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

Commodore's Comments

by Terry Stewart

SV True Love



Here we are at Halftime of 2024 and all is well. The yacht club races are beautiful sites from the deck of the Schooner. Passengers are thrilled to see all the boats out sailing and ask many questions about the racers and their vessels. The questions are plentiful and it makes you realize that sailing is many things to many people but it always has a sense of wonder and romance attached to it. That is very evident with schooner bookings because the sunset is always the most sought after, especially when “Bing” is belting out another round of “Love Forever True”.

The remaining events of 2024 will be good, I’m sure, and then it will be time to plan our end-of-the-year annual dinner. I hope that event is happening just after all the boats are put away which must be by October 31st. Therefore let’s expect the event to be a Sunday in the first part of November. During the event, our election of officers will take place and this year it’s time for “Terry” to relinquish his masquerade as the “Commodore”. There is wonderful talent wandering around the flagpole all the time. I have this feeling that the Schooner is going to require extra effort in getting it to it’s 100th birthday in 2026, so I don’t want to disrespect the Yacht Club’s needs during this time period. Actually, you all have been doing everything anyway and your leadership has been somewhere between “Laissez-Faire” and asleep at the wheel. I’m sure as we travel through the next couple months we

can come up with a “slate” of nominees for commodore.

-Terry

Vice Commodore's Comments

by John Chesbrough

SV Plein Air

Electromagnetic Storms



Two weeks ago, on Tuesday, July 16th, the electrical power in Hector had not yet been restored following some violent weather. The ABC-FLX had planned its meeting to be at J.R. Dill winery

but the venue had to be changed to the winery's tasting room and bar on Franklin St. in Watkins Glen where the electric power was working very well. The guest speaker was our own Guy Schamel reminiscing about the history of the Village Marina and the Watkins Glen waterfront in general.

Before he devoted himself to construction and building the marina, Guy Schamel was an elementary school teacher in Elmira. The current Seneca Harbor Park was, at that time, a loose collection of shacks and a rickety "Last Ditch Marina" consisting of one dock and a half dozen or so boats. The future marina had to be dredged for keeled sailboats, and extensive formwork was built for the seawalls.

We learned of the snow melt flood of March 1993 which Guy saw coming and he even asked the canal authorities to alleviate the inevitable flooding by dropping the lake and spilling water through the canal system out to Lake Ontario. The canal authority ignored Guy's request with the result that the Village Marina docks were under two feet of lake water plus a huge collection of natural debris. Luckily this happened in March when no boats were occupying the slips.

Guy also described how he and two other brave young gentlemen walked out on a frozen Seneca Lake during one very cold winter, 1976 I think he

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said. Initially they were planning a crossing but decided against that choice and instead made their way on the ice, equipped with ropes and ladders, from Peach Orchard Point to the Camp Meeting Point in Valois. This event actually made national news.

The former Village Marina Bar and Grille building was originally a ship's store selling boating and docking equipment for a few years. Eventually a

restaurant replaced the store and thrived for years as a popular spot for locals and tourists alike.

This brings to mind the future tenant, Lucky Hare, as we all wish them well and look forward to them opening their doors to the public sometime soon.

- John

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Rear Commodore's Comments

by Don Swanson



It's high summer and it's great to see sails plying the waters of the lake once again. Although the season has already visited upon us a variety of conditions, overall it's shaping up to be another stellar season for setting sail on Seneca Lake. This month I will be recap our season thus far and preview the remainder of our racing schedule.

We started our season with our annual Rust Removal Regatta on May 25th. It must have been a slow start for most of the usual suspects this year and as a result we only had a total of four boats participating. Considering two boats constitutes a "race", having twice that number doesn't seem too bad. This was one of those days when the weather forecast was supposed to get dicey, and hopefully not during the race. Timing would be key. (Strong thunderstorms were predicted around 4pm.) The course was set to Hector Falls and back to the Start/Finish line. By keeping the course very basic and with the light SSE breeze (F2-F3) it seemed a safe bet we would conclude before the front was due to push through. We also moved up our start time 15 minutes and it's a good thing we did. Starting early, made a huge difference getting the entire fleet across the finish line and safely into the marina minutes before the nastiness bore down upon us.

