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Please send any comments, questions, or corrections to:  
[editor@flyc.us](mailto:editor@flyc.us)

## Commodore's Comments

by Mike Sidell

SV Delta G

It's finally beginning to look more like spring here in northern Pennsylvania: the ice has receded from the woods and has come off the lakes. The club's barbecue grill is almost finished being rebuilt and it's nearly time to think about boating season. I can hardly wait!



Part of what I plan to accomplish this season is to work on increasing FLYC membership. I think it should be part of everyone's plan. You know the benefits of membership but here's a reminder:

1. There's no better way to socialize, and this season, Margaret is planning some great potlucks and fun events that will improve our dining experience.
2. It's a great way to exchange ideas, tips, and tricks with like-minded boaters.
3. If you're into racing, there's a full summer schedule for that.
4. Belonging keeps you current on marina happenings that affect you.
5. No need to be a sailor or racer to join – you don't even need to own a boat! You only need to have an interest in the marina.
6. Dues are still a bargain at \$45.

Here's what I'm asking every member to do this year:

1. Reach out to one dockmate who you know isn't a member. Encourage them to consider joining FLYC and feel free to use the points above to help you. Give them a membership form if they express any interest or direct them towards me or an officer.

2. Ask at least one non-member to attend one FLYC dinner. It's a bargain at \$10 each for non-members and they can test the waters to see if membership makes sense for them.
3. If you're a racer, invite one non-member to crew with you for one race this season.

Together, we can grow membership and make FLYC stronger and better.

See you dockside, Mike

- Mike

## Vice Commodore's Comments

by John Chesbrough

SV Plein Air

### Subtitle



It's evident at the Village Marina that the consensus among boat owners is that the weather is not yet reliably warm enough for the annual spring clean up and preparations for

launching into the 2025 summer sailing season. Meanwhile, however, some people have projects that can't wait that long. Don Swanson tented in his boat last fall in order to scrape, sand, fill and fair the hull, and now awaits warmer temps for priming and painting. The *True Love* was enclosed in a tent promptly after haul-out for extensive repairs in anticipation of the regular every five year Coast Guard inspection. Terry Stewart, owner, and Brock and Spencer, summer crew members, toiled all winter under the keen eyes and direction of Ron DeLapa and Jeff Heath.

The work included replacing many hull planks, knee joints, butt joints and deck beams. The wood that they used was local red oak, local black locust and Brazilian sapele mahogany. New joints and splices were coated with a penetrating epoxy mix.

The water tanks were removed for inspecting the keel bolts which needed only two new nuts. The pockets formed by the intersecting ribs and keel were recoated with pine tar for waterproofing (that's a

## Port Tacks

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**Club Web Site** <http://www.flyc.us>

### **OFFICERS & DIRECTORS**

**Contact all officers at:** [officers@flyc.us](mailto:officers@flyc.us)

**Commodore**  
Mike Sidell [commodore@flyc.us](mailto:commodore@flyc.us)

**Vice-Commodore**  
John Chesbrough [vc@flyc.us](mailto:vc@flyc.us)

**Rear Commodore**  
Don Swanson [rc@flyc.us](mailto:rc@flyc.us)

**Secretary**  
Katie Alley [secretary@flyc.us](mailto:secretary@flyc.us)

**Treasurer**  
Denis Kingsley [treasurer@flyc.us](mailto:treasurer@flyc.us)

**Assistant Treasurer**  
Nancy Sisbarro [asst.treas@flyc.us](mailto:asst.treas@flyc.us)

**Directors (Terms ending 2025)**  
Tom Alley [alley@flyc.us](mailto:alley@flyc.us)  
Ted Carlton [ted@flyc.us](mailto:ted@flyc.us)

**Directors (Terms ending 2026)**  
Maggie Martin [maggie@flyc.us](mailto:maggie@flyc.us)  
Margaret Radek [margaret@flyc.us](mailto:margaret@flyc.us)

