

In This Issue

Commodore's Comments	1
Vice Commodore's Comments	2
Rear Commodore's Comments	3
Seneca Yacht Club Barge Race Results.....	4
FLYC 2022 Commodore's Cup Race Scores.....	5
FLYC 2022 Season Overall Race Scores	5
FLYC 2022 Grape Harvest Race Scores	6
Secretary's Column.....	6
From the Treasurer.....	6
Socially Speaking	7
FLYC Annual Meeting & Banquet	8
Reflecting on the Sailing Season	8
Editor's Corner.....	9
2022 FLYC Calendar	10
2022 FLYC Membership Application	11

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

Commodore's Comments

by Terry Stewart

SV Syren

Simplifications

The following is taken from the pages of **"Around the World Single-handed"** by Harry Pidgeon written in 1928. "To determine latitude, one only has to get the declination of the sun out of the Nautical Almanac and then ascertain the altitude of the sun at noon with the sextant.



1. "When the sun is between the observer and the equator, latitude equals 90 degrees plus the declination and minus the altitude.
2. "With the observer between the sun and the equator, latitude equals the declination plus the altitude minus 90 degrees.
3. "If the observer and the sun are on opposite sides of the equator, latitude equals 90 degrees minus the altitude minus the declination."

The principal on which longitude is determined is simple. Calculations based on the latitude of the observer, the declination of the sun and the altitude of the sun make known the local time at the moment of observation. At the same moment the chronometer tells the Greenwich time. The difference between the two times then gives us longitude.

This seems like an "oversimplification" of the whole issue of open ocean navigation, but it does kind of filter out adjustments and corrections and just hit home with the principals. One of the Schooner *True Love's* captains, Captain Tom Alley, did a presentation aboard the vessel on a fine sunset sail recently. Tom also has a way of making the complicated become understandable and a great time was had by all. Thank you all who sailed for your presence made the night a very memorable one.

Have a fine fall and see you all in the haul out one day soon!

-Terry

Vice Commodore's Comments

by John Chesbrough



Updates

The low temperature tonight is projected to be 44°F. Time to put away some shorts and to dig out sweatshirts. So too it is time to dwell on winter boat storage and to contribute to the spike in local sales of the pink antifreeze. Will all boats be carried by the new lift? If

so, we won't have to unfasten the backstays. Personally, I am looking forward to using a new canvas boat cover as we never found a use for second hand shrink wrap.

On Monday, the 12th of September, several familiar faces rode the evening cruise on the *True Love* for an all too brief and quick introduction to celestial navigation presented by Capt. Tom Alley. The skies were overcast that night, but it was a lot of fun. Thank you Tom, thank you Terry, and the hearty *True Love* crew. Among the other guests was a couple from Auckland, New Zealand (not the capital, that's Wellington). Phil and Marty Shaw learned all about the Finger Lakes, ancient salt deposits and fresh local rum. Phil is commodore of his local yacht club and enjoys three weeklong cruises on his 54-foot Bene-teau.

This year's Barge Race again came with fair winds. The mysterious starting times for the racing fleet of 17 boats spread out over more than an hour. Our FLYC was well represented by six boats with another good showing by *Ellawicious*, *Independence*, *Tomfoolery* and *Seek Ye 1st*. *Brewster* experienced technical difficulties, adding 10 minutes to her start, but did well to finish before six other boats. *Sails Call* had its hands full shaking off local competition but made a strong finish under spinaker.

Watch for news of the end of year FLYC membership meeting and dinner at Horseheads Brewery Seneca on Sunday, November 6th. [You can find it on page 8 of this issue. – Ed.]

- John

Port Tacks

Published six times a year by the Finger Lakes Yacht Club. The opinions expressed in **Port Tacks** are those of the authors and do not necessarily represent those of the Finger Lakes Yacht Club, its officers, directors, or members.

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Rear Commodore's Comments

by Don Swanson

SV Independence



Second Half Recap

As much as I want to deny it, the signs are showing, and fall is starting to show itself. Even though I am awed when the hills of the Finger Lakes begin to look like an impressionist painting, a touch of melancholy sets in with the end of our all-too-short sailing season. I truly hope that you and yours have had every expectation fulfilled this summer. Speaking for myself it was a

great season, with many goals achieved in the course of my growth as a sailor. In this month's installment my goal is to recap the second half of our summer series races and the Seneca Yacht Club's annual Barge Race.

