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Please send any comments, questions, or corrections to:  
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## Commodore's Comments

by Terry Stewart

SV Syren

### Halftime Report

Two more days to half time in the summer of 2022. Whatever you have done from Spring to now you have the nearly equal last half of this sailing season to reproduce it, or better yet to better it. So, get out there and make your sailing time count. If you let it slip by you will not have that story to tell or the memory to keep.



Speaking of memories. I have a new one which involves a new Captain on the Schooner *True Love*. Captain Tom Alley has graciously agreed to undertake filling in sailing cruises on our schooner. To make it even sweeter, Katie Alley is a *True Love* crew member. So how long can it be until we have a "Father / Daughter" sailing trip?

On Tom's first sail that occurred. Better yet, how long can it be until the father and daughter wind up in a storm together on the schooner. That happened on Tom's second trip.

Yes, it was Sunday last when the burst of weather energy dampened, moistened, and thrilled every soul onboard. A 3:30pm cruise it was and the weather cell seemed only a small possibility. The second cell was larger which would come more about 5pm. However, the two cells reversed intensity and at 3:50, a mere 20 minutes after cutting loose the lines the williwaws began from the south. Immediately, the howling started, and hardened rain followed. Captain Tom, destined to save every soul aboard rounded up once and appointed his able-bodied crew of Katie and Scott to drop the rags and endure the unsavory conditions. That they did without fail and the cruise continued.

Dockside was worried about the condition of the souls aboard who had paid for a relaxing sailboat ride and actually purchased a hair-raising experience. Would they adapt, or would they scream "bait and switch!" Upon the vessel's return from sea loud voices aboard could be heard on deck. Laughter was evident and, as *True Love* re-secured her lines, much high-fiving between former strangers on a boat was occurring. Dockside personnel timidly offered re-booking to a sunnier event which the passengers whole heartedly dismissed as unnecessary. "We had a great time and we have a story to tell!" they resounded.

One lady summed it up. "I kept my eye on the captain and crew. They all weren't worried, so I wasn't either." Welcome aboard

Captain Tom, guided by seasoned crew and encouraged by happy guests we will continue to press on into the second half of the summer of 2022.

-Terry

## Vice Commodore's Comments

by John Chesbrough



### Halftime, Another Perspective

The sailing season and summer are at the halfway point, and there has been plenty to enjoy this time around. The wind has blown adequately for most of the races, which doesn't always happen. There was

at least one race day that all the boats had to put in a reef and a couple of other Saturdays when the wind was vigorous. Let's hope for good conditions for the remainder of the season.

One thing missing so far has been rain. The lake water level is about ten inches low. Lawns and gardens are toasting. I assume the crops could use some rain, too. In previous summers we have had mini-flood, gully-washing rainstorms that deliver tons of floating debris to our end of the lake. There were lots of dangerous large floating objects lurking about before finally reaching shore. We will see whatever the weather will bring.

The last weekend of July brings the annual ABC Rendezvous at Sampson State Marine Park. This year Maggie and I plan to attend and look forward to the events as well as the trip there and back.

The Horseheads Brewery seems to be doing well - we are happy to see the continued use of that building and we recommend stopping in for a meal or libation.

A piece of trivia from the world of oceanography: After the shipping container-overboard accident years ago that released many thousands of sneakers into the sea, the left footed ones made a trip different in direction from the right footed ones. Let me know if you see any in Seneca Lake, right or left.

- John

## Port Tacks

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# Rear Commodore's Comments

by Don Swanson



## Mid-Season Status Report

Without a doubt, this has been shaping up to be a decent season for racing and sailing. The wind has been mostly cooperative, and we have enjoyed some excellent days on the water. With luck the rest of the season will be a continuation of the first half. For this month's edition I will be providing a mid-season update and review.

*[Editor's Note: Mid-Season standings are listed immediately following Don's article. Full details are, as always, to be found on our club web site. -Ed.]*

To start off I would like to extend an open invitation to all interested parties to participate in our Summer Series race events. New and interested participants are always welcomed to join the fun. Check the calendar and sign-up next race day. All are welcomed.

Our annual season opener, the Rust Removal Regatta was held on May 28<sup>th</sup> and, although it was a promising start, the wind eventually failed. We started out with north westerlies at about 5-7 knots but as the second lap began the wind faded, and in the growing calm one boat after another dropped out and thus, our season starter came to an unceremonious end. The good news is that since we started the summer series races the conditions have been more than suitable and at times, downright excellent!

