

October 2023

Volume 19, 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 Terry Stewart

SV True Love

We have reached the point of this sailing season where reflection upon it is appropriate. I hope everyone has achieved most of their goals and done so with full sails and following seas. Many questions are still unanswered about winter haul out and storage space, but not to worry it will all unfold as next month comes to pass.



We have a plan for our end of year dinner to be held at the Seneca Harbor Station Restaurant. The restaurant is not open to the public on Sunday, November 19th, so the whole room will be for us from 4pm to 7pm. The cozy little bar area will be open on a cash basis. There are four choices of meals which include salad, chowder, bread, and two sides. I encourage our members and prospective members to sign up and come tell stories to each other about their sailing adventures. There is no requirement that the stories reflect the actual truth, they just should be based on truth!

In other exciting news, the Americas Boating Club, formerly known as the US Power Squadrons, is offering an event at 6pm on October 10th at Fulkerson's Winery which includes Leon and Eileen Frontier who will speak about their sailing adventures. Leon and Eileen left from the Village Marina in 2006 aboard their 39-foot Mariner sailboat and have been traveling up and down the east coast ever since. Leon has sailed from Africa to the Virgin Islands as well and he often sports a T-shirt that reads, "Never trust an old man in a Lightning". Plan on attending and ask him about it. These folks are the real deal, and their stories will reflect the actual truth!

-Terry

Finger Lakes Yacht Club Annual Meeting

SENECA HARBOR STATION
3 N FRANKLIN ST
WATKINS GLEN, NY 14891
SUNDAY, NOVEMBER 19TH @ 1600

RSVP with menu selections and
payment due by November 10th

Vice Commodore's Comments

by John Chesbrough

SV Plein Air



Some Boat History

September has definitely arrived with cooler temperatures and a more reliable wind as the recent racing can attest. I admit that I'm already resorting to

long pants and heavier shirts.

Early in August our marina's transient dock was graced with a visit from a particularly beautiful motor cruiser/commuter/canal boat named *Dolphin*, out of Quebec, Canada. The *Dolphin* crew was so impressed by our marina and general surroundings, that they returned for another visit two weeks later. I decided to do a little research on this unique boat.

In 1929 a New York State boat building company located in Morris Heights, The Bronx, which is on the Harlem River, built another commuter boat for a wealthy tycoon from the north shore of Long Island. Commuter boats were common those days, ferrying the passengers to work in lower Manhattan near Wall Street. Oftentimes two commuter boats would have an impromptu race on the East River and the New York Yacht Club would record the results.

The timing was bad for this particular wealthy tycoon as the famous crash on Wall Street ruined him and he had to renege on his new boat. Another tycoon, from Montreal, Canada stepped in to acquire not just the boat but the boat building company as well. A few years later that company was renamed Consolidated Commuters and moved to a new Bronx location at City Island on the East River at the west end of Long Island Sound. The shipyard suffered a fire in 1956 and never recovered. There were 300 commuter boats built but today only 4 survive including *Dolphin* of Quebec, *Mohican* in Italy, and *Ragtime* in Maine.

Dolphin's original propulsion was twin 200 hp Speedway gasoline engines capable of 22 mph. Today she has twin Cummins B200 turbo diesels and a diesel generator. Bow thrusters have been added, which is logical for a 66-foot long (13-foot beam)

Port Tacks

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boat on the Erie Canal. Today *Dolphin* has a crew of two people but originally, to better serve the passengers heading for lower Manhattan, the crew included a cook, a maid, and a barber. *Dolphin* is a wooden boat of various mahoganies and teak.

Dolphin still belongs to the same family that first acquired her. *Dolphin* never had bedrooms per se, since she is a commuter, but the original daybeds serve the purpose. *Dolphin* has never had to be restored because she was always so well maintained. Not many old boats can say that today. The crew and guests enjoy extended cruises in the Northeast waterways. and coastal cruising under the leadership of Captaine Paul Gastonguay. We hope that they will return!

See you at the marina!



Figure 2: Motor yacht *Dolphin*.