**Contact all directors at:** [directors@flyc.us](mailto:directors@flyc.us)

### **COMMITTEES & KEY CONTACTS**

**General Information** [info@flyc.us](mailto:info@flyc.us)

**Facebook Administrator**  
[Position Open] [facebook@flyc.us](mailto:facebook@flyc.us)

**Newsletter Editor**  
Tom Alley [editor@flyc.us](mailto:editor@flyc.us)

**Race Committee**  
Chair: Don Swanson [racechair@flyc.us](mailto:racechair@flyc.us)  
Asst. Chair: Bill Trondsen [rcasst@flyc.us](mailto:rcasst@flyc.us)  
Jim McGinnis [mcginnis@flyc.us](mailto:mcginnis@flyc.us)  
Tom Alley [alley@flyc.us](mailto:alley@flyc.us)

**Social Committee Chairs**  
Margaret Radek [social@flyc.us](mailto:social@flyc.us)  
Assisting: Maggie Martin

**Nominating Committee**  
Nancy Sisbarro  
Sue Morris

**Webmaster**  
Tom Alley [webmaster@flyc.us](mailto:webmaster@flyc.us)

time proven method dating back to ancient boat building). Captain Terry reports that the tent will come down April 25 and work on the True Love will resume after she's back in the water.

A little further to the east of that project is a very similar looking tent containing another schooner, named *Bounding Home*, owned by Messrs. Hazlitt and Argetsinger. This boat is reported, by a reliable

source, to be a beautiful boat, with a full gaffe rig, that has been well repaired this winter but still has alot yet to be done. It is rumored that this boat might spend some time this coming season at the end of Dock 5.

- John

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Figure 1: True Love crew work at replacing planking.



Figure 2: Hull interior painted and tarred, ready for the water tanks.



# Rear Commodore's Comments

by Bill Trondsen

## Subtitle



*[Bill and Don will be alternating duties to write the column for the club's race fleet. This month it's Bill's turn. – Ed.]*

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Ahoy fellow FL Yachters! Greetings from the Race Committee, kicking off the 2025 season. Looking back on last year, we had a very solid event schedule. Several races with boat numbers in the double-digits, new faces for both skippers and crew, long distance events, and decent wind for most (apart from typical Iron Genny exceptions in the doldrums of Summer...).

For this year, we have planned the usual buffet of 13:00 Saturday around-the-marks-races, and a few other "fun" races plunked throughout the season on the off-weeks. First-off will be "RRR" on May 24<sup>th</sup>, closely followed by Race #1 on May 31<sup>st</sup>. The Barge Race in Geneva will likely be held on Saturday

SV Ellawicious

September 6<sup>th</sup>, which is the weekend following Labor Day - mark your calendars! And as usual, the season will wrap up with the Gear-Buster in October.

**\*\*NEW THIS YEAR\*\*** we are kicking around the idea of a Seneca-South-to-North Race (I suppose we can dub it SStNR...) which might be used as our FLYC Commodore's Cup long distance race. We have approached our sister club SYC in Geneva, and they have expressed interest in joining. Tentative dates could be near the end of June, which we will try to coordinate between the two club calendars. And, of course, we will need to send in the application forms for a brisk South wind for race day...

OK. That is all for now - see you in the yard. Time to apply a pre-splash coat of elbow grease and "go fast" pixie dust!

- Bill

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# Secretary's Column

by Katie Alley

SV Tomfoolery



## Membership Dues Are Due

On February 15<sup>th</sup>, your hardworking and dedicated officers and directors met at Panera Bread to lay out the 2025 FLYC calendar. You can find the most updated version of the calendar later in this issue. Of course, we'll be

kicking off the season together in just a few weeks on Memorial Day weekend with a picnic and our Rust Removal Race. As always, stay tuned to your email inbox for reminders and updates regarding events. Please be sure to share any email addresses you would like club updates sent to with me either in an email to [secretary@flyc.us](mailto:secretary@flyc.us) or on your yearly membership form (also found at the end of this issue).

That said, it's April, which means next month is May. Membership dues are (and always have been) **due on May 1<sup>st</sup>**. I think I did scare some of you with our last issue of *Port Tacks* by sharing that dues may not be \$45 forever, because a ton of you sent in checks after that. I'm happy to share that our diligent financial department has decided that \$45 is still a sufficient amount of capital from each member to sustain the club. We'll remain the world's cheapest yacht club for another year!