Summer Series Race #1 was held the following Saturday, June 4<sup>th</sup>. Memories of the previous weekend receded quickly as we faced north westerlies again, but this time at 10-15 knots, steady and with occasional gusts to 20 knots (estimated). Seven boats competed and it was a great day on the water. For this race we tried something different, staying on the East Side of the lake and followed a course that resembled a slightly unfolded paper clip. Overall, it was a great day to get the racing season officially started.

A week later, on June 11<sup>th</sup>, we held Summer Series Race #2. Although our fleet was smaller, with only four boats, we had an excellent day of racing. It should be noted that as we watched the long-range forecast evolve into a short-range forecast, there was a lot of uncertainty regarding what the day would bring. After some consideration we settled on keeping the race (as scheduled) on Saturday. And even though there were a few drops of rain, and the wind was from the south, it was uncharacteristically steady and relatively strong - at least strong enough to race. There was also a chance of thunderstorms predicted, but they didn't materialize until the evening. As decisions go, regarding weather forecasts and racing, planning for this particular race was definitely a challenge.

The course for Race #2 was set with simplicity and ease in mind. We placed one mark south of Hector Falls, about where the cliffs taper down to the water's edge. With the prevailing south wind this made for a downwind leg to the mark and an upwind leg back to the S/F line. The race started with an option

SV Independence

for a second lap to be decided during the race and relayed to the fleet while still on the course. We asked skippers radio in when they crossed the SF line after the first lap (in case the wind died during the second lap). In the end the race was completed after two laps on a steady and robust south wind for the last leg home.

Our next scheduled foray onto the water for competition, Race #3, was slated for June 25<sup>th</sup>, but due to scheduling issues it was postponed to our first make-up race day on the calendar - July 9<sup>th</sup>, which meant our next outing as a race fleet occurred on July 2<sup>nd</sup> (for our previously scheduled Race #4).

For our July 2<sup>nd</sup> race we set a triangular course, with one full lap planned and again with an option for a second lap if the wind held (which it didn't and barely stuck around long enough for just one lap. Conditions started out favorable but as the day grew hotter the winds moderated and nearly faded by the end of the race. We had our largest fleet yet with nine boats participating. The best wind was to be had at the start and the boats with the better start (on what was the favorable side of the course) benefitted by being further along as the wind faded. Had the wind held, the race would have been great, but at least we made the best of what we had. As a point of record, this race is listed as race #3 on the FLYC website Race Results page.

*[Editor's Note: Because of the way handicaps are assigned and updated, races must appear "in order" on the scoring sheet or adjustments will get out of synch and cause other problems. -Ed.]*

On July 9<sup>th</sup> we held our 4<sup>th</sup> race (rescheduled race #3) and what a day it was! With a strong and steady north wind blowing at 10-15 knots it was an excellent race day for the six boats participating - perhaps one of the best yet. A big thank you to Bill T. for getting out early on his boat to set the marks. The course was the usual triangular layout, but with a couple extra reaching legs added between the East and West marks. The wind was perfect and actually grew a bit stronger over the course of the race.

That pretty much sums up the season to this point. One change worth mentioning is that we are now entering finish times using an on-line system created by Tom Alley. It has been a great improvement over stopwatches, pencil, and paper, but can still be a bit tricky to use. Skippers are advised to radio the race committee as they approach the finish line and then alert us again when they actually cross. This provides us a moment or two to bring up the boat info on the data entry webpage. This helps with improving accuracy and with more than one of us recording the times he built in redundancy pretty much ensures that each boat's end time is recorded correctly.

A final note to extend my gratitude to the Race Committee, for filling in when needed and with helping to place marks and plan the courses. As for retrieving the marks, we will continue to seek volunteers, but we may need to pick names out of a hat to ensure equity. I would ask any and all racers, particularly those who have yet to volunteer to step forward - please help us

lighten the load for all involved. Retrieving marks is easy and what the heck, it's another reason to enjoy being on the water a little longer. And afterwards, don't forget to join us for our regular post-mortem race gathering which usually gets underway at 17:00. Bring a snack and a cold beverage to reminisce on the race, drown your sorrows, or celebrate your success. All are welcomed. Please be sure to check the calendar

and join the fleet for our next race. In the meantime, enjoy the season and hope to see you out on the water soon.

