

October 2020

Volume 16, Issue 5

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

Commodore's Comments

by Dawn Dowdle

SV The Irish Wake

Club Updates

Well, the sailing year 2020 is almost to an end, and it is sad for us all, not just because the sailing season is almost over, but because it has been so hard for us as a group to gather and get together, but we will strive to do more next year. One last event canceled is the end of year dinner, again I am sorry, but it proves difficult to justify given the current situation trying again to respect the needs and concerns for all.



There are several updates that I would like to share. As you know I have been working with the Schamels to rectify the WiFi status. Marian has worked hard with me and with Barry Lewis' help it appears to be working! Schamels bought a couple of new receivers, last year lightening actually hit one which hurt us all. Anyway, there are still more improvements coming so even though it is at year end, I believe we have it resolved.

The Board of Directors met via email and voted to discount the membership dues 2021 to \$10 for all who paid the 2020 Membership Dues of \$45, as our activities were considerably reduced.

In mid-September I asked Tom Alley to send out an email notice to all members regarding the notice in the Seneca Lake Guardian about a garbage transfer facility that could impact Seneca and Cayuga Lakes negatively. I wrote to both the Town of Cayuta Supervisor and the NYSDEC with my concerns. I want to share the response I got from the Brandon Theetge, Cayuta Town Supervisor:

Thank you for the opportunity to speak with you about the Material Recovery Facility in the Town of Cayuta.

First let me start by saying the facility is in no way associated with the township. This facility is privately owned, on a privately-owned piece of property, the Town board and I have little legal ability to stop this facility from moving forward. However please consider these facts before you pass final judgment.

This facility has been incorrectly labeled as as a waste transfer facility, this is a Materials Recovery Facility, commonly called

a (MERF). MRF'S accept waste from the public, sort out what can be recycled, place what can't be recycled back onto trucks and that waste is then taken to landfills. This facility literally keeps waste from the landfills in our area by recycling it rather than placing it in a landfill. Here are concerns that have been raised.

This facility will bring additional waste to our area. - No. This facility sorts waste that is already in our area, this facility provides zero incentive for additional waste to brought into our area.

Smell - The DEC regulates that nothing is allowed to be outside the building, there will be a staging area for dumpsters and trucks to be parked until the material can be processed; these will be covered. Additionally, nothing is allowed to be on the premises for more than 24 hours, material must be picked up, processed, and removed within 24 hours to reduce the chance for smell.

Water contamination - This building is brand new, it has been fully engineered with a lined (sealed) foundation so that no chemicals, or other contaminants can leach out into the ground. It is equipped with waste water recovery for any waste water that might be present. This facility is not allowed to accept ANY HAZERDOUS WASTE

Noise - This facility will be able to process wood waste, that equipment requires additional sound requirements, this facility passed the DEC noise requirements easily, it was well below the required decibel requirements There will be a loader, bob cats, and other commonly used pieces of equipment of which all meet noise requirements.

Unightly - Please see attached picture, the owner of this facility has planted over 100 trees on the facility, and when completed will have planted approximately 150 pine trees. Obviously, it will take time for these trees to mature, but once matured these trees will completely conceal the building from the road. YOU WILL NOT BE ABLE TO SEE IT; ALL YOU WILL SEE IS A SIGN.

Ruin tourism - The owner of the facility plans to develop the front of this property into storefronts, and additional retail spots, in addition attached is an additional 80 acre plot of land that he plans to have his own home on, place cabins on for people to rent and camp.

The VOC'S produced by diesel trucks will ruin agriculture, particularly grape vineyards. - The owner has stated he has plans for a fleet of 6-7 trucks, the diesel fuel burned in these trucks literally keeps waste out landfills and recycles it. I would think there would be an easy argument that would offset this business' carbon footprint.