Membership dues must be sent by mail to the address on the form. This year (given my tumultuous rental housing situation and the fact that I don't want my address plastered everywhere), we are utilizing the club's P.O. Box for dues. Because either Mr. Kingsley or I have to drive up to Watkins Glen to retrieve the box's contents, you may notice a delay in your checks being cashed. Think a few weeks. Please expect this to be normal going forward, especially for dues sent during the winter months. If you would like confirmation that we have received your membership dues, do not hesitate to send me an email.

And now with that being established, I would like to reiterate my ground rules regarding dues. Membership dues must be sent **BY MAIL** to the address on the form. It is my job as secretary to stay

organized, keep records, and make sure money ends up in the right place. Sending your dues by mail allows me to do this job best! So, please:

- **Do not** wait for Memorial Day weekend to track me down on dock 4 and give me your dues.
- **Do not** come find me on the public pier while I am working on *True Love* to hand me your dues.
- **Do not** hand your dues to Terry Stewart to hand to me when he sees me for my next shift (*especially* considering Terry is not Commodore anymore).
- **Do not** track down Mike Sidell or Denis Kingsley in the marina and hand them your dues. (This is a great way for your money to get lost, forgotten, or mixed in with someone's provisions budget).

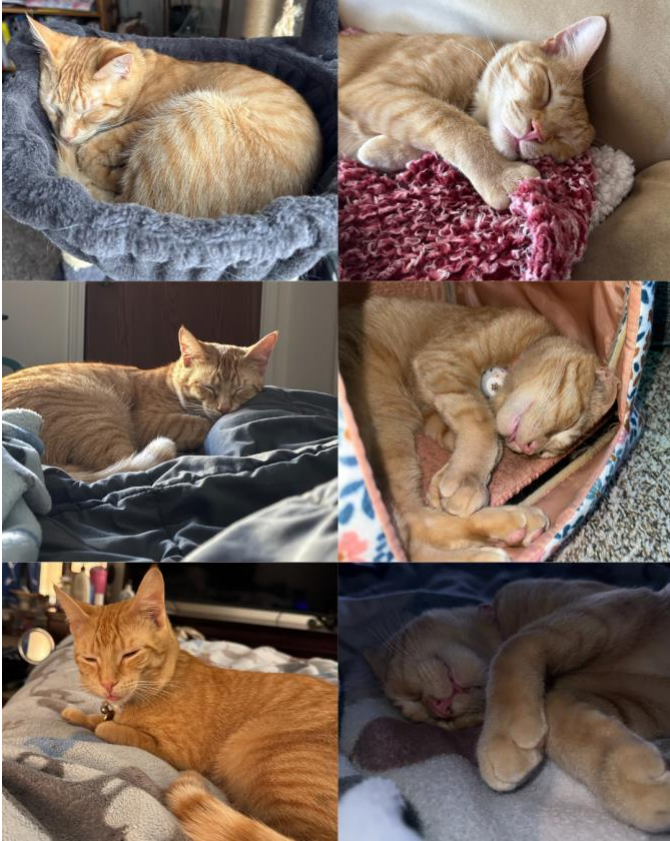
I look forward to seeing you all very soon! Please note the invitation from our sister organization, ABC-FLX, to a social gathering at J.R. Dill Winery on April 15th. All are welcome!

And finally, Happy Easter, Happy Mother's Day, Happy Launch Day, and Happy Memorial Day Weekend to all! In the next newsletter, we'll have new lake and boat pictures with green grass share!!



Figure 3: FLYC planning meeting on February 15<sup>th</sup>.

## As Told by Habanero Alley



*Figure 4: What it feels like waiting for Spring...*



*Figure 5: When Spring Finally Arrives*

*- 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.*



**America's Boating Club - FLX Chapter**  
invites you to....

# **J.R. DILL WINERY**

on **TUESDAY, APRIL 15TH** at **5:30 PM**  
for a **BOATER ENTHUSIAST'S SOCIAL**

**SPRING, SUNSET OVER SENECA, WINE, & BOAT TALK**

**FEATURED SPEAKER:** Captain Scott Williams  
on boat deliveries in the British Virgin Islands

wine and light meals available for purchase  
no RSVP necessary - all are welcome, bring a friend