Since our last installment, Summer Series races 5 through 8 have run. I am happy to report that we have managed to hold nearly every race on the day scheduled; a reflection of the sailing weather that has graced us this year on the southern end of Seneca Lake. At the height of summer, we conducted race #5 on July 16th. Regrettably I was unable to participate due to my son's baseball tournament in Lake Placid, but I heard it was another fine day of racing. We had five boats on the course that day and it was a close one with the entire fleet crossing the finish line within a span of about 12 minutes.

Next on the docket was the Commodore's Cup, scheduled for August 6th, a day when the winds were playing hide and seek. It was decided at the skippers' meeting that conditions did not favor a longer distance race and we would eventually postpone the actual Commodore's Cup to September 3rd. Regardless, three of us opted to try for a "fun race" up past Hector Falls, to Salt Point, and back to the finish line. But as expected, the wind completely failed and after a brief exchange on the VHF we threw in the towel and called it a day.

We got back on track with Summer Series race number 6 on August 16th. Conditions were delightful for the five competing boats under sunny skies on an 8-12 knot northerly that just didn't quit and may have even stiffened up a bit as the day progressed. It was for this race (and the next for that matter) that my call for help with placing marks was generously answered by Mike (*Seek Ye 1st*) along with helpers Tom K. and Frank R. It was pretty calm when we placed the marks in the usual locations, but as we motored back into the marina the wind freshened and the day began to take on a more promising look. It was this race that we followed a course resembling a paper clip with the ends bent outward, featuring 5 legs: an upwind beat, 3 reaching legs (from Hector Falls to Salt Point) and a downwind leg to the finish line. Without a doubt, one of the best days of racing I have enjoyed this season.

Moving forward a week or two, our Summer Series number 7 was on August 27th. Once again, we were blessed with a steady northwesterly (8-12 knots) under a sunny sky in the 70s. Absolute perfection! For this race we set a course that was mostly

upwind and downwind with marks to the southeast (just above Clute Park) and the northwest (north of Salt Point). This race was memorable for the number of boats competing. We will race with as few as three and often the fleet averages about six or so boats, so when the sign-up sheet had TEN, that's right T-E-N entries I knew it was going to be a great day. The race started and the fleet spread out into a couple groups of three or four boats each that made for some exciting duels as marks were rounded within close proximity to one another.

The following weekend, September 3rd, was the make-up date for the Commodore's Cup. This longer distance race featured an interesting course that used existing landmarks, mooring balls, and other means by which to designate the "marks". Conditions were favorable as the eight boats in the fleet made their way past the Tiki Bar to Smith Park (around the mooring ball), up to Peach Orchard Point and then back to the finish line. Congratulations to Bill Trondsen who won this year and thanks to all who participated.

On September 10th was the Seneca Yacht Club's annual Barge Race. This year, the FLYC was well represented by six boats that sailed to Geneva for the weekend event. It was great to be in some new waters (at least for me) and to get to meet some sailors from the other end of our wonderful lake. One of the cool features of the Barge Race is the staggered start, where each vessel's handicap is baked into their start time. Slower boats start earlier, and faster boats start later. It makes for a calmer start and (at least in theory) the competition evens up over the course of the race and makes for an exciting finish. The conditions were excellent (for the north end of the lake) with a steady southerly pushing 15 knots. The winds did start to fade towards the later afternoon, but overall, it was an exciting day for the 17 boats that finished. It should also be noted that three of the first six boats to cross the finish line were FLYC members. GO FLYC!

On a personal note, participating in the Barge Race was a new step in my growth as a sailor and was a personal milestone, a culmination of a thousand steps and the innumerable lessons learned over the past few years. And if that was all there was to the weekend, it would have been enough, but the best part was the time spent together after the race with FLYC members during our communal dinner on Saturday night. It was great food, excellent conversation and one of the highlights of my sailing season. Thanks to Tom Alley for helping to make it all happen.