SV Independence

Our next event was the first Summer Series race on June 1st with a mighty fleet of eleven boats, including a last minute, on-the-water sign-up just before the 5-minute horn. This was one of those days that the word "north" can be spelled H-O-P-E. And you know what I'm saying mean when it's predicted from the north at 3-5 knots but delivers beyond its humble expectations. At least this day it did. In the end we had a manageable, yet productive Northerly at F2-F3 that remained steady throughout the entire race and well beyond into the late afternoon.



Figure 1: Beating north the first leg of Summer Series Race #1.



Figure 2: Summer Series Race #1 near west mark.

We were determined to keep the good times rolling with Summer Series Race #2 on June 8th. Once again we had a robust fleet of 10 boats, making the start, mark roundings, and finish all the more exciting. Throughout this entire race packs of boats battled it out under another fabulous sailing day with sunny skies and westerlies at F4-F5, which made for spirited legs, albeit with some lulls in the wind shadow near Salt Point. The lulls helped equalize the fleet as boats large and small jockeyed for supremacy in the shifting and variable breezes around the west mark. In the end, there were at least two closely contested packs of boats crossing the line in “photo finishes”. Another excellent day on the water for all. Our good fortune continued with Summer Series Race #3 on June 22nd. For this occasion the wind was accommodating us with a pleasant northwesterly at F2-F3. With a fleet of eight boats we set about on a North/South course along the east shore - with the intent of avoiding the dreaded Salt Point lulls from the previous outing. The course featured two beating and two downwind legs and a reacing leg to bring it back to the start/finish line. Unfortunately, a partipating boat had a crosscut seam part on a main

sail, but still the skipper still managed to cross the line only second to *Brewster* who won line honors for the day. Another sporty day!

Our next attempt at the race course was when our good fortune ran afoul. On July 6th we made a go for Summer Series Race #4, but unlike previous days, though it was dry, it was hot and there was really no wind in the works. In fact, we did have a southwesterly kick up in time for the start, albeit shifty and gusty - as it is wont to do from the south. But by the time we were fetching the first mark the wind was failing and quickly. After ghosting around the first mark, what little breeze there was kept shifting SW to N to W. To cap off the frustration we were all starting to cook under sun-induced heat and humidity. After about an hour of this the race was terminated. The real kicker was later on a nice westerly unexpectedly picked up. UGH!

Not to be deterred, another attempt at race #4 was made the following Saturday, July 13th. We only had three boats in the fleet with a NNW wind at about F2-F3. Since partication was low (and with a capricious wind), a quick circuit of the usual course was the order of the day.

That brings us up to date. We still have four of our Summer Series races, not to mention the Commodore’s Cup (8/31), the Grape Harvest race (9/21), and our season closer; the Gear Buster on October 5th. And lest we not forget the upcoming ABC FLX Sampson Cruise and the Barge Race, hosted by the Seneca Yacht club on September 7th. Just thinking about all of what is left this season make me grin ear to ear. Hope to see you out there soon. Fair winds and following seas.

Cheers,

- Don

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Socially Speaking

by Maggie Martin

I hope that you are all enjoying the summer boating season as much as we are! The weather has recently provided a little wind for sailors and sunshine for motorboats to enjoy!

FLYC has no social plans for the month of August, although you are all welcome to join the after race gatherings @ 5 PM at the flagpole. The next races are planned for the 10th and 24th, both Saturdays. It's a great way to learn about the club activities, meet fellow members, and talk about all things boat.

Our Annual Commodores dinner will be on September 1st at the marina. This is one time when we do something 'special', and we will have the grill out and plan to have our chef return to manage the menu. Watch for an email from our secretary and mark your calendars.