Figure 1: 1929 motor yacht *Dolphin* tied up at the Village Marina visitor dock.



Figure 3: Classic! A 65-foot bow rider. :)

- John

Rear Commodore's Comments

by Don Swanson

SV Independence



2023 Racing Recap

Well, it's happened again. Another season is winding down and the inevitable process of winterizing our boats (and ourselves) starts again. As we are busy winterizing our boats and/or preparing to head south, we should take a moment and

reflect on the great times had during the racing season. As for me, memories of sun, wind and waves helps keep me warm during the bitter cold of winter. So as a part of our winterizing, allow me to regale you with a quick overview and recap of the 2023 FLYC racing season.

This season has had its ups and downs, but overall, we should be pleased with how it's turned out. Keeping in mind the vagaries of weather (45% chance of rain... EVERY DAY!) and climate change (wear your masks outside - Canadian wildfire smoke in town)... ALL eight of the summer series races were held, albeit with a few date changes. We also conducted our usual slate of *fun* races (with two remaining as of this writing) and added a new twist with the "Cock of the Walk" race, held in July (see the August *Port Tacks* for a synopsis). The goal has been and remains to provide a host of options for racing enthusiasts, for both new and veteran sailors in our growing community. To that end, this season continued our efforts to have a variety of courses, especially those laid out with the prevailing winds in mind. Sometimes we got it right. A couple times the wind was fickle. Sometimes it was just "okay". And thankfully there were some races on days that featured excellent racing conditions.

The 2023 Racing Season by the Numbers

Races scheduled: 13. As of this writing we have yet to conduct our end of season fun races: The Grape Harvest and the Gear Buster. We ran eight races in the summer series and scheduled five "fun" races: Rust Removal Regatta, Cock of the Walk, Commodores Cup, plus the two mentioned above).

Number of races held on the day it was scheduled: Six out of eleven races were held on the day they

were planned for. We got the ball rolling with the Rust Removal Regatta on May 27th, but then our weather luck ran afoul, resulting in the first three of the summer series races being pushed a week behind schedule. But fortune favors the prepared and the use of a make-up race day for Race 4 got us back on schedule. From July 15th, when we held our fifth summer series race, we were able to hold all subsequent race events as per our events calendar.

Average number of boats per race: When calculated by just the summer series or when all races are averaged, the basic result was the same. On average, 7.5 boats participated per race this year.

Total number of boats that participated in at least one race: Although we had a total of 16 boats that raced at least once, it is worth noting that most raced more than once. Our racing fleet has also grown this season as some new sailors have joined the usual suspects. This is good news and hopefully we will continue to grow the fleet next year and beyond.

In summation, we have had another solid season of racing, and it must be noted that it is a team effort. A huge thank you to the race committee: Tom A. Jim M. and Bill T. Without the generous efforts of these folks none of this would be possible. From setting marks, crunching handicap formulas and most of all, their sage advice this Rear Commodore would be adrift and lost without them. Another huge bundle of thanks is reserved for all the skippers who have helped out when retrieving marks, not to mention sometimes helping to place them when our usual ride was unavailable. And of course, thanks to all the skippers and crew who continue to show up and compete. Win or lose doesn't really make that much of a difference when we all get to enjoy a day of sailing together on the course.

It's been a terrific season. Hope to see you next spring.

Cheers!

- Don

PS: It's not too late to sign up to receive automated text messaging from FLYC Racing:

Text @gk93e3 to the number 81010

You will receive a welcome text from Remind®. (Remind is the name of this service, that allows me to communicate to all who sign up). You will receive my notices by text message. No apps/downloads are needed.

We will use one group (FLYC Racing) for all race notices and plan to continue its use in the future.

If anyone has trouble with 81010, they can try texting @gk93e3 to (563) 265-6842.