Alas..., the end of the summer arrived and with it race number 8 on September 17th. With seven boats vying for glory, we ran a SE-NW reaching course. The lower mark was near painted rock and the north mark was above the salt plant (usual locale - if not a little bit further north). With the winds primarily from the south at about 8-10 knots (and expecting it to veer to the SSW) the course was all about reaching (beam, broad, close) and prescient tacking. One of the more noteworthy aspects of this particular trip-around-the-buoys was how close the fleet remained to one another. Typically, within the first leg or two, the fleet tends to spread out, as skippers make tactical moves and

faster boats outpace the slower ones, but not this day. Even into the fourth leg, as the wind began to shift and fade a bit, most of the fleet was in close quarters as skippers luffed and blanketed each other in a contest of nerves and strategy. Thankfully, on the final upwind leg to the finish line, the wind firmed up and it was a “tack on the headers and head up on the lifts” strategy that won the day.

In final reflection on the season for both racing, cruising and day sailing I am exceptionally satisfied with how this year has turned out. As with every year, more time on the water, more trips in and out of the marina, and most importantly more time spent with other sailors and happiness under sail are the experiences that add up to a sailing life well lived. And even though I

came to sailing rather late, it was this season when I truly felt as though I had arrived. It is true that I still have a lot to learn, and new challenges await, but ready for them I am.

One final note: our final (stand-alone) race for the year is the “Gear Buster” on October 8th. If you’re still in the water, please be sure to join in. Thanks again to everyone who skippered and crewed this year. And to everyone who helped with placing and retrieving marks. We could not have done it without you.

Cheers,

- Don

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Seneca Yacht Club Barge Race Results

by Tom West

SV Chocolatero

Average winds were 11.8 kn (per Seneca weather buoy); Beaufort Force 3.

Boats highlighted in yellow are FLYC boats. The remainder of the fleet is from Seneca Yacht Club (SYC) in Geneva.

“S” after boat name indicates boat using a spinnaker.

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Boat Name	Owner	Type	Start Time	Finish Place
Beowulf S	S. Scherer	J/24	11:00	1
Oktoberfest	W. Holtze	Sabre 28-3	10:42	2
Seek Ye 1 st S	M. Crouse	Islander 36TR	11:07	3
Tomfoolery S	T. Alley	Alberg 35	10:39	4
Tue Pret	D. Murray	Pearson 30	10:51	5
Independence S	D. Swanson	C&C 25	10:37	6
Take Time Too...	K. Nott	Ericson 29	10:45	7
Ellawicious S	B. Trondson	Pearson 26	10:38	8
Unknown	?	Sabre 28	10:42	9
Imagine S	D. Phillips	Hunter 25.5	10:37	10
Chelsea’s Song	C. Lytle	Triton 28	10:17	11
Brewster S	J. McGinnis	Hunter 336	11:04	12
V-48 S	G. Fazio	CAT 30TM	10:48	13
Sails Call S	J. Morris	Bavaria 34	11:07	14
Chocolatero	T. West	Benateau 323	11:03	15
Unknown	Rob ?	San Juan 28	10:40	16
Rynoceriss	D. Kendrick	Marshall Sanderling 18	10:00	17
La Vida	T. Shelton	CAT 30TM	10:48	DNF