SV Plein Aire

The Harvest Gathering is coming up on September 21st, where we bring apple, grape, et cetera, bounty flavored dishes to celebrate Fall.

As always, we appreciate all of the help that we have enjoyed getting to set and pick up after each event. Thank you ALL!

- Maggie
(607) 621-7247

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Social Committee co-chairs:

Maggie Martin

Connie Fern Miller

You can contact us at: social@flyc.us if you have any questions.

ABC-FLX INVITES YOU TO OUR...

2024 Rendezvous at Sampson

SENECA LAKE RESORTS AT SAMPSON STATE PARK
6040 NY-96A
ROMULUS NY 14541

FRI AUG 2 - SUN AUG 4
SEE PDF FOR COMPLETE SCHEDULE

TRAVEL (AND PARTY) AS A FLEET
CELESTIAL SIGHT TAKING
EMERGENCIES ON BOARD SEMINAR
ON-THE-WATER TRAINING

LIVE MUSIC
POTLUCK DINNER
NEW MINI GOLF
ENJOY THE PARK

Secretary's Column

by Katie Alley

What Has Come and What Is To Come



The start of August typically marks the halfway point for our season. I feel like everyone says it every year - but I truly cannot believe how quickly this year has gone by!

Typically during the summer, I like staying home and getting as much time on the water as possible, whether that be

aboard *Tomfoolery*, *True Love*, or another friend's boat. This year, my boyfriend and I decided to join our friend group on a July trip to western North Carolina. I was hesitant to leave the Finger Lakes summer weather (and leave Terry potentially crewless during *True Love*'s busy season), but the friend group chose to travel to a region of the Great Smoky Mountains that I have always wanted to visit. I mean, look at our view from the back porch of the Air BnB - I couldn't say no to this! (And Terry approved the "shenanigans.")



Figure 3: Our view of the Great Smokey Mountains, North Carolina.

The trip was a lot of fun, the views were absolutely stunning, and I found a 1-carat ruby at the gem mine we visited! It was a great break from the usual routine at home, and I loved seeing a new part of the country. Unfortunately, around this time, my paternal grandfather passed away. My boyfriend and I

SV Tomfoolery

returned home from North Carolina, had enough time at home to do laundry, and then found ourselves on a flight to Chicago for my grandfather's services and an overwhelming family reunion of sorts. Directly after that, we attended a wedding in Lake Forest (north of Chicago) for one of my boyfriend's buddies. So an 8-day vacation turned into over 2 weeks of non-stop travel. (I'm sorry, Terry, I'll never go on vacation again.) Needless to say, July kept me busy and gave me some emotional whiplash. My cat has also made it very clear he does not like being left home alone.

On the positive side of all things chaos, I discovered some other "gems" in my grandfather's belongings while visiting - photos capturing some of the Alleys' nautical past:



Figure 4: Wait, something doesn't look right... Tomfoolery with her maiden name on the hard at the Buffalo Small Boat Harbor in 1996.



Figure 5: Tomfoolery in the Niagara River, 1997.



Figure 6: It was always serious for me. Watkins Glen Village Marina, 2001.

In terms of more recent sailing history, I have had some time out on the water this summer. As many of you have heard, a handful of the women in our club have come together and formed a women's sailing team. The purpose of this group is to go out sailing without partners or fathers who, although loving, are sometimes a bit too controlling on the water. In my case, I know that *I know* what to do out on the water, I just get too reliant on my dad and don't use my own brain (because he's just going to tell me what to do – why use up my brain power? I'm lazy). Others have voiced that they receive instructions from their more experienced male partners but don't understand *why* they are trimming the sail in or *what* "falling off" even means. So our goal is to become more

independent and confident boaters while learning from each other.

I participated in Race #1 aboard *Zephyr* with Kris West, and for Race #2, we had Margaret Radek join us.



Figure 7: Look at everyone *BEHIND* us!