Figure 4: Race #6 (8/5/2023)

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A Blast from the Past



Figure 5: This historic gem spotted at Hazlett Winery. (Photo courtesy of Katie Alley)

Secretary's Column

by Katie Alley



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 2023 Annual Meeting will take place at Seneca Harbor Station (3 N. Franklin Street, Watkins Glen, NY 14891) on Sunday, November 19th. Gather at 1600. Please see elsewhere in this issue for the dinner reservation form that must be mailed to me. Seneca Harbor Station has graciously offered us several different appetizing menu options! The fee for members is \$30 per person, including tax and tip. **Please note that RSVPs with payment are due by November 10th.**

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 the elections 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.

SV Tomfoolery

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

- Nancy Sisbarro
- Sue Morris

Current Directors at the end of their term:

- Tom Alley
- Jim Morris

Nominations to Date:

- Commodore: Terry Stewart
- 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

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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From the Treasurer

by Denis Kingsley



As this is the last report on club finances before our Annual Meeting, some detail is probably warranted:

We are solvent.

Questions? Please contact me. (607-739-8405 or dkingsle@stny.rr.com)

- Denis, still cooking the books.

SV Tark

FLYC invites you...

Annual Soup, Chili, and Chocolate Festival

Saturday, October 7th @ 1700

after the Gear Buster Race

Bring your best effort in any of these categories - there's a prize for the tastiest!

Power will be available for crockpots.

RSVP by email no later than October 5th



Scam Alert: National Documentation Portal



By Corbo Cobishley

RCR Yachts

The other day I received a snail mail from the "National Documentation Portal" that looked very much like an official government notice. The letter was reminding me that the documentation for our Back Cove 37 *Essential* was due for renewal. The letter looked like an official government notice with a fancy official looking logo/seal and had our name and address, boat name and USCG Documentation number. It all looked legit.

Without much thought, I started to follow the instructions on their website. Everything seemed official and I was ready to complete the application—until I got to the payment section. They were asking for a \$350 fee for a five-year renewal! This just seemed a little – actually a lot – high to me. I pulled out my boat file from my desk drawer and see that I only paid \$26 last year for a one-year renewal.

I then did a Google search and found another website that looked like the real USCG Documentation renewal source and started my renewal application and again, when I got to the payment section, this site was asking for \$85 for a one-year renewal!

I couldn't believe how many bogus websites there were pretending to be the "Official" USCG Renewal portal! Where the hell is the NSA when you need them? After several more "fake" sites I found this one: <https://www.dco.uscg.mil/Our->

[Organization/Deputy-for-Operations-Policy-and-Capabilities-DCO-D/National-Vessel-Documentation-Center/](#), which looked very familiar to the site I used last year to renew our documentation. The paperwork matched last year's renewal application and the fee was the standard \$26 for one year. The only disappointment was I couldn't figure out how to request a multi-year renewal.

You hear about scams and scammers every day and it looks like they found a home with the USCG websites as well. Be careful out there!

- Corbo

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Editor's Note: *I receive this very same letter every year. These letters are carefully designed to look a lot like the official USCG forms used for documentation renewal. These outfits stay in business because, officially, they are selling the "service" of filing government paperwork for their customers while charging a "nominal processing fee."*

The moral of the story: BE CAREFUL! If you're not dealing with the Vessel Documentation Center (note wording) and the price is not between \$25-\$30 per year, then you are dealing with one of these shucksters.

Thanks to RCR for allowing us to reprint this.

Barge Race 2023

By Katie Alley

It's been another great summer, but we all know that one of my favorite highlights of the year comes in September - the Annual Barge Race with the Seneca Yacht Club in Geneva. As a recap, this is a 24-mile race that includes starting at Seneca Yacht Club, an exciting rounding of the navy barge, and a trek back to the northern channel markers. This race utilizes a reverse handicap start.

Historically, we've had some very pleasant and unpleasant weather for this race, which takes place the second weekend of September. I've always viewed this annual trip on *Tomfoolery* as the transition into fall. This year, the FLYC fleet of four boats enjoyed sunshine and comfortable warmth on the Friday journey up to Geneva. A stiff headwind built throughout the afternoon, generating some bouncy chop. I really hoped this was a sign of what was to come the next day.