FLYC 2022 Commodore's Cup Race Scores

by FLYC Race Committee

Commodore's Cup Race

Saturday, 2022 September 3

Course **SABCS** Wind (BF) **3**
 Distance (nm) 13.87
 Start Time 11:00:00

Boat	Jib	Spin?	Fin Time	Type	DPN	Adjustments					Corr	CET	S(avg)	Score
						Jib	NFS	Moss	HC	ET				
Ellawicious	150	NFS	14:36:12	Pearson 26	91.3	1.000	1.010	-1.5	90.7	03:36:12	00:22:08	03:58:20	3.85	1
Tomfoolery	150	Y	14:36:01	Alberg 35	91.0	1.000	1.000	-4.5	86.5	03:36:01	00:33:43	04:09:44	3.85	2
Dry White	130	NFS	14:39:57	Pearson 28-2	90.0	1.009	1.010	-6.0	85.7	03:39:57	00:36:39	04:16:36	3.78	3
True Blue	135	NFS	14:22:01	Halberg-Rassy 3	76.5	1.000	1.010	0.0	77.3	03:22:01	00:59:24	04:21:25	4.12	4
Seek Ye 1st	130	NFS	14:21:17	Islander 36	82.5	1.009	1.010	-7.5	76.6	03:21:17	01:01:34	04:22:51	4.13	5
Irish Wake	110	A	14:41:52	Hunter 336	79.0	1.029	0.995	1.5	82.4	03:41:52	00:47:26	04:29:18	3.75	6
Brewster	110	A	14:41:36	Hunter 336	79.0	1.029	0.995	0.0	80.9	03:41:36	00:52:22	04:33:58	3.76	7
Tiny Tina	135	NFS	15:14:46	Sabre 28	90.6	1.000	1.010	0.0	91.5	04:14:46	00:23:39	04:38:25	3.27	8

FLYC 2022 Season Overall Race Scores

by FLYC Race Committee

Throw-Outs

2

Date ->

6/4

6/11

7/2

7/9

7/16

8/13

8/27

9/17

Boats ->

7

4

9

6

5

5

10

7

6.6

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	8	3	5	12
Tomfoolery	Tom Alley	Alberg 35	5	4	7	2	3	1	7	2	17
Independence	Don Swanson	C&C 25	1	3	8	5	8	3	6	1	19
Dry White	Tom Keebler	Pearson 28-2	3	8	2	6	4	2	8	3	20
Ellawicious	Bill Trondsen	Pearson 26	7	1	6	3	2	8	5	4	21
Seek Ye 1st	Mike Crouse	Islander 36	8	8	10	8	8	5	1	6	36
Sonsie	Mike Rock	Cal 28	8	8	4	8	5	8	4	8	37
Hang Loose	Dave Lewis	J/24	2	8	9	4	8	8	11	8	38
Ginger	Joe Marino	Catalina 25	8	8	10	8	8	8	2	8	42
Midnight Star	James Sherrick	Tartan 31	8	8	3	8	8	8	11	8	43
Lanikai	Tony Kut yana	C&C 25	8	8	10	8	8	4	11	8	44
Obsession	Ted Manske	Hunter 34	8	8	5	8	8	8	11	8	45
Irish Wake	Wilbur Dowdle	Hunter 336	6	8	10	8	8	8	11	8	46
Plein Air	-	Hunter 30T	8	8	10	8	8	8	11	7	47
Moonlight Lady	Cliff Geer	Hunter 340	8	8	10	8	8	8	10	8	48
Vixen	-	C&C 30	8	8	10	8	8	8	9	8	48

FLYC 2022 Grape Harvest Race Scores

by FLYC Race Committee

Course **SADS** Wind **2**
Distance (nm) 4.34
Start Time **13:45:00**

Race Cycle Number 9

Boat		Jib	Spin?	Type	DPN	Jib	Adjustments				PHRF	Start	Finish	ET	Corr	CET	S(avg)	Score
							NFS	Moss	LSP									
Independence	150	Y		C&C 25	91.5	1.000	1.000	-6	85.5	183	13:46:57	16:14:14	02:27:17	00:01:57	02:29:14	1.77	1	
Seek Ye 1st	150	Y		Islander 36	82.2	1.000	1.000	-6	76.2	127	13:51:00	16:18:03	02:27:03	00:06:00	02:33:03	1.77	2	
Brewster	110	Y		Hunter 336	79.0	1.029	1.000	0	81.29	158	13:48:47	16:18:34	02:29:47	00:03:47	02:33:34	1.74	3	
Ellawicious	150	NFS		Pearson 26	90.6	1.000	1.010	-1.5	90.0	210	13:45:00	DNF	DNF	00:00:00			4	

Secretary's Column

by Sue Morris



Ahoy fellow FLYC members,

The weather has been great to be on the water so hope everyone has enjoyed the summer! Reminder: if you haven't sent in the renewal application yet, it's not too late!