# Salt Mining on Seneca Lake

By Microsoft Copilot

*Race Committee co-Chair, Bill Trondsen, apparently had an acute case of writer's cramp, so he spent some time playing around with an AI program known as Microsoft Copilot and asked it about salt mining activities on Seneca Lake. Here's the result of their conversation.*

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*Q: Can you write a 1-page article describing salt mining in Seneca lake? Include the geology that formed the salt layers, how deep the mines need to go, salt mining process, and what the salt is used for?*

## Salt Mining in Seneca Lake: A Deep Dive

### Geological Formation of Salt Layers

The salt deposits beneath Seneca Lake, located in the Finger Lakes region of New York, were formed approximately 300 million years ago during the Silurian period. This area was once covered by a vast inland sea that gradually evaporated, leaving behind extensive layers of salt. Over time, these layers were buried under sediments and subjected to geological processes, resulting in the thick salt beds we find today<sup>[1]</sup>.

### Depth of the Mines

Salt mining in the Seneca Lake area involves reaching significant depths. The salt deposits are typically found between 2,000 and 2,800 feet below the surface<sup>[2]</sup>. This depth ensures that the salt is well-preserved and protected from surface contaminants, making it suitable for various uses.

### Salt Mining Process

The primary method of salt extraction in the Seneca Lake region is solution mining. This process involves drilling wells into the salt deposits and injecting water to dissolve the salt, creating a brine solution. The brine is then pumped to the surface and evaporated to produce salt crystals<sup>[2]</sup>. This method is efficient and minimizes the environmental impact compared to traditional mining techniques.

### Uses of the Mined Salt

The salt extracted from Seneca Lake has a variety of applications:

1. **Road Deicing:** A significant portion of the salt is used for deicing roads during the winter months. This helps to ensure safe driving conditions by melting ice and preventing the formation of new ice layers<sup>[3]</sup>.
2. **Water Conditioning:** The salt is also used in water softening systems to remove minerals that cause water hardness, improving the quality of water for household and industrial use<sup>[3]</sup>.
3. **Industrial Applications:** Salt is a crucial component in various industrial processes, including chemical manufacturing and food processing<sup>[3]</sup>.
4. **Table Salt:** A smaller portion of the mined salt is refined and processed for culinary use, providing essential minerals and enhancing the flavor of food<sup>[3]</sup>.

In conclusion, salt mining in Seneca Lake is a vital industry that leverages ancient geological formations to produce a versatile and essential mineral. The depth of the mines and the solution mining process ensure efficient and sustainable extraction, while the salt itself serves numerous critical functions in everyday life.

*Q: Can you add a brief history of the two salt mining companies at the south end of Seneca Lake? U.S. Salt and Cargill.*

## Brief History of U.S. Salt and Cargill at Seneca Lake

### U.S. Salt

U.S. Salt, located in Watkins Glen, New York, has a rich history dating back to the late 19th century. The salt deposits in this area were first discovered in 1882 by the Watkins Oil Well Company while drilling for petroleum<sup>[4]</sup>. The Glen Salt Company, established in 1883, was the first to commercially produce salt from these deposits. In 1904, the International Salt Company acquired the Glen Salt Company and expanded its operations<sup>[4]</sup>. Today, U.S. Salt continues to operate in the region, utilizing solution mining techniques to extract high-quality salt for various uses<sup>[4]</sup>.



### **Cargill**

The Watkins Salt Company, founded in 1898 at the south end of Seneca Lake, was another significant player in the region's salt industry<sup>[5]</sup>. This company was owned and operated by the Clute family until its acquisition by Cargill Incorporated in 1976<sup>[5]</sup>. Cargill, a global leader in food and agriculture, has continued to operate the facility, maintaining its legacy of salt production. The company uses advanced solution mining methods to extract salt, which is then processed for various industrial, agricultural, and culinary applications<sup>[5]</sup>. These two companies have played a crucial role in the development and sustainability of the salt mining

industry in the Seneca Lake region, contributing to the local economy and providing essential products for a wide range of uses.

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### End Notes

- 1: [Finger Lakes Geology and Salt Mines](#)
- 2: [Crestwood Sells Salt Mining Operation](#)
- 3: [Himrod Salt Mine History](#)
- 4: [Salt Historical Marker Database](#)
- 5: [Watkins Salt Company History](#)



8 HOUR CLASS

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**EMAIL KATIE AT [SEO@ABC-FLX.ORG](mailto:SEO@ABC-FLX.ORG) TO SIGN UP**

As of 2025, according to Brianna's Law, everyone, regardless of age, must have a state Boater Safety Education Certificate to legally operate a motorized vessel in New York, including personal watercraft.