For Race #3, I took *Tomfoolery* out without Captain Tom, with Cindy Swank as crew, and it was a great learning experience for us. We didn't sink my father's boat, better yet, we didn't even hit anything or break anything – so that's a successful trip in my book!



Figure 8: Cindy at the helm, Katie on sail trim



Figure 9: "Come As You Are" Club Gathering, June 22nd.

As I shared earlier this spring, I purchased a Sunfish sailboat and trailer back in April. I wanted to have the vessel sailing in July, but unfortunately, I'm a bit behind with putting everything together due to the extended traveling and going essentially 2 weeks without a paycheck. But August is looking real good! So what else is to come for the second half of the season? Well, more feminine forces out on the water, celestial navigation lessons, and *hopefully* some good tips aboard *True Love*. Everyone is looking forward to our rendezvous at Sampson State Park this weekend – there will be educational opportunities, alcohol consumption, and perhaps best of all, mini golf!!

- Katie, FLYC Secretary

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

From the Treasurer

by Denis Kingsley



The FLYC checking account has had my undivided attention for some time as I have tried to increase our funds by Bitcoin trading, playing the ponies at Tioga and investing in sure bets

SV Tark

like office space rentals in NYC. However, even as these financial attempts have proven futile, we still are solvent, though not flush with cash.

- Denis, still cooking the books.

A Convenient Weathercam

By Bill Trondsen

Before heading to the lake, we for sure always check the weather channel, weather radar, and wind apps. But did you know that you can also see furious fluttering of flags and the sea state of Southern Seneca? For the low price of \$0, just do a Google search for "seneca pier ip cam live" or use the direct link:

<https://www.ipcamlive.com/acb92fbd0c3c>

But wait, there's more! Not only can you use it as a weather guide. You can also spy on the comings and

SV Ellawicious

goings of the *True Love* and other tour boats. Watch the tourists wander on the pier. And watch the seasons change through winter into spring from the comfort of your couch as we all long for splash day... Cheers!

- Bill

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How to Avoid a Pain in the Neck When Sailing

By Don Swanson

SV Independence

One certainty when sailing on Senca Lake is that to go out or get back you're going to be doing some downwind sailing; running or broad reaching. To capitalize on a fading breeze sometimes the best option is to pole out a headsail and run wing-on-wing, but shifty light winds and confused seas can lead to an unplanned jibe, especially in a smaller displacement boat. With a mainsheet extended way an unplanned jibe not only both strains (or worst-breaks!) your rig and its dangerous to you and your crew.

With this in mind, I learned through study and practice the process of running downwind wing-and-wing with the main eased out onto one side (preferably port- thus being on a starboard tack with associated stand-on rights) and poling out the headsail to starboard. A good practice is to rig a preventer on the boom, especially for longer tacks. Its pretty easy to pole out a headsail using a whisker pole or even a McGivered boat hook. Even a broom handle does the trick with some creative mods.

But winds are seldom rock steady and a quick shift could easily wreak havoc, so it's a good idea to have a means to monitor the apparent wind without straining one's neck to be frequently looking at a windex on the masthead.

To avoid this pain in the neck, all you need is some light yarn or cassette tape tied on your shrouds and backstay at eye height and the slightest shifts become easy to read and respond to. With practice it becomes second nature to steer to using these eye height telltales on all points of sail, not just broad reaching or running.

With time and experience you'll quickly learn to read the nuances of shifting winds by looking forward

more than upward. Of course these lower telltales compliment, but are no substitute for a masthead windex to provide feedback for winds aloft. This additional tool for reading the wind is cheap, easy to install and above all else, it will help improve both your upwind and downwind helmsmanship. Go get some yarn or ribbon and try it out.



Looking up backstay on a run, wing-on-wing. yarn streams forward and parallel with the windex pointing straight aft.