Also, please note that the meeting and dinner on November 6th is our club's (legally required) annual meeting. This meeting is where all members can vote on the officers and directors who will be leading our club next year. Consider this newsletter to be your

formal notification! Meeting details are on page 8 of this newsletter.

Thanks,

- Sue, FLYC Secretary

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

SV Sails Call

From the Treasurer



by Denis Kingsley

Well, let's see. We've used the words "solvent", "liquid", and "afloat". What's an appropriate term for a boating club that is living within its means?

I guess we'll just say, "shipshape!"

- Denis, still cooking the books.

SV Tark

Socially Speaking



by Denise Trondsen & Lynne McGinnis

Summer Finale

Where did summer go?! – Mother nature flipped the switch, and the seasons are changing. This is a great time to reflect upon the past few months of

beautiful sunshine and wind in our sails. It's always great when we can get together to share a few laughs and entertaining stories of our adventures on Seneca Lake.

We only have a few more fun events lined up as we wrap up the 2022 sailing season. The next and last picnic is our 'Soup/Chili/Chocolate Festival' on Saturday, October 8th at 17:00..., so mark those calendars!! This one is special to many who have favorite recipes that they bring to compete for the grand prizes in the soup, chili, and chocolate categories. Bring

SV Ellawicious & SV Brewster your best effort! Judging will be by popular vote. Power will be available for crockpots.

Special shout out to Chef Mike on grill master duties this summer and thanks to all who volunteered their time to help set up and tear down for our picnic events this year. Many hands make for quick work!

And last but not least..., the Member Banquet and Annual meeting is confirmed for Sunday, November 6th, at 5PM at Horseheads Brewing located at the marina. Please send \$22 per person and RSVP to the club Secretary, Sue Morris, **by November 1st**.

- Denise & Lynne

Contact: Denise 607-742-9051

Lynne 607-426-7914

Email both at social@flyc.us



Figure 1: FLYC members (L to R) ??, Denise Trondsen, ??, and Lynne McGinnis.



Figure 3: 2022 Commodore's Cup dinner at the Watkins Glen Village Marina.



Figure 2: 2022 Commodore's Cup dinner at the Watkins Glen Village Marina.



Figure 4: 2022 Commodore's Cup dinner at the Watkins Glen Village Marina.

FLYC Annual Meeting & Banquet

by Maggie Martin

We have finalized plans for the end of year dinner/meeting. We hope that you can all join us for the annual end of season dinner and meeting of the FLYC. This year it will be held right at the Marina, at the Horseheads Brewery with dinner provided by the Lakeside Eatery.

Who: All FLYC members.

What: Annual Meeting & Banquet

Where: Horseheads Brewing/Lakeside at the Marina

When: Sunday, November 6th @ 5PM

Menu: Taco Bar (Teriyaki Steak, Jerk Chicken, Grilled Veggies, White & Corn Tortillas, Sour Cream, Guacamole, Pico de Gallo, Pineapple salsa, Shredded cheese, Cilantro). Brownies. Cash Bar.

SV Ellawicious & SV Brewster

Cost: \$22p/p (includes tax and gratuity) prepaid by Nov. 1st

RSVP: By November 1st.

Send check to

FLYC
c/o Sue Morris, Secretary
PO Box 14
Pine Valley, NY 14872

Thank you!

- Maggie

Reflecting on the Sailing Season

By Nancy Sisbarro

SV Amazing Grace

As I write this, I am sailing aboard *Amazing Grace*, our 36-foot Pearson. There is a light breeze of about 8 to 10 knots of wind, slightly variable. The sky is blue and sunny, the air cool.

We have been on 35 to 40 sailing adventures this season. It has been one of the best seasons that I can remember. Each and every time we have been out sailing it has been a beautiful sunny day with about 8 to 15 knots. The sweet spot for *Amazing Grace* is around 12 or 13 knots. At that speed she practically sails herself. A typical day-sail for us is to Peach Orchard or Glenora and back. We have been as far as Starkey Point several times this year, and we also traveled to Sampson State Park with

the Finger Lakes Chapter of the Power Squadron for the weekend, which was a very fun and memorable experience. We also had the pleasure of crewing on *Sonsi*, owned by Mike and Cindy Rock, and aboard *Seek Ye 1st*, owned by Mike Crouse.