# Time-Tested Spring Boat Launch Checklist from BoatUS

By BoatUS

BoatUS.com



Figure 6: Boaters have begun returning to boat yards, marinas and clubs across the nation for the annual rite of spring commissioning. BoatUS has a checklist to get you ready for boating season. Stacey Nedrow-Wigmore/BoatUS.

SPRINGFIELD, Va., March 25, 2025 – Are you putting a boat into the water this year? Whether it's your first year or 50<sup>th</sup>, the recreational boat owner's advocacy, services and safety group, Boat Owners Association of The United States (BoatUS), has help on how to start the boating season off right with its Spring Commissioning Checklist. A printer-friendly PDF copy of this [checklist is available to download](#) and take to the boat. (Be sure to follow all manufacturer recommendations for your specific boat, engine and accessories.)

## Before You Launch

1. Check the condition of antifouling (bottom) paint and [repaint](#) if necessary.
2. Inspect all [hose clamps](#) for rust and replace as necessary. Double clamp fuel lines and exhaust hoses with marine-rated stainless-steel hose clamps. While not technically required, it's wise to double clamp whenever possible on all hoses—especially those below the waterline.
3. Inspect all [hoses](#) for stiffness, rot, leaks and cracking, and replace any that are faulty. Make sure they fit snugly.

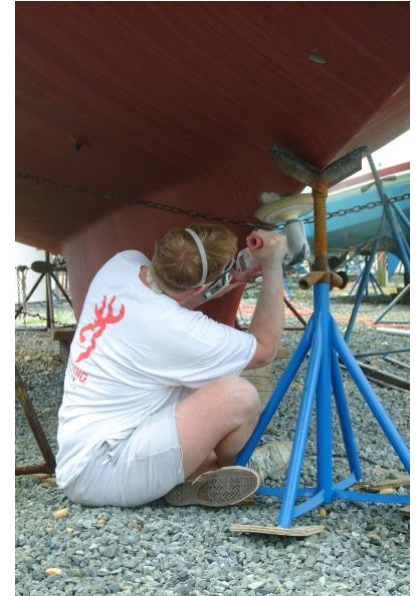


Figure 7: Like the annual wildebeest migration across the Serengeti Plains, America's nearly 12 million boat owners are descending upon thousands of boat yards, marinas and boat clubs to ready their vessels for the 2025 summer boating season.

4. [Inspect prop\(s\)](#) for dings, pitting and distortion. Make sure cotter pins are secure.
5. Grip the prop (on inboard drive systems) and try moving the shaft up and down and side to side. If it's loose and can be wiggled, the shaft bearing may need to be replaced.
6. Check the rudderstock to ensure it hasn't been bent. Operate the wheel or tiller to ensure the steering works correctly. Check the rudder bearing and steering cable for unusual play or movement.
7. Inspect the hull for blisters, distortions and stress cracks.
8. Make sure your [engine intake sea strainer](#) (if equipped) is not cracked or bent from ice and is free of corrosion, clean and properly secured.
9. With inboards, check the engine shaft and rudder [stuffing boxes](#) for correct adjustment. A stuffing box should leak no more than two or three drops each minute when the prop shaft is turning. Check the shaft log hose for deterioration and rusty hose clamps.



10. [Inspect, lubricate and exercise thru-hull valves](#). It's a good idea to tie a right-sized wooden bung to each valve in case of failure.
11. Use a garden hose to check for deck leaks at ports and hatches. Renew caulk or [gaskets](#) as necessary.
12. [Inspect and test the bilge pump](#) and [float switch](#) to ensure they're working properly. Also inspect the pump hose.
13. Check stove and remote [LPG tanks](#) for loose fittings, leaking hoses and improperly functioning shutoff systems. Use the pressure gauge to conduct a leak down test to check for system leaks.
14. Inspect dock and anchor lines for [chafe and wear](#).
15. If equipped, ensure that the stern drain plug is installed before launching.
16. After the boat is launