty surprises. Unfortunately, the month of May was terribly uncooperative for launching and sailing. The bottom line was that when our season opener (The Rust Removal Regatta) came around there was a

SV Skylark

paucity of boats able to even participate. In the weeks following, weather continued to foil our plans, basically shredding our intentions for the first couple Summer Series races. Thankfully, we were able to right the ship and get back on schedule by Race #6.

This season has also had its share of races where mother nature cast her benevolent gaze upon us. South winds at Force 3-4 that were steady and regular, lovely north winds when light and variable out of the SE was the prediction. And then there were the distance races. The FLYC Commodore's Cup was a smashing success as was the SYC's Around the Barge Race, fostering a deeper connection and bringing together sailors from Geneva and Watkins Glen. Another great memory from this summer was the annual ABC-FLX cruise and rendezvous at Sampson State Park.

And like I said, we're not done yet. There still remains (as of this writing) the final Summer Series Race (postponed on 9/13 due to no wind), the Grape Harvest Race, and our closer, the Gear Buster Race.

That pretty much encapsulates my impression of the 2025 season as we ready ourselves for its farewell.

Fair winds,

- Don

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Secretary's Column

by Katie Alley

Official Notice of Annual Meeting



Pursuant to Article III, Section 2 of the FLYC Bylaws, notice is hereby given for the annual meeting of the Finger Lakes Yacht Club members. The 2025 Annual Meeting will take place at the Seneca Lodge (3600 Walnut Rd, Watkins Glen, NY 14891) on Sunday, November 9th. Gather 5-8 pm.

Dinner details, including prices and the RSVP due date, will be sent via email soon.

Agenda items include, but are not limited to, the annual club banquet, presentation of club awards, nominations from the floor for club offices, and elections. The summer racing awards will be presented at this meeting as well.

The offices that are up for election are listed to the right. Terms of office begin immediately following election by the membership. Officers serve a one-year term.

The Board includes up to six directors (currently four), each serving a two-year term. Terms are staggered such that half of the directors are elected each year. Nominations for people to fill these offices may be made at any time up until the elections are held at the Annual Meeting. For a nomination to be valid, it must be seconded and agreed to by the nominee. Voting may be done in person or by written proxy submitted to the club Secretary prior to the election. Per the club bylaws, each membership (i.e., each family) has a single vote in club elections.

Following the elections, the new Board will appoint the club Secretary and Treasurer, as specified by the

SV Tomfoolery

Bylaws, as well as Chairs to the various standing committees. At that point, the floor will be opened for new business.

Current Directors with one year remaining of their term:

- Maggie Martin
- Margaret Radek

Current Directors at the end of their two-year term:

- Tom Alley
- Ted Carlton

Nominations to Date:

- Commodore: Mike Sidell*
- Vice-Commodore: John Chesbrough*
- Rear Commodore: Don Swanson*
- Secretary: Katie Alley*
- Treasurer: Denis Kingsley*
- Asst. Treasurer: Nancy Sisbarro*
- Director (2 yr): OPEN
- Director (2 yr): OPEN
- Director (1 yr): OPEN

*Incumbant

Our club has multiple ways to become involved, both formally and informally. We are always open to new ideas for social events, races, and newsletter content.

- Katie, FLYC Secretary

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You can follow Katie and what she's up to on Facebook at "Katie Alley Art" or on Instagram at @katiealleyart.

Annual Meeting and Membership Dinner

By Mike Sidell

Plans are in place for the FLYC annual meeting and membership dinner. It will be held on Sunday, November 9th, from 5:00 – 8:00 pm at Seneca Lodge Restaurant. The address is 3600 Walnut Rd, Watkins Glen, NY 14891. There will be a cash bar, and we'll be eating in the main dining room.

After dinner, we'll adjourn to a private meeting room for our annual business meeting. Hopefully, this will work better than last year, when we all had to go outside in the cold to hold our meeting!

We're trying something different from the past few years: Instead of having you pay the club in advance for the dinner, you'll order at the restaurant from a limited menu that will include five entrée and three

dessert options. A salad bar will also be available, and Seneca Lodge will charge each individual/couple for what was ordered. The benefit of this is that you can order what you want, and our secretary and treasurer don't need to handle reservation money. The downside of this is that you aren't committed to attend by having already paid in advance. So please RSVP to secretary Katie Alley by November 2nd and then follow through by attending! Looking forward to a great dinner and annual meeting to wrap up the 2025 boating season!

- Commodore Mike

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Annual Meeting – A Special Request

2025 was a great year and we want to commemorate it. Please send photographs or videos of some of your favorite moments so we can include them in a slide show at the Annual Meeting and Banquet.

Email them to: editor@flyc.us

If possible, please also include a caption that can be used with the photo.

Technical issues? Email me and we'll get them sorted out.

Thanks!

- Tom,

Port Tacks Editor

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'Round the Barge Race – 2025 Results

By Tom West & Dave Kendrick

[This article appeared in Telltails, the Seneca Yacht Club newsletter, and is reprinted here with permission. – Ed.]

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The 2025 SYC Barge Race took place on Sunday, September 7th, after postponing on Saturday due to lack of wind. BUT, Saturday evening was still filled with fun, as sailors from both SYC and Finger Lakes Yacht Club (Watkins Glen) joined together for a chili dinner at the club with multiple chili versions and lots of camaraderie! Thus fortified, everyone hoped for better weather and so it was.

Sunday was beautiful with great wind. SYC and the FLYC fielded a fleet of 12 boats to start the race, which is a 24-mile, straight line course south down Seneca to round the US Navy sonar research barge and return. Depending on the wind it can be a reaching drag race there and back or an arduous beat and run. Sunday yielded winds of about 10 with gusts up to 18 out of the west and northwest for a reaching race.

The first boat, *Rynosseros* (the Marshall 18 catboat with green and white-striped sails), started the race about 20 minutes to 10AM. 11 more started in due course, according to their handicaps – faster boats starting later. Two boats left the race – *Imagine* (Hunter 25.5), which, due to other obligations had to turn around, while *Sweetest Thing*, an O'Day 28, elected to finish at the barge and head home back to Watkins. *Rynosseros* held her own until nearly at the barge. One by one, the faster boats caught her and breezed by, often slicing by at high heel angle, booming through the swell. The finish was tight, with the first six boats all finishing within a five-minute window. Here are the official results:

Place	Boat Name	Boat Type	Owner
1 st	Skylark	Sea Sprite 30	Don S.
2 nd	Oktoberfest	CS2-3	Werner H.
3 rd	Tavernier	Pearson 31	Jessup W.
4 th	Chelsea's Song	Triton 28	Chris L.
5 th	Three Sheets	Ranger 22	Brad S.
6 th	Tue Preet	Pearson 30	Dave M.

SV Chocolataro & SV Rynosseros, SYC



Figure 1: This year's winner - Skylark, owned by Don Swanson, in her debut performance in the Barge Race. Congratulations, Don!

Place	Boat Name	Boat Type	Owner
7 th	Seek Ye 1 st	Islander 36	Mike C.
8 th	Brewster	Hunter 336	Jim M.
9 th	Rynosserous	Marshall Sanderling 18	Dave K.
10 th	La Vita	Catalina 30	Tony S.
DNF	Imagine	Hunter 25.5	Dave P.
DNR	Sweetest Thing	O'Day 28	Chad V.
DNR	Tomfoolery	Alberg 35	Tom A.

FLYC boats shown in highlight.

Thanks to all skippers, sailors, chili chefs, and helpers. Thanks to the FLYC for coming up to make

this a great event! (And you can see a reel about it on the SYC instagram, too: @senecayachtclub)

- Tom & Dave

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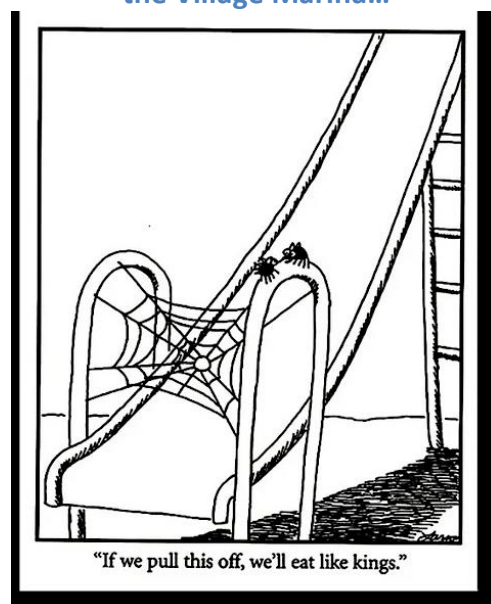
Figure 2: Despite a valiant effort, difficulties with a headsail pushed Seek Ye 1st's placement deep in the pack. Still, she looks mighty fine when under full sail!



Figure 3: Wener Holtze and his crew aboard Oktoberfest show what the Barge Race is all about – sailing, camaraderie, and lots of smiles!

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From Our Over-Achieving Arachnid Companions in the Village Marina...



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Around the Barge Race 2025 Report

By Don Swanson

SV Skylark

For this year's edition of the Seneca Yacht Club's annual Around the Barge Race we had robust representation by no less than five FLYC entries in a fleet totaling 11 boats. We actually had a sixth boat prepared to race, but regrettably, *Tomfoolery* was unable to join in the fun when the race was postponed to Sunday. Regardless, we made a good showing and sported some stiff competition against SYC racers.

The Barge Race is an annual race sponsored by our friends at the SYC in Geneva. The race is usually held on the Saturday following Labor Day. The course follows a rhumb line from the canal entrance markers to the US Navy barge (off Dresden), around the barge, and back to the start/finish line for a total distance of about 20 nm. Over the years, interest and participation by FLYC racers has remained strong and continues to thrive. If you haven't done this race and would like to either race or just cruise up the lake to be part of the festivities, please consider putting it on your calendar for 2026. You won't regret it.

The weekend got underway as the fleet of FLYC boats started their cruise up to Geneva on Friday, September 5th. As sailing conditions go, this particular day featured a robust southwesterly breeze at Force 4 to Force 5. With winds gusting well above 20 knots at times and a sea state building to almost 3-foot swells, it made for an exhilarating, yet exhausting, trip. After about seven jibes and some very lengthy legs under a broad reach, this sailor was very happy to douse sails and finally motor into the SYC docks to tie up after a grueling five hour journey with boat speeds cresting at 8.4 knots on the knotmeter.

As other FLYC boats managed to pull in, we had a delightful time sharing drinks and dinners as we regaled ourselves with the exploits of our individual passages. A couple boats settled in at Seneca Lake Park Marina, while the bulk of the FLYC boats managed to squeeze in at SYC facilities for a night of revelry and rest.

Unfortunately, the forecast for Saturday's race was for rain in the morning and calm conditions for the remainder of the day. After a postponement (in hopes of wind that never materialized), the race was canceled for the day and rescheduled to Sunday, the