Truck traffic - The facility will operate a fleet of 6-7 trucks. Please note that this facility is less than a mile from Wagner Harwoods lumber mill and the Dandy Mini Mart truck stop. Last night alone there were 10 trucks idling in Dandy's parking lot. The lumber mill operates far more trucks in and out of there facility. An influx of 6-7 trucks is completely negligible. Not to mention these trucks are being used to make a positive environmental impact. Please note that the facility itself will

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Tom Alley alley@flyc.us

Social Committee Co-Chairs
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Lynne McGinnis social@flyc.us

Webmaster
Tom Alley webmaster@flyc.us

have 6-7 trucks, however the permit is for 185 vehicle trips. This is for traffic study the facility can have a maximum of 185 vehicles come and go each day.

Traffic safety along Route 13. - A traffic study was done, this facility has a 1/2 a mile of highway in both directions with clear visibility. Turning lanes are not required.

This facility will become a landfill once Seneca Meadows closes - This is impossible, we are talking 80 acres of land. There is not enough land, in addition the location, topography of the land, soil conditions, proximity to state game lands, and nearby trout stream, the DEC has assured me this facility would never be considered for a landfill. The owner is currently working with the DEC to put together a report that will prove that to the skeptics, THIS WILL NEVER BE A LANDFILL!

Light pollution - the artificial light from this facility will have a negative impact on the wildlife that lives on Connecticut hill. - There will be 2 lights in the parking lot at, if it keeps the deer up, my apologies.

Please consider all of this, and the positive impact recycling has on our environment, before passing judgment.

Sincerely,

Brandon Theetge

Supervisor, Town of Cayuta.

Again, I just wanted all to be as informed about what is going on around us and the lake as we can be.

DAY OF HELP – October 17th 10am-3pm

This is the first year for this activity. If anyone needs help getting your boat ready for haul-out, let me know what kind of help you need by emailing Commodore@flyc.us, I will try to

match your needs with the help you need. You need to let me know by October 10th what you need. Also, I would be glad for anyone who is willing to help or has any expertise they can offer to let me know if you would be willing and able to help that day. Again, let me know by October 10th.

Club Elections

One last item: Voting for your 2021 Officers

The new Board Members and Officers for 2021 would normally be voted on at the End of the Year Dinner. Since that dinner has been canceled, an email will be sent to all members asking for their vote. You will be voting on the Slate of candidates offered by the Nominating Committee. If you have anyone in mind that you would like to add as a candidate, please send an email to the Secretary, Sue Morris, with the name and office you would like to nominate them for using the following email address:

Secretary@flyc.us

The Slate of Board Members and 2021 Officers for the FLYC will be sent to all members October 17th.

Any additions to candidates must be received by the Secretary by October 24th.

a second list of Slate of Officers and Board Directors will be sent if necessary, look for this by October 26

ALL FINAL VOTES FOR 2021 Officers and Board Members must be received by the Secretary by October 31.

Thank you all,

-Dawn

Vice Commodore's Comments

by John Chesbrough



Wow, look at that summer go! We must have been having some fun for that to happen.

The racing season appears to be winding down. The annual Barge Race had two entrees from the FLYC, *Seek Ye First* and *Brewster*, both going up to Geneva on

Friday night to be on time for a 10:00 a.m. start. *Seek Ye First's* handicap gave Mike enough time to wander through the marina to find out how deep the water is. At first the wind and weather were fairly calm but rapidly built up to stiff wind and waves with stiffer gusts. The south wind made for a lot of repetitive tacking and keeping an eye out for conflicting traffic.

SV Sacré Bleu

Within the first hour *Brewster* was looking good in the lead but *Seek Ye First* was up to the old tricks preparing for command of the race, and was in position for just that, when a mystery foresail problem forced Mike and crew to head back to the docks. Gradually, one at a time, eight more boats fell out, some with damage, some trying to avoid damage. By the end of the race, five boats finished, four of them eating *Brewster's* dust as Jim and crew dug in and won by a huge margin. It took some serious tenacity to finish that race as the gusts reached above 30 knots and the waves close to 4 feet, making for hard pounding. Congratulations, Jim!

Let's hope the weather is good for a gear buster race with lots of boats and a steady wind.

- John

Rear Commodore's Comments

by Tony Kut yana



We have kept the normal race schedule despite the club setbacks due to the virus apart from the commodore and the grape harvest race. Race participation has been good with enough racers and with enough help setting and retrieving the marks. Thanks to all of you.