Cheers,

- Don

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## 2022 FLYC Race Scores

			Throw-Outs		1								
			Date ->		6/4	6/11	7/2	7/9	7/16	8/13	8/27	9/17	
			# Boats ->		7	4	9	6	5				6.2
Boat	Owner	Type	Race #1	Race #2	Race #3	Race #4	Race #5	Race #6	Race #7	Race #8	Total		
Brewster	Jim McGinnis	Hunter 336	4	2	1	1	1				5		
Ellawicious	Bill Trondsen	Pearson 26	7	1	6	3	2				12		
Tomfoolery	Tom Alley	Alberg 35	5	4	7	2	3				14		
Dry White	Tom Keebler	Pearson 28-2	3	8	2	6	4				15		
Independence	Don Swanson	C&C 25	1	3	8	5	8				17		
Hang Loose	Dave Lewis	J/24	2	8	9	4	8				22		
Sonsie	Mike Rock	Cal 28	8	8	4	8	5				25		
Midnight Star	James Sherrick	Tartan 31	8	8	3	8	8				27		
Obsession	Ted Manske	Hunter 34	8	8	5	8	8				29		
Irish Wake	Wilbur Dowdle	Hunter 336	6	8	10	8	8				30		

## Secretary's Column

by Sue Morris

SV Sails Call



Ahoy fellow FLYC members,

The weather has been great to be on the water so hope everyone is enjoying the summer! Reminder is you haven't sent in the renewal application yet its not too late!

Thanks,

- Sue, FLYC Secretary

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Sue Morris  
FLYC Secretary 2022  
P. O. Box 14  
Pine valley, NY 14872

## From the Treasurer

by Denis Kingsley

SV Tark



Even though the season is half-over, we are still fully solvent.

- Denis, still cooking the books.



# Socially Speaking

by Denise Trondsen & Lynne McGinnis



## Late-Breaking News

Please pay attention to your email and to the club bulletin board at the marina (located between the tenant restroom doors at the Bar & Grill). The

date of the Commodore's Dinner is still being negotiated due to scheduling conflicts between community events, club events, and resource availability. Once finalized, information will be posted on the bulletin board, emailed to current members, and published on the club web site.

## Summer Is Here!

Reflecting back on these first exciting months of the sailing season and already so many wonderful memories being made. In early June, we had a dozen brave souls venture out for an incredibly windy day for our Father's Day picnic. Don't let the jackets fool you....it really was mid-June!



Photo 1: The hearty souls who braved the brisk brunch on Father's Day. L to R: Jim & Lynne McGinnis, Bob, Tom & Rob Alley, Mary & Ray Margeson, Bill & Ella Trondsen.

We also were thrilled to welcome back our Boat Christening/Re-Christening Event this summer. Seven boats participated in this event including a special re-christening of the *True Love*. A huge thanks to Maggie for 'officiating' over the ceremonies!

SV Ellawicious & SV Brewster



Photo 2: John Chesbrough and Maggie Martin at the club boat christening.



Photo 3: Margaret Radek christens her new boat.



*Photo 4: Maggie Martin reads a proclamation as Bill Trondsen christens his boat.*



*Photo 5: Lynne & Jim McGinnis celebrate the christening of Brewster.*



*Photo 6: Commodore Terry formally christens the True Love at this year's ceremony.*

Our next event is the always popular Commodores Dinner at the Marina. The menu will consist of 'Surf and Turf'. Please be sure to sign up on the FLYC bulletin board so we order the right amount of food! Bring a side or dessert and BYOB as usual. Lastly, as in the past, we welcome any and all help we can get setting up and for cleanup. Many hands make for quick work and we thank you all in advance.

*- Denise & Lynne*

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# Editor's Corner

by Tom Alley



## Busy

If I had to pick one word to describe this summer, it would be “busy”. Well, maybe not. It’s a word that gets used so much that it loses some of its impact. Let’s see, what does the thesaurus say?

*“Eventful, demanding, tiring, hectic, full of activity, hardworking, diligent, industrious, occupied, harried, on the go, hard at it, in demand, engaged, occupied, unavailable, taken.”*

Yup, pretty much all of those!

I know when the days begin getting shorter, I’ll be wondering where the summer went.

Let’s see..., Don’s column pretty much sums up the racing so far. The last couple of races have definitely been competitive for *Tomfoolery*. The fleet of participants we have this year have also been motivated and a real pleasure to be competing against.

Then there’s the saga of *Seek Ye 1<sup>st</sup>*’s repowering and other renovations. As I write this the new motor has been fired up and now we just need to tie up loose ends to make sure everything stays together. That’s been a particularly gratifying adventure, though definitely time-consuming!

The Power Squadron has been busy teaching classes (Sail and Engine Maintenance, so far) with some enthusiastic students. They also have a rendezvous that took place this past weekend (July 29<sup>th</sup> through 31<sup>st</sup>) up in Sampson. Again, lots of fun, but there are a whole lot of hours invested here.