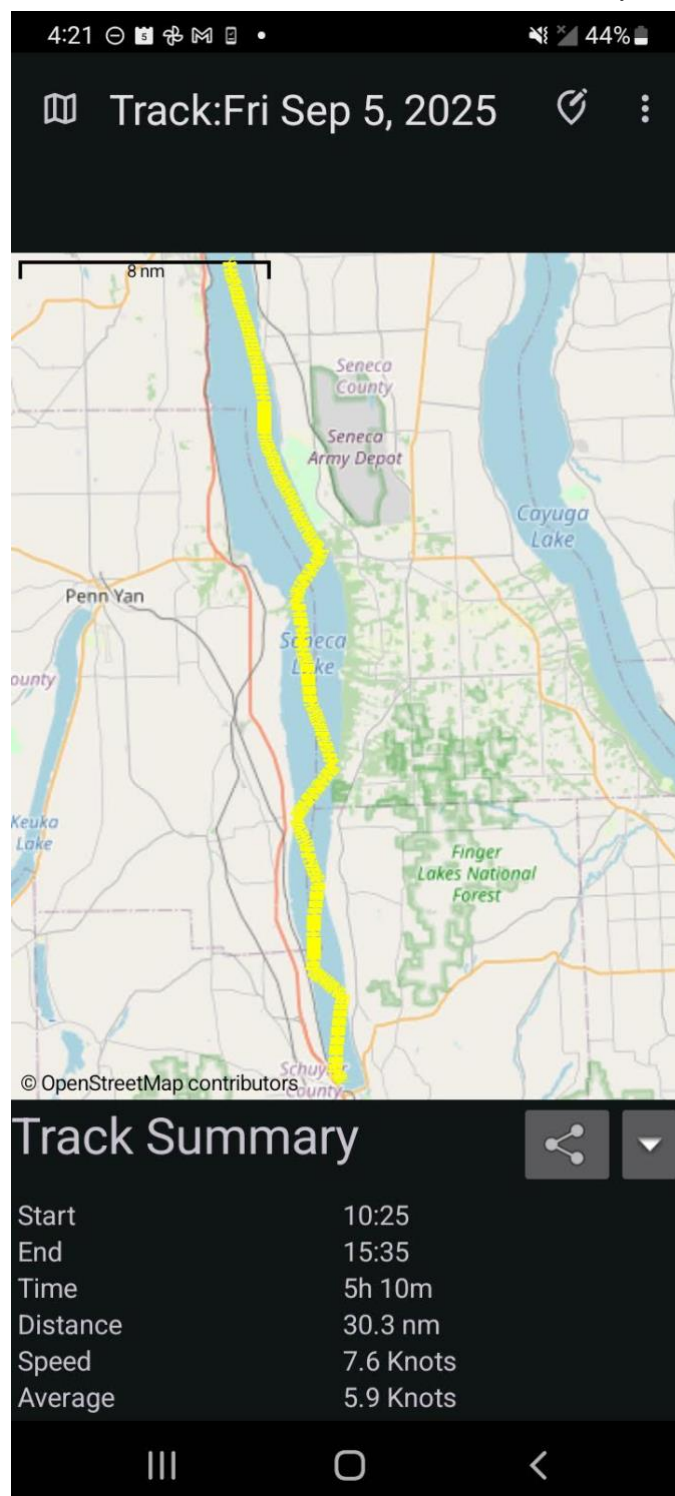


Figure 4: The trip up was a downwind rollercoaster ride.

rain-date. As the day progressed, the rain abated, the wind remained AWOL, and the various members of our FLYC fleet took advantage of the time. One went to visit family attending college at Hobart William

Smith, while others motored to Sampson for an ice cream, and others, like myself, took time to just relax at the SYC facilities. I was thankful for the break (still sore from Friday's sail) and used the time to bake some bread for the joint SYC/FLYC dinner planned for Saturday afternoon.

And what a feast it was! With a selection of chili recipes provided by SYC members and a host of other side dishes provided by SYC and FLYC members, we shared a delightful meal over which our collective membership continued to build relationships and camaraderie. As the sun set, casting a lovely lightshow to enjoy with our after-dinner libations, we eventually faded off to our berths to dream of wind and racing glory on the morrow.

Although for those who sailed up the previous day the rest day was welcomed, it proved a slight disappointment for at least one FLYC entry unable to race on Sunday due to prior commitments crewing *True Love* later that afternoon, necessitating their departure at first light Sunday morning.

Sunday started with clear skies and a whisper of wind from the southwest that hinted at what might develop. By the skippers meeting at 0900, there was still no certainly in the wind, but our hopes were elevated in the next hour as a steady and productive wind filled in from the west, and by the time most boats were underway, it had built to 15 to 20 knots with no sign of abating anytime soon. The wind stayed with us for the entire afternoon, veering a little to the northwest just in time for the return/northbound leg. Show time!

The Around the Barge Race is a reverse-handicapped race (i.e., a staggered start). In this arrangement each boat starts at a time interval equal to their corrected handicapped time *after* the *rabbit* boat (first to depart; the slowest boat; the boat being chased by all) starts. When it works as designed, a reverse-handicapped race provides for an exciting finish as each boat theoretically should reach the finish line at about the same time.

Once the rabbit was underway it was only a matter of time (carefully attended to) before each boat was scheduled to cross the start line. With a robust westerly blowing, it was a matter of getting on a beam reach and, with a balanced sail plan, staying on the rhumb line. Not so easy for boats overcanvassed, but if one chose their sail plan correctly it was



Figure 5: FLYC members at one end of the table for the Saturday evening chili cook-off dinner.



Figure 6: Some of the gracious hosts of SYC enjoying dinner with their FLYC guests.



Figure 7: Washing the toerail on the Northbound leg. Notice the horizon line!

possible to stay on the line and in the groove. Some skippers went as far as to tuck a reef in, not typically done in a race, but a flatter boat is a faster boat!