Wind has been rather good with at least one race with total variable conditions of light and heavy winds due to nearby thunderstorms. We did some variations of the mark positions that seemed to work out well so having permanent marks may not be the best future option. Race leaders have had a mixture

of boats, so it appears that Portsmouth and the handicapping is working out. We are nearing a point most anyone could do well on a given day. Even *Brewster* won the Barge race which says a lot of our racing fleet.

As some of us that have been around for a while look forward to the autumn winds as they are usually the best of the year. With fall foliage and the autumn winds Seneca is a special place to be. However, the season is about to end so get out and sail before you must put the boat up. After all, that is what we bought it for.

SV Lanikai

- Tony

Secretary's Column

by Sue Morris



Happy Fall to all!

I don't have any new reports on membership except we are still getting some in for 2020! Thank you for all of those who renewed their membership and for the new members! It has been quite the COVID summer, so unfortunately the social gatherings we had planned were all cancelled. I miss seeing all of

you; hopefully 2021 will be a more exciting time!

Stay healthy and safe!

Send any membership forms and checks to the following address:

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

SV Sails Call

- Sue, FLYC Secretary

From the Treasurer



by Denis Kingsley

Status of our current financial picture – static. With little activity due to the pandemic, no recent expenditures and most dues received earlier this season.

We continue to be solvent.

SV Tark

- Denis, still cooking the books.

Socially Speaking

by Maggie Martin & Lynne McGinnis



FLYC Social Committee Report

We are feeling like the new normal Social Committee! We have missed our picnics and hope that we can get back to it all next season. We hope that you all had a chance to enjoy the summer and get out on the lake as we did. We had a good time

SV Sacré Bleu & SV Brewster

racing on ours and on friends' boats and the waterfront 'people watching' season did not disappoint. Stay involved & Happy Haulout!

- Maggie & Lynne

Contact: Maggie 607-621-7247

Lynne 607-426-7914

Email both at social@flyc.us

Traversing the Erie Canal

By Tom Alley

The Erie Canal is a living piece of history that is literally in our back yard. Until the development of railroads, it was the primary means of transporting people and goods across New York State. I hope you enjoy some of the snapshots taken by the crew of *Tomfoolery* as we transited the eastern half of the New York canal system.



Loaded and ready to leave Watkins Glen.

SV Tomfoolery



Entering the Cayuga-Seneca Canal at the northern end of Seneca Lake.



Entering the first of 28 locks, Lock CS-4 in Waterloo, NY.



A fountain set up in the Cayuga-Seneca Canal greets *Tomfoolery* in Seneca Falls.



Entering Lock 21, one of the four locks that would lift us as we traversed the canal. Day 2 would end on the other side of the lock.



Crew members Jim McGinnis and Mike Crouse enjoy a satisfying dinner at the end of Day 1 just north of Cayuga Lake.



A flotilla of over 100 boats greets us as we enter Onondaga Lake.



Day 3: A beautiful sunrise on the Erie Canal just east of Lock 21.



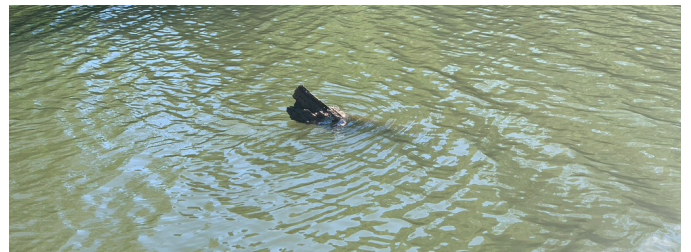
Lock 19: Lots of maintenance work going on here. As you can see, only the doors on the north side of the lock were functioning.



Lock 17 took the longest to cycle through. With a 41-foot drop, it took 30 minutes just to let the water out.



Young adults practicing their rock-climbing skills on the upstream side of Lock 17.



A sighting of the Northern Wood Crouse, a new species of water fowl identified by crew member Mike Crouse. (See Mike for the details.)



The Erie Canal is an interesting collection of contrasts. Here you see the very well maintained, steel-clad walls of Lock 16.



One lock later, at Canajoharie's Lock 14, we have some perfectly groomed concrete walls in the lock.



And here are the walls of Lock 15. I was worried that even our well-endowed fenders and fender boards wouldn't be enough to protect our hull.



Our resting place at the end of Day 4 just above the safety gate to the Waterford Flight (Lock 6 through Lock 2). We would be dropped over 180 feet in the next two hours.



Entering the Hudson River at Waterford, NY. One more lock to go!



Mike Crouse grabs a snapshot after the Troy Lock drops us the final 14 feet to the Hudson River. There are no more locks from here to the Atlantic Ocean.



We stop at Castleton Boat Club to use their gin pole to step *Tomfoolery's* mast.



When we arrive at Coeymans (pronounced “*Kwee-mans*”) Landing Marina, our final destination, we are greeted by the marina’s resident swan, appropriately named “Hudson”.

In five days, our fair sloop passed through 28 locks, traveled 280 nautical miles horizontally, and 558 feet vertically. We had absolutely perfect weather for the trip and enjoyed quiet anchorages each night. *Tomfoolery* is now hauled out for the winter and is waiting to resume her epic voyage in the spring. Many thanks to Jim and Mike for helping with this leg of her delivery!

Stay tuned for the next installment!

-Tom

Editor's Corner

by Tom Alley



Dockside Scuttlebutt

If you've spent any time in the marina this past month you will no doubt have been informed about the latest antics of the crazy crew of *Tomfoolery*. On the morning of Friday, September 4th, our fair sloop and her stalwart crew

departed on a five-day voyage to the Hudson River; the first part of a much longer adventure which includes the hope to compete in the 2021 Marion to Bermuda race.

Why leave so early? In a word: Logistics. The race begins on June 18th, and per the race committee, competing boats should be in Marion, Massachusetts by Memorial Day (May 31st) for various pre-race inspections. This means we would have to leave Watkins Glen, at latest, 10 days prior (May 21st). Now in a "normal" year, the canals will open in mid-May. Given the history of delays and uncertainty in the opening of the New York Canal system (especially the ones we experienced this year), it was decided that *Tomfoolery* would get staged at a marina on the Hudson River (beyond the canal locks) so that an on-time arrival in Marion could be assured.

Splitting up delivery into two segments provided an additional advantage. A five-day trip through the canal system allowed for a good test of "livability" for our fair sloop after multiple modifications to various creature comforts below. Cooking, washing and sleeping facilities could be tested along with various schemes for the storage of supplies and personal belongings. The trip also provided some additional insight on menu items that would be easy (or difficult) to prepare while underway.

SV Tomfoolery

At the moment, *Tomfoolery's* 2020 sailing season has come to an end and she is on the hard and getting winterized. Over the winter our race team will concentrate on finalizing any crew certifications that are required for the race. Activity will pick up and accelerate in the spring as we prepare for the final push to get to the starting line of the race.

The next phase of the trip will be a 300 nm trip from our staging point on the Hudson River to Marion, Massachusetts. Plans are for this to occur in the latter half of May 2021. Again, this provides for an excellent opportunity for a final shakedown cruise of three or four days where the race crew can run the boat around the clock and validate all our assumptions about provisioning, operating, and living aboard for an extended period. The trip is also long enough to serve as a qualification run for any crew member without prior offshore experience. It will also be an excellent exercise for the navigators in the crew to hone their skills at piloting a vessel through some areas known for their strong tidal currents and heavy commercial traffic.

The total round-trip distance from Watkins Glen to Bermuda is a bit over 2,300 nm. We've just completed the first 280 nm, traversing 28 locks (4 up and 24 down) to get to the Hudson River. Looking at it from this perspective shows this first leg was just a warm-up sprint!

Stay tuned. More to come.

- 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@flvc.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)

August

01 **August Newsletter Publication Date.**

01-02 **ABC-FLX Rendezvous at Sampson.** (FLYC membership invited!)

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)

~~17 **Member Banquet & Annual Meeting.**~~

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

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 _____