Then there’s the usual routine that includes newsletters and magazine articles and web site maintenance. More hours.

Yes, it’s been a busy summer! No wonder they go by so quickly!

## New Adventures

As if I didn’t need more to do, I started a second job as one of the captains aboard *True Love*, the 1926 Alden schooner based out of our harbor. By comparison, *Tomfoolery* displaces about seven tons, but *True Love* weighs in a bit over three times as much, so you definitely need to stay several steps ahead of the boat to prevent it from getting away from you. However, it is a boat that sails very nicely and can be extremely comfortable once she is underway.

It’s interesting to compare how various boats “feel” when underway, and it’s certainly educational to figure out how different boats respond to various inputs of helm, throttle, and sail trim. And sometimes it’s downright terrifying when you’re trying to learn this in a confined space while docking. With witnesses! 😊

SV Tomfoolery

All in all, it’s been a great experience and I’ve had some great teachers helping me learn all the (many) ropes aboard a classic vessel like the *True Love*.

One more thing. Many of you have heard talk of *Tomfoolery*’s adventures on Long Island Sound and parts of the North Atlantic Ocean last year. Well, *Good Old Boat* magazine has taken an interest as well and will be publishing the story in two parts in their September and November 2022 issues! Finally, there will be a way for you to fact-check the stories told by the crew after they’ve had a few drinks!

- Tom

*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](mailto:editor@flyc.us).*

## A Reminder to be Safe

This past weekend the Finger Lakes Chapter of America’s Boating Club organized a rendezvous at Sampson Marine Park on Seneca Lake. The event was well attended with 12 boats arriving by sea and more enthusiastic members by land. Among the things discussed were the proper use of pyrotechnics and fire extinguishers.

On the way home on Sunday, July 31<sup>st</sup>, we noticed some dark smoke rising from the shore some miles ahead. As we got closer, we could see the flashing lights of emergency vehicles sitting next to the beached remains of a boat.



**Photo 7: Burned out boat near Smith Park on Seneca Lake. (Photo by Peter Wigley)**

Comments on the Valois-Logan-Hector Fire Department Facebook page suggest the fire was caused by a fuel or maintenance issue. Fortunately, there were no injuries.

The scene was a reminder that a momentary lapse in vigilance can set the stage for a dire emergency. The lesson: Don’t be complacent.

- Tom

# 2022 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 on the lawn by the marina flagpole.

**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

21 **Deadline for newsletter articles.**

## February

01 **February Newsletter Publication Date.**

## March

05 **FLYC Planning Meeting.** Meeting of the Board of Directors to plan the 2022 FLYC Event Calendar. All are welcome. (1000) *Location TBD.*

19 **Deadline for newsletter articles.**

## April

01 **April Newsletter Publication Date.**

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

30 **Board of Directors Meeting.** Village Marina. (1200)  
All members welcome

## May

01 **Membership renewals due!**

25 **Deadline for newsletter articles.**

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

30 **Memorial Day Flag Raising & Picnic.** Hot dogs, hamburgers, veggie burgers. Bring a side or dessert to share and your own beverage. (1700)

## June

01 **June Newsletter Publication Date.**

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

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

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

17-18 *\*Watkins Glen Waterfront Festival & Cardboard Boat Races.*

19 **FLYC Fathers' Day Brunch** (1100)

## July

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

02 **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)

03 *\*Watkins Glen Independence Day Fireworks* (2145)

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

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

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

22 **Deadline for newsletter articles.**

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

29-31 *\*ABC-FLX Cruise to Sampson. All FLYC members invited to join!*

## August

01 **August Newsletter Publication Date.**

05-06 *\*Watkins Glen Italian Festival*

06 **Commodore's Cup Race.** Destination TBA. (0900)

TBD **Commodore's Dinner.** BBQ with Chef Mike. (1700)  
*Watch for announcement of the date and time!*

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

18-21 *\*NASCAR at the Glen*

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

## September

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

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

09-11 **FLYC Club Cruise to Geneva.** Joint cruise with the ABC-FLX chapter.

10 *\*Seneca Yacht Club Barge Race, Geneva, NY (0900)*

10 *\*Vintage Grand Prix*

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

23 **Deadline for newsletter articles.**

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

## October

01 **October Newsletter Publication Date.**

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

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

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

06-09 *\*Annapolis Powerboat Show.*

13-17 *\*Annapolis Sailboat Show.*

29 **Member Banquet & Annual Meeting.** Location TBD (1600) RSVP

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

## November

24 **Deadline for newsletter articles.**

## December

01 **December Newsletter Publication Date.**

*\* Non-FLYC events.*