- Don

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Recommend reading:

<https://sailzing.com/ten-ways-to-use-shroud-telltales/>

Editor's Corner

by Tom Alley

SV Tomfoolery



Remembering Dad

As Katie mentioned in her column earlier in this newsletter, my dad passed away at the end of June. A number of you have met him during his visits over the years and a few of you may have been around long enough to remember that he and my mom were actually members of the FLYC for a few years (mostly so they could come to our picnics and social events).

What follows is the eulogy I delivered at my dad's funeral.

I want to open my remarks today by reassuring all of you that my dad was ready for this latest transition in his life. On several occasions he commented to me about his status of being "...in God's waiting room." Perhaps this explains why he was reading so many magazines in his final years?



Figure 10: Bob Alley, 1927-2024.

I confess that I struggled with what to say about my dad. It's not that I didn't know what to say about him, but how can I condense a narrative about a man who did so much over the course of a century? How can you adequately describe such a rich life? How can you summarize such a complete and well-cultivated man? How could I, as his son, show him the honor he so much deserves?

Like my dad, I became an engineer. As engineers, we are taught to divide and conquer. Take a problem, split it up into more manageable pieces until you can solve each piece, and then put all the individual answers together into an overall solution. But how does one divide up a person? Well, let's try by starting with adjectives that would describe my dad.

When thinking of my dad, the following words come to mind: Honest. Fair. Hard-working. Dedicated. Faithful. Smart. Disciplined. Thoughtful. Logical. Dependable. Decent. Fun-loving. Respectful. Innovative. Talented. Generous. Kind. Humble. Gentlemanly. There are many, many more.

Let's start with "Humble." I've never known my dad to boast or berate. As a result, many of his friends are completely unaware of the significant number of things that he accomplished or of the diverse set of skills and talents that he possessed. I'm sure many of you learned more than one new thing about my dad when reading his obituary. (*see link at the end of this column*)

Respectful. It didn't matter if you were a celebrity or a street beggar, he would talk to you in the same, unassuming, respectful manner. In other words, he talked to you – and listened to you – like you mattered – because to him, you did.

Faithful. This word actually has a couple of connotations. In an Earthly sense, he demonstrated his loyalty through 42 years of employment with GE, through 58 years of marriage to my mom, and through friendships that lasted his lifetime. In a spiritual sense he found himself called to the Catholic faith, fully embracing the Church in an active and involved way for over half a century.

Exemplary. There is a saying that goes something like, "Preach the Gospel always, and when necessary, use words." (While this is erroneously attributed to St. Francis, its true author is unknown.) My dad certainly did this – he led by example. While his direct offspring did occasionally prove that we needed a periodic lecture or two to refocus our attention, most of my dad's life was spent showing and doing the right and proper thing. This exemplary teaching style was apparently second nature to him. During one of my visits to Chicago I fixed a plumbing problem that must have been irritating him for a while. When I finished, he asked, "Where did you learn how to do that?" He was genuinely surprised when I answered, "From you."

Another thought about my dad that keeps coming to mind over the past few years is that he really showed us the true meaning of prosperity. There is no doubt

that he was able to collect a great deal of wealth during his life. I'm not talking about money; I'm talking about the treasures that matter. His life was abundant in humility, honesty, integrity, generosity, friendship, fidelity, love, and of course, faith.

Above all, my dad was filled with gratitude. In his final months he mentioned multiple times how grateful he was for the life he led, for the experiences he had, and for the opportunities he was presented with. God gave many talents to my dad, and he invested them wisely, producing abundant returns during his time here on Earth. Once more, he taught the rest of us by example.

I've talked a lot about words that describe my dad. I think there are five more words that will be used to announce his arrival in Heaven: "My good and faithful servant."

My dad set a high standard against which we should measure ourselves. It is truly an honor to have the title of "Bob's son", and a responsibility that I do not take lightly.

Rest in peace. You taught us well.

- Tom

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Bob Alley's full obituary can be found here:

<https://www.salernofuneralhomes.com/visitations/robert-p-bob-alley/5004/>

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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.