There was a bit of a north wind upon waking up on Saturday morning, but definitely not enough to get us to the barge and back by a reasonable hour. Tom West, Seneca Yacht Club's Race Committee Chair, opted to delay the start of the race by one hour to 1100 in hopes that the wind would build as forecasted.

Tomfoolery, *Brewster*, and *Ellawicious* gathered at the club's docks, set on racing. Mike Crouse accompanied me and Captain Alley aboard

SV *Tomfoolery*

Tomfoolery. With hopes of a wind like the prior day's, reef lines and the spinnaker were rigged.

By 1100, the wind hadn't improved much. Maybe 5 knots out of the north. Nevertheless, the rabbit boat, a SYC catboat named *Rhinoceros*, started the race. *Tomfoolery* followed about half an hour later, ready on the spinnaker. Downwind is the Alberg 35's slowest point of sail. My morale as a crewmember was as low as the wind speeds, and the Captain did not appreciate some of my "pessimistic" (read: "realistic") comments. "Oh boy, only 8 hours until we reach the barge," I stated as the knot meter read a whopping 1.5 knots.

It began to rain as the spinnaker hung like a sheet. The wind would shift between northwest and northeast. Some bursts of speed got us up to 3 knots.

Rhinoceros led the pack down to the barge. Our main competitors were *Ellawicious*, a SYC Sabre 30, a SYC Pearson 28, and a SYC Hunter 25.5.. As the wind shifted more easterly, we opted to put away the spinnaker. We were glad to see that *Brewster* remained a small boat in the distance behind us.

The wind gradually filled in more, and to my excitement, it only took us 5 hours to reach the barge. Our beam reach while rounding the barge at 1600 truly brought to my attention how much the wind had stiffened up. Things immediately got more exciting and engaging for the upwind leg.



Figure 6: *Brewster* and *Tomfoolery* (far end of the dock) tie up pre-race with SYC competitors.



Figure 7: *Brewster* (L) and *Tomfoolery* (R) prep for the 2023 Barge Race.



Figure 8: *Rhinoceros* sailing “off the edge of the world” into the rain.

We passed *Rhinoceros* and entered a tacking war with *Imagine*, the SYC Hunter 25.5. It was the classic test of strategy. We practiced the art of pointing *Tomfoolery* while maintaining an efficient boatspeed. Our efforts paid off as the space between us and *Imagine* increased. We went from close passes on opposing tacks to nearly a quarter of a mile between us.



Figure 10: The view towards Geneva as rain rolls in.

Geneva, we kept encouraging the wind to shift more westerly. Eventually, the seas brought us there! *Tomfoolery* crossed the finish line in 4th place, sometime after 1900. *Imagine* followed shortly after. Not long after we docked back at Seneca Yacht Club, darkness and a steady rain filled in. We gathered under the clubhouse’s covered porch to banter, enjoy



Figure 9: Mike Crouse watches the rain hitting Geneva from *Tomfoolery*'s side deck on the beat to the finish line.

Late afternoon weather activity made the upwind leg even more interesting. *Tomfoolery*'s anemometer was reading about 12 knots at one point. We watched rainstorms pass to the north and south of us, traveling from west to east over the lake. However, we only got a few short-lived sprinkles on our deck.

Shifty Seneca lived up to her nickname as the wind kept us on our toes, shifting from northeast to northwest. We followed the leaders up the lake - the *Sabre*, the *Pearson*, and *Ellawicious*. As we neared



Figure 12: How many sailors does it take to trim *Tomfoolery*'s jib?



Figure 11: Our competitors sail into the squall.



Figure 13: Misty sunset back at the SYC.

the keg, and await our fellow racers' arrivals. I felt a little bad for the rest of the fleet, who got really wet. It's unlike the Barge Race to come and go without trouble. Usually, something always breaks on somebody's boat. (A couple of years ago, one boat dismasted!) The conditions were different than years past and challenging, but not extreme. It's an area



Figure 14: An SYC tradition, the ceremonial keg gets wheeled out for competitors after the race.

that isn't entirely familiar navigationally to us Southerners. And *Brewster* can now attest (even more than before) to the value of local knowledge.

After finishing the race and dropping their sails, *Brewster* was definitely ready to head back to the dock, dry off, and start dinner. Originally, FLYC members had planned on eating together that night, until *Brewster* called for help, saying that they ran aground.

We could easily see *Brewster* from the Seneca Yacht Club dock. To me, it appeared as if they weren't very far out of the channel, if at all. Furthermore, the Hunter only draws 4 or 4 ½ feet. But they were definitely parked and stopped. Remember, at this point, it's completely dark and still pouring rain. So not great conditions for navigating or helping a boat in distress.

Ultimately, Tom West, Mike Crouse, and another SYC member went out on one of the club's small open (and unlit) powerboats to assist *Brewster*. Later, we learned that *Brewster* had gotten stuck on a rock, and several of the SYC members were familiar with exactly what rock it was. The rock was not marked on the chart or by any physical buoy, but *some* people knew it was there.

It was nearly 2200 by the time *Brewster* wiggled off the rock, so understandably, our communal dinner didn't happen. *Tomfoolery* happily settled on a dinner of alcohol, soup, and chocolate chip cookies, with another Barge Race in the books.

- Katie

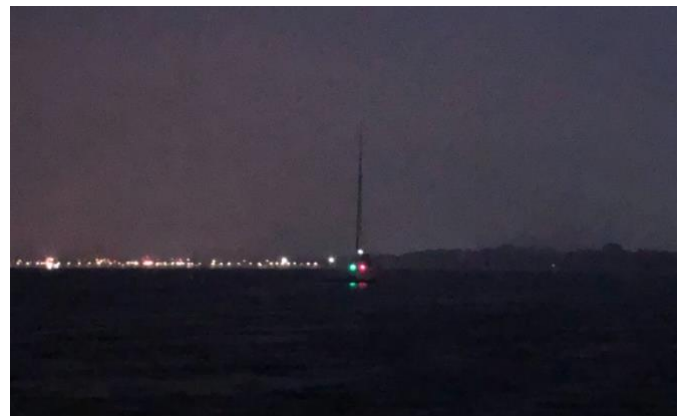


Figure 16: *Brewster's* lights are just visible after they found a rock coming back into port.

Greetings from a Remote FLYC Member

By Peter Engel

SV Goldeneye

Hello to all my fellow members of the FLYC!

We hail from Marblehead, MA where we have a sailboat in the harbor and also belong to the Dolphin Yacht Club. (My better half grew up in Ovid, so we have occasion to be in Watkins Glen periodically.)

This has been a summer of unusual weather. The second rainiest July-August ever. We've skipped a few races because of more than a comfortable amount of wind. And then have had several abandoned for lack of wind, especially the evening races.

Fortunately for us, there have also been a handful of light- and medium-air races. Our boat, *Goldeneye* (a kind of duck), is a Jeanneau Selection 37. The Selection 37 was the "Tour de France a la voile" one design from 1984 through 1991. Ours is no longer original as I modified her for handicap fleet racing in Massachusetts Bay (different keel, bigger rig). One of the unusual features of this boat is two



Figure 17: *Goldeneye* in Halifax, 1999.

companionways. The aft one leads into the aft cabin, the forward one into the main cabin.

Of course, we now have a brush from Hurricane Lee. Dolphin is raising the ramp to our floating dock at noon tomorrow. Some have it already or will at day's end. Many boats have been pulled, but because we still have time for a daysail, and one more race to do,

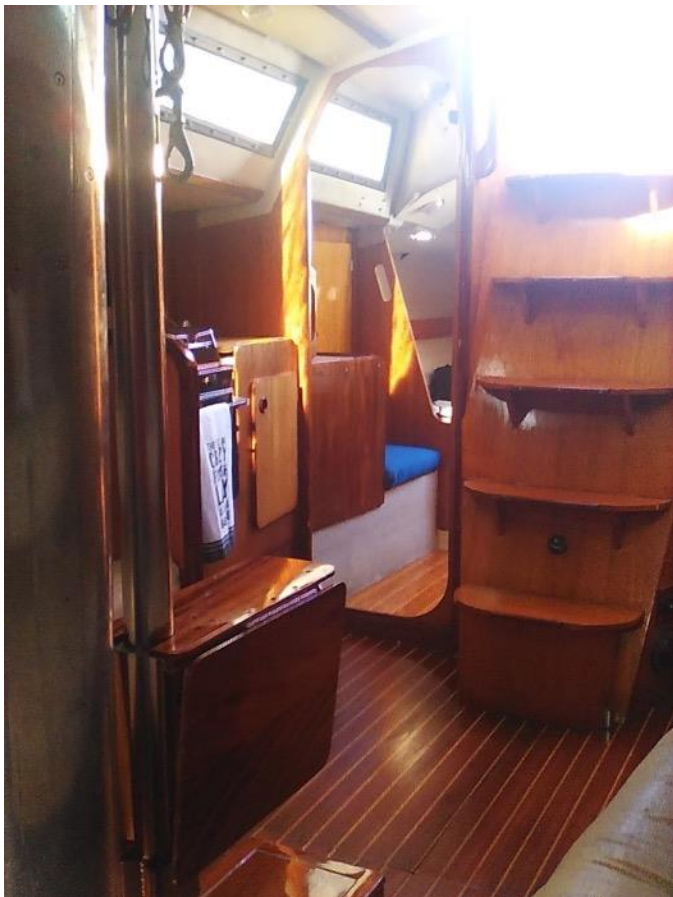


Figure 18: Main cabin, starboard side.



Figure 19: Twin companionways.

Goldeneye stays in. Also, since the strongest predicted wind is NW much of the harbor is in the lee of Marblehead.

And one pic not us: the U.S.S. Constitution visiting Marblehead harbor July 7, 2007.

- Peter

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Figure 20: Spinnaker reach with new rig.



Figure 21: USS Constitution in Marblehead, MA.



Figure 22: Windward with new rig.

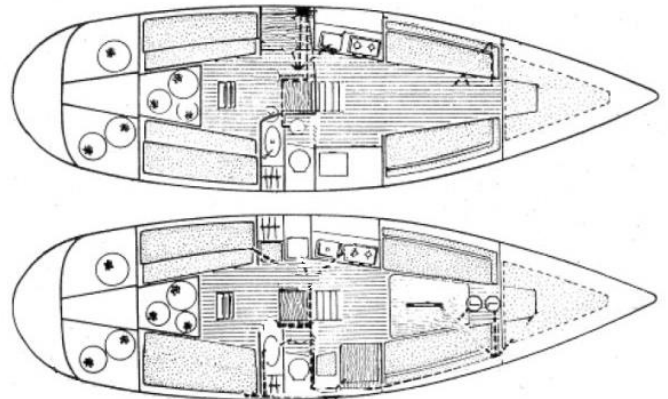


Figure 23: Interior floor plans (2 options). From SailboatData.com.

FLYC Race Standings

FLYC Race Committee

The last couple of months have been busy with racing activity. Below are the results from several significant events within the FLYC as well as the totals for the 2023 Summer Season Race Series.

Many thanks to everyone who assisted the Race Committee with the daily tasks of organizing and executing each of our many events!

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Seneca Yacht Club Annual Barge Race

Place	Boat Name	Boat Type	Skipper/Crew
1 st	Oktoberfest	Sabre 28-3	Werner Holtze & Anita Miracle
2 nd	Tue Pret	Pearson 30	Dave Murray, Brad Swett, Charlie Hartman
3 rd	Ellawicious	Pearson 26	Bill & Jim Trondsen
4 th	Tomfoolery	Alberg 35	Tom Alley, Mike Crouse, Katie Alley
5 th	Imagine	Hunter 25.5	David Phillips, Steve ?
6 th	Brewster	Hunter 336	Jim & Lynne McGinnis, John Chesebrough, Maggie Martin
7 th	Chocolatero	Beneteau Oceanis 323	Tom West, Alex Greenspan, Kara
8 th	NA	San Juan 28	Rob Kessler & Crew
9 th	Rynosseros	Marshall Sandling 18	David & Nan Kendrick
10 th	V-48	Catalina 30 TM	Genaro & Chris Fazio

Highlighted boats are FLYC members.

Commodore's Cup Race

Saturday, 2023 September 2

Course		SAS		Wind (BF)		3										Race Cycle Number		8	
Distance (nm)		13.60		Start Time		11:00:00													
Boat	Jib	Spin?	Fin Time	Valid?	Type	Adjustments								S(avg)Score	s/nm	Moss			
						DPN	Jib	NFS	Moss	HC	ET	Corr	CET			Adj	Adj		
Independence	135	N	15:15:38	OK	C&C 25	91.8	1.000	1.000	-3.0	88.8	04:15:38	00:32:15	04:47:53	3.19	1	0	0		
Tavernier	135	N	15:25:38	OK	Pearson 31	90.0	1.000	1.000	0.0	90.0	04:25:38	00:29:31	04:55:09	3.07	2	32	0		
Tomfoolery	150	Y	15:21:57	OK	Alberg 35	91.0	1.000	1.000	-2.3	88.8	04:21:57	00:33:12	04:55:09	3.11	3	32	0		
Dry White	140	N	15:19:47	OK	Pearson 28-2	90.0	1.000	1.000	-4.5	85.5	04:19:47	00:44:03	05:03:50	3.14	4	70	0		
Brewster	110	Y	15:16:46	OK	Hunter 336	79.0	1.029	1.000	0.0	81.3	04:16:46	00:59:06	05:15:52	3.18	5	123	1.5		
Sweetest Thing	150	N	DNF	OK	O'Day 28	90.1	1.000	1.000	3.0	93.1	DNF				7				
Zephyr	110	N	DNF	OK	Hunter 306	88.0	1.029	1.000	-2.3	88.3	DNF				7				

FLYC Season Race Scores - 2023

Throw-Outs **2**

Date -> 6/10 6/24 7/1 7/8 7/15 8/5 8/26 9/16
 # Boats -> 10 4 9 6 9 6 10 8 7.8

Boat	Owner	Type	Race #1	Race #2	Race #3	Race #4	Race #5	Race #6	Race #7	Race #8	Total
Ellawicious	Bill Trondsen	Pearson 26	7	1	1	4	3	2	11	1	12
Skylark	Bob Hansen	Sea Sprite 30	5	8	2	1	9	1	1	5	15
Tavernier	Jessup	Pearson 31	10	4	7	6	1	4	4	2	21
Tomfoolery	Tom Alley	Alberg 35	4	4	6	8	2	3	6	6	25
Dry White	Tom Keebler	Pearson 28-2	1	8	4	2	10	6	5	9	26
Independence	Don Swanson	C&C 25	11	8	10	3	6	5	3	4	29
Brewster	Jim McGinnis	Hunter 336	2	8	8	7	4	8	2	8	31
Tiny Tina	Jeff	Sabre 28	8	2	3	8	7	8	9	9	36
Lanikai	Tony Kut yana	C&C 25	11	8	10	8	5	8	11	3	42
Hang Loose	Dave Lewis	J/24	3	8	9	8	10	8	11	9	45
Sweetest Thing	Chad	O'Day 28	11	8	10	8	8	8	7	7	46
Sails Call	Jim Morris	Bavaria 34	11	8	10	8	10	8	8	9	51
Ruthie	Howard Cabezas	Catalina 25TR	9	8	10	8	10	8	11	9	52

Editor's Corner

by Tom Alley



Wrapping Up?

Well, the term “wrapping up” has both figurative and literal interpretations for boaters at this time of year. On the one hand we’re busy planning the

decommissioning and winterizing of our boats and transitioning our calendars to non-boating activities. On the other hand, we’re literally “wrapping up” our boats under tarps and covers to protect them from the winter elements.

This annual ritual also includes some social and organizational gatherings to mark the transition of seasons. Most important, from a club perspective, will be our Annual Meeting, Banquet, and Elections on November 19th. This is still a way off, but it wouldn’t hurt to put it on your calendar now. If you can’t make it, be sure to notify the Club Secretary if you wish to cast an absentee ballot or assign a proxy for the voting that will take place. If you can make it, be sure to mail in your RSVP form (found near the end of this newsletter) and payment such that it arrives before the due date.

SV Tomfoolery

If you’ve been to the “back 40” of the boatyard, you’ll see that it has been graded and rolled smooth. Hopefully this translates to fewer mud puddles and more level terrain for those months when we will be servicing and checking on our boats.

As I write this, the new “parking assignments” for winter storage have not yet been defined, so it’s still anybody’s guess as to where we will all end up. I’m sure some interesting conversations will be occurring!

In any event, this is probably a good time to remind everyone to take care when working on ladders and climbing around on elevated boats. Just because it’s the off-season doesn’t mean you need to fill the hours you used to spend boating with hours recovering from a fall or other injury. As the tagline from *Hill Street Blues* went: “Be careful out there!”

- 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.

2023 FLYC Calendar

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 Labor Day Weekend 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.

February

01 **February Newsletter Publication Date.**

11 **FLYC Planning Meeting.** Meeting of the Board of Directors to plan the 2023 FLYC Event Calendar. All are welcome. (1000) *Panera Bread, Horseheads.*

March

24 **Deadline for newsletter articles.**

April

01 **April Newsletter Publication Date.**

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

May

01 **Membership renewals due!**

25 **Deadline for newsletter articles.**

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

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

June

01 **June Newsletter Publication Date.**

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

~~10 **FLYC Nautical Swap Meet** (TBD)~~

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

16-17 **Watkins Glen Waterfront Festival & Cardboard Boat Races.*

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

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

30 **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)

July

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

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

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

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

22 **Cock of the Walk Race.** A "fun" race featuring a LeMans style start not counting toward season totals. (1300)

24 **Deadline for newsletter articles.**

28-30 **ABC-FLX Cruise to Sampson. All FLYC members invited to join!*

August

01 **August Newsletter Publication Date.**

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

11-13 **Watkins Glen Italian Festival*

18-21 **NASCAR at the Glen*

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

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

September

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

03 **Commodore's Dinner.** Steak dinner with Chef Mike. (1700)

08-10 **FLYC Club Cruise to Geneva.** Joint cruise with the ABC-FLX chapter.

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

09 **Vintage Grand Prix*

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

22 **Deadline for newsletter articles.**

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

23 **FLYC Wine Tasting.** (1700)

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

October

01 **October Newsletter Publication Date.**

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

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

05-08 **Annapolis Powerboat Show.*

12-15 **Annapolis Sailboat Show.*

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

November

19 **Member Banquet & Annual Meeting.** *Details in this newsletter.*

24 **Deadline for newsletter articles.**

December

01 **December Newsletter Publication Date.**

January 2024

26 **Deadline for newsletter articles.**

** Non-FLYC events in italics.*

Finger Lakes Yacht Club Annual Meeting RSVP

Dinner RSVP - Please fill out one form per attendee

Sunday, November 19th, 1600 @ Seneca Harbor Station

Please circle one:

I am a member

\$30

I am a guest

\$45

(price includes tax and tip)

Name: _____

Please check your choice of entree:

- Sirloin Steak - half pound, fresh cut sirloin grilled to order with herb & garlic butter
- Marinated Chicken Breast - boneless, marinated in zesty Italian seasonings, topped with tomato fresca
- Stuffed Portobello Mushrooms - two grilled mushroom caps filled with veggies, topped with melted cheese, served over wilted spinach
- Broiled Haddock - broiled filet with lemon and butter
- Shrimp Pasta - half pound of tender shrimp sauteed in cream sauce, served over linguini

All meals come with Italian bread, garden salad, New England clam chowder, mashed potatoes, and sauteed garlic vegetables. Soft drinks, tea, and/or coffee are also included. Dessert is chocolate tuxedo cake.

Please send RSVPs and payment by cash or check (to FLYC) by mail to:

Katie Alley
295 Stillwater Drive
Horseheads, NY 14845

RSVP due by Nov 10th.