In the end, the race was one of the fastest in recent memory, which of course gave a little more time for a repeat of festivities afterwards as drinks and leftovers from the day's previous feast made for a post race repast. Being a Sunday, and with it now somewhat late in the day, a few more FLYC boats set their course south and headed home, leaving a couple to overnight and return home on Monday.

A great weekend was had by all and it will be even better next year as enthusiasm continues to build. Mark your 2026 calendars. I hope you can join us!

Cheers,

- Don



Figure 8: Two legs, one jibe, and some sore arms afterwards.

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Katie's Page Port

Book Reviews of Nautical Narratives

By Katie Alley

A new recurring column where your secretary reviews a book with nautical themes.

This Month's Review: **Lost! A Harrowing Story of Disaster at Sea**

Author: Thomas Thompson

Published: 1975

"...survival is the most powerful of human instincts. In fact, it is the only one that really matters. Survival or death."

The book *Lost!* is based on a true survival story - one I had never heard of before I saw the intriguing cover art on *Kindle Unlimited*. I read the summary, downloaded the story, and went in with no other prior knowledge of this ordeal that occurred on the Pacific in 1973.

In July 1973, a trio - Bob Tininenko, his wife Linda, and his brother-in-law Jim Fisher - set off from Tacoma, WA, aboard a 31-foot homemade trimaran named *Triton*. The intention was to sail down the Pacific Coast to Costa Rica, where Jim would serve as a missionary for the next four years.

Some important context that really drives the story: Jim is a devout Adventist. Like, a really, really devout fundamentalist. Bob has left the church and wants very little to do with Jim's piety. Linda is somewhere in the middle. And they all got on a small

boat, planning to sail for several weeks together on a challenging journey. What could possibly go wrong?

Well, about 10 days into the voyage, *Triton* encounters a storm with high winds and waves, and capsizes. The three individuals find themselves living in an 18-inch air pocket in the overturned hull with minimal supplies, adrift somewhere in the Pacific.

The three fight to survive, which is where the individuals' beliefs start to truly show. Jim relies on his religious devotion, stating that rescue will come if it is God's will. Bob is very pragmatic. And Jim really does not like Bob interfering with "God's plan" by trying to make the overturned vessel more visible and rationing food, amongst other practical choices to stay alive.

This story is one of psychological endurance, frustration, and tension. *Lost!* is nonfiction written in a novelistic style, meaning that the reader receives detailed scenes, characters' inner thoughts, and dialogue. The book was an absolute page-turner for me. Despite how long and boring the days in the overturned hull must have really been, the account in *Lost!* truly captivated me. The writing style was engaging, suspenseful, and not too dramatic. We learn more and more about each character and their values as the days go on. I could imagine the humid hull, the small sips of water, and the ocean churning. I felt the hopelessness, despair, fear, and wonder the characters felt.

Thompson is an investigative journalist who interviewed Bob for the story. Thompson also sourced Coast Guard and hospital records for this

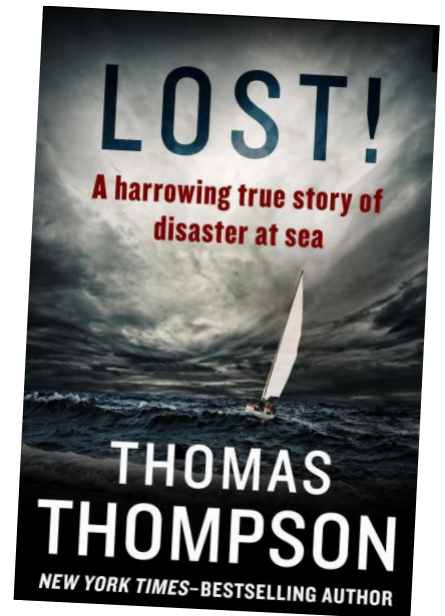


Figure 9: Bob Tininenko (left), Linda Tininenko (middle), and Jim Fisher (right) aboard the *Triton*. Image via *Lost!* by Thomas Thompson.

book, published the year after the incident. It seems like no recent coverage exists on this story, which is likely why I had not heard of it before. Google brings up an archival [New York Times article from 1973](#) (**be warned - this article spoils the ending!**).

I do not want to give away the ending here - I will say that the *Triton* was found **after 72 days** lost at sea. The conclusion leaves me feeling shocked, sad, and also grateful for the survivor/s. I think this story has multiple takeaways for us mariners.

1. A homemade wooden trimaran, only 31 feet in length, was not the best choice of vessel for this journey.
2. The crew was certainly not prepared or experienced enough to tackle this trip. The boat was not well-equipped for offshore sailing.
3. Consider crew compatibility before getting on the boat.
4. We cannot control the weather.
5. The skipper waited too long to ask for help. Contacts on shore also waited far too long to sound the alarm, operating under assumptions that *Triton* was too busy navigating to check in or that the radio was broken.
6. No matter your religious standing, there is a balance between faith and pragmatism. Decisions result in consequences. At sea, your decisions may or may not result in your survival.

Overall, this was a great, emotional, thought-provoking read for me. I do have some remaining questions, like are the survivor/s of the *Triton*'s ordeal still alive today? I could not find any record indicating yes or no. They would be in their 80s if so. I also wonder what their religious affiliation is nowadays.

I think that survival in dire conditions is a result of mental resilience, physical condition, and pure luck. The survivor/s in this story were physically strong. They used the boat's few remaining resources in

clever ways and conserved their own energy. Furthermore, they made an effort to stay mentally sound. They decided to continue on, stick to a daily routine, and keep morale up with conversation and games. Finally, they are lucky that rescue arrived when it did. Others were not so lucky and did not have their physical or mental state working in their favor.

Have you read this book or heard of this story? Send me a message. I would love to talk about it more.

Are you going to read this story after reading my review? Again, let me know if so!

Content Warnings for *Lost!* (**contains spoilers!**): Descriptions of severe emotional distress, pregnancy loss, suicide, descriptions of bodily mutilation, death.

An excerpt from *Lost!* that I found amusing and that others may find justification from to keep their boat: *"[Jim] put it to God squarely, as was his custom. If You want me to sell my boat, he prayed, then send me a buyer. Having issued the challenge, Jim waited for a response. He believed not only in the real power of prayer, but in the notion that God always made His will known. Perhaps Jim stretched this point a little, for he dearly wanted to take the boat on which he had worked so long. Consequently he did not put a "For Sale" advertisement in the newspaper, nor did he tack one up on the Triton's mooring at the marina, nor did he spread word among his friends and sailing colleagues that his trimaran could be purchased. Thus when, after a month or so, the Lord had not materialized a buyer, Jim decided that it was meant for the Triton to sail to Costa Rica and join him in his missionary work."*

- Katie

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Editor's Corner

by Tom Alley



Autumn Appreciation

I'll come right out and say it. I'm not a big fan of Autumn. The days get short. The weather cools off. I need to start wearing jackets again. The winds get stronger,

which does make for some more exhilarating sailing, but it also makes for some challenging conditions. Pulling into or out of one's slip can become a grand adventure. Northerly breezes (also more common in the Fall) can build up some impressive waves along the full fetch of Seneca Lake. While creating boat rides that are "rich in dynamics", the resulting spray coming over the bow can transition beyond refreshing and invigorating to being downright cold and uncomfortable! Adding insult to injury, it won't be long until we become contractually obligated to remove our boats from the water and decommission them for another "off season".

No, I'm not a big fan of the Fall, despite a spectacular backdrop provided by colorful foliage.

However, notwithstanding my whining and general negativity about the changing of the seasons, I **can** find things to really appreciate during this time of year, especially this year in particular.

After a slow start, we had a pretty good season of racing on the lake for our club. We also managed to have three trips to the north end of the lake to do some cruising, racing, educating, and celebrating with friends. Simultaneously, we've built upon and grown the FLYC's relationship with like-minded boaters at the Seneca Yacht Club in Geneva. On a personal note, I made some significant updates to *Tomfoolery* and expanded my skill set a bit in the

SV *Tomfoolery*

process. Autumn brings time to reflect on all these things and to appreciate and savor these opportunities, experiences, and most importantly, friendships.

While I'm not at all happy about another boating season winding down and coming to an end, I also can't help but be thankful for the opportunity to experience yet another season where I could sail on such a beautiful lake with such wonderful friends and colleagues. I can't begin to express myself adequately about the wonderful sailing "climate" we enjoy in the FLYC racing fleet. Those of you who have competed in some of the venues on the larger bodies of water know exactly what I'm talking about. It's no exaggeration to say that the FLYC (and the SYC, for that matter) have wholeheartedly embraced the concept of *friendly* competition. Our club is one where we really do celebrate a win, even when it's not our own. It doesn't get any better!

To sum things up, I'm grateful. Overwhelmingly grateful. Our boats, our lake, our club. We're the lucky stewards of great treasures. As autumn brings inevitable closure to another boating season, how could you not be appreciative for what we have?

Yes, I'm not a fan of Autumn, but I'm very grateful for the retrospective it brings. Thanks, all of you, for everything you've done to help make the 2025 season what it was!

Your editor (and fellow sailor),

- Tom

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

2025 FLYC Calendar

Check the club web site (www.FLYC.US) to see the most current information. **Changes highlighted.**

Regular/Repeating Events

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 but bragging and boasting is mandatory.

March

21 **Deadline for newsletter articles.**

April

01 **April Newsletter Publication Date.**

15 **Earliest possible launch date** (per slip contract).

May

01 **Membership renewal deadline.**

23 **Deadline for newsletter articles.**

24 ~~**Rust Removal Race.** Practice race. (1300)~~

25 **Memorial Day Flag Raising & Picnic.** BBQ Chicken. Bring a side or dessert to share and your own beverage. (1700)

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

June

01 **June Newsletter Publication Date.**

07 **FLYC Nautical Swap Meet** (TBD)

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

14 **Watkins Glen Waterfront Festival & Cardboard Boat Races.*

20 **Commodore's Cup Pre-Race Social.** Menu includes hot dogs off the grill with all the trimmings and your dish to pass. Racers from SYC have been invited to join us for dinner and campfire! BYOB (1700)

21 **Commodore's Cup Race.** Race from Watkins Glen to Geneva with our friends from SYC. (0900)

21 **Commodore's Cup Post-Race Celebration.** Hosted at the SYC club house.

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

July

04 **Watkins Glen Independence Day Fireworks (2145)*

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

05 **Independence Picnic & BBQ.** Hot dogs, hamburgers and Italian sausages will be served from the grill. BYOB and a dish to pass. (1700)

11-15 **Lake Ontario 300 Challenge, Port Credit, Ontario*

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

12-14 **Italian-American Festival (Watkins Glen)*

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

26 **Deadline for newsletter articles.**

26 **Cock of the Walk Race.** (1300)

August

01 **August Newsletter Publication Date.**

01-03 **ABC-FLX Cruise to Sampson. All FLYC members invited to join!*

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

11-15 **NASCAR at the Glen*

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

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

30 **Commodore's Dinner.** Steak entree. BYOB and a great dish to pass. (1700)

September

05-07 **Vintage Grand Prix Weekend*

05-07 **FLYC Club Cruise to Geneva.** Joint cruise with the ABC-FLX chapter.

06 **Seneca Yacht Club Barge Race, Geneva, NY (0900)*
All FLYC members invited to join!

06 **Geneva Cruise Social.** Held at SYC club house or at Seneca Marina Park grounds.

13 ~~**Summer Series Race #8.** (1300)~~

19 **Deadline for newsletter articles.**

20 **Grape Harvest Race.** (1300) Join in this annual reverse-handicap race!

20 **Pierogi Day!** Kielbasa, sauerkraut and pierogis will be served. BYOB and a nice Polish side or dessert to pass..., or anything you would like to bring is just fine too. (1700)

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

October

01 **October Newsletter Publication Date.**

02-05 **Annapolis Powerboat Show.*

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

04 **The Great Chili & Chocolate Cook-Off.** After the race, bring your best effort in either of these two categories. Power will be available for crock pots. If you are bringing a side, please have it Mexican themed to support our wonderful chili entries or bring whatever you like to pass around, it's all good! Margherita mix, ice, salt, limes and a BLENDER will be available..., just sayin'. BYOB (1700)

09-12 **Annapolis Sailboat Show.*

11 **Make up Race.** If needed. (1300)

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

November

09 **Member Banquet & Annual Meeting.** *Seneca Lodge, Watkins Glen, NY. RSVP (1700)*

21 **Deadline for newsletter articles.**

December

01 **December Newsletter Publication Date.**

January 2026

23 **Deadline for newsletter articles.**

** Non-FLYC events in italics.*

NOTE: There is a \$10 charge for non-members/guests attending FLYC picnics and meals.