2024 FLYC Calendar

Please check the club web site (<http://www.FLYC.US>) to see the most current information.

Regular/Repeating Events

Post-Mortem Racing Social. After every club race at 1700 on the lawn by the marina flagpole. BYOB/Snack to share. Open to racers and non-racers alike, but bragging and boasting is mandatory.

February

- 01 **February Newsletter Publication Date.**
- 10 **FLYC Planning Meeting.** Meeting to plan the 2024 FLYC Event Calendar. All are welcome. (1000) *Panera Bread, Horseheads.*

March

- 22 **Deadline for newsletter articles.**

April

- 01 **April Newsletter Publication Date.**
- 15 **Earliest possible launch date** (per slip contract).

May

- 01 **Membership renewal deadline.**
- 24 **Deadline for newsletter articles.**
- 25 **Rust Removal Race.** Practice race. (1300)
- 26 **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.**
- 01 **Summer Series Race #1.** (1300)
- 08 **FLYC Nautical Swap Meet** (TBD)
- 08 **Summer Series Race #2.** (1300)
- 15 **Watkins Glen Waterfront Festival & Cardboard Boat Races.*
- 15 **Light Up the Night.** Decorate your boat with lights for prizes. (Dusk)
- 16 **FLYC Fathers' Day Brunch.** Bring a dish to pass. (1100)
- 22 **Summer Series Race #3.** (1300)
- 22 **Come As You Are!** "Impromptu" member gathering/party after the race. BYOB, snack, and chair. (1700)
- 29 ~~**Summer Series Race #4.** (1300)~~

July

- 04 **Watkins Glen Independence Day Fireworks (2145)*
- 06 **Summer Series Race #4.** (1300)
- 06 **Independence Picnic & BBQ.** BYOB & BYO grill food and cook it up on the club grill. (1700)
- 12-14 **Lake Ontario 300 Challenge*
- 13 **Summer Series Race #5.** (1300)
- 26 **Deadline for newsletter articles.**

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

August

- 01 **August Newsletter Publication Date.**
- 02-04 **ABC-FLX Cruise to Sampson. All FLYC members invited to join!*
- 10 **Summer Series Race #6.** (1300)
- 17 **Make-up Race.** If needed. (1300)
- 22-25 **Vintage Grand Prix*
- 24 **Summer Series Race #7.** (1300)
- 31 **Commodore's Cup Race.** Destination TBD. (1000)

September

- 01 **Commodore's Dinner.** Hawaiian Luau theme. Menu TBA. (1700)
- 06-08 **FLYC Club Cruise to Geneva.** Joint cruise with the ABC-FLX chapter.
- 07 **Seneca Yacht Club Barge Race, Geneva, NY (0900)*
- 11-15 **NASCAR at the Glen*
- 14 **Summer Series Race #8.** (1300)
- 21 **Grape Harvest Race.** (1300) Join in this annual reverse-handicap race!
- 21 **Harvest Gathering.** BYO Wine along with apple- and grape-themed foods with a dish to pass after the race. (1700)
- 22 **Deadline for newsletter articles.**
- 28 **Make-up Race.** If needed. (1300)

October

- 01 **October Newsletter Publication Date.**
- 05 **Gear Buster Race.** (1300)
- 05 **Soup/Chili/Chocolate Festival.** After the race, bring your best effort in one of these 3 categories to win! Power will be available for crock pots. (1700)
- 03-06 **Annapolis Powerboat Show.*
- 10-14 **Annapolis Sailboat Show.*
- 12 **Make up Race.** If needed. (1300)
- 31 **Marina Haulout Deadline** (per slip contract).

November

- TBA **Member Banquet & Annual Meeting.**
- 22 **Deadline for newsletter articles.**

December

- 01 **December Newsletter Publication Date.**

January 2025

- 24 **Deadline for newsletter articles.**
- * Non-FLYC events in italics.*