Not only does *Amazing Grace* sail well, but she also sails pretty fast and seems to glide along the water. One day when we were sailing by Glenora, we clocked in at 8.3 knots. Cliff Geer was with us, and he said, "Take a picture of it because no one will believe us." So, I did! (see Figure 6)

Our boat has a wing keel. I am not certain if this is why we got such speed or not since I am not an engineer. Of course, hull shape, weight, sail trim, and sail shape could all contribute to create the total sailing experience. We will never know for sure, but I can testify that this is not the first time we have achieved similar speeds.

We watched a very interesting documentary on Netflix recently about the 1983 Americas Cup entitled *Untold: Race of the Century*. The Americas Cup started in 1851 when British industrialists invited their American cousins to race around the Isle of Wight. The Americans won the race and held the title for 132 years. Then in 1983 the Australians fitted a winged keel on the 12-meter class yacht *Australia II*. This layout was adopted by Ben Lexcen, designer of the Aussie's boat. This wing keel was one of the factors contributing to *Australia II*'s success in winning the race against the American yacht *Liberty* and stealing the trophy. I highly recommend watching it when you get a chance.

Well, our season is coming to an end, and we will be winterizing and hauling the boats out soon. One good thing about the haul out is that we won't have to undo our back stay this year. Hurray!

- Nancy

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Figure 5: Proof that this isn't just another sailor's yarn.

Editor's Corner

by Tom Alley



Thank You SYC!

I want to start off this issue's column with a big THANK YOU to Tom West and the Seneca Yacht Club for the gracious hospitality they showed the FLYC fleet in early September.

On the weekend after Labor Day, a fleet of six FLYC boats left Watkins Glen with Geneva as their destination. The objective was to compete in the annual SYC Barge Race, a 24 nm race from the SYC clubhouse to the old Navy Sonar Station (a.k.a., the "Barge") and back. Conditions did not disappoint. Race day consisted of steady breezes out of the south-southwest at 10 knots pretty much all day long. While the SYC defended their Barge Race trophy tenaciously this year, FLYC boats made them earn it by coming in closely behind the leaders in third, fourth and sixth place.

After the race, the FLYC fleet congregated on the SYC docks to share in a communal dinner, with each boat bringing one of the courses. No one went home hungry that evening and, in FLYC style, the food was superb!

Winding Down

It pains me to admit it, especially to myself, but our sailing season is winding down. It won't be long, and we'll be wearing more and more layers while sailing and then going through the annual ritual of decommissioning and laying up for the "off" season. Yuck! There have been some years where I was "sailed out" and ready for a break. This isn't one of them.

The farmers may have suffered with this summer's lack of rain, but our sailing fraternity didn't! After several years of dealing with flooding and high water levels, the lake was in more of a

SV Tomfoolery

"normal" mode this year. One feature that was especially enjoyable (but definitely not "normal") were the many days with steady winds from a constant direction. (What? On Seneca?)

In Case You Missed It

Several of our local sailors (Katie Alley, Mike Crouse, Jim McGinnis, Andrea Johnson, and yours truly) were featured in the current issue of *Good Old Boat* magazine when they voyaged to New England aboard *Tomfoolery*. To paraphrase a well-known saying, "A funny thing happened on the way to Marion..." Catch all the details on page 34 of the September/October issue. Oh, and that's Mike Crouse's photograph on the cover as the crew passed under the Tappan Zee Bridge in the wee hours of the night. Part 2 of the article will appear in the November/December issue.



One Last Thing...

Don't forget about the FLYC Annual Meeting and Banquet on Sunday, November 6th! Aside from all of the business-y stuff (election of officers, racing results, et cetera), it will be one final opportunity for all of us to get together to celebrate the conclusion of another wonderful boating season on Seneca Lake.

- 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.

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**

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

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

18-21 ***NASCAR at the Glen**

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

September

03 **Commodore's Cup Race.** Destination TBD. (1000)

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!

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

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.**

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

November

06 **Member Banquet & Annual Meeting.** Horseheads Brewery (in the marina). Food by Lakeside Eatery. (1700) RSVP by November 1st.

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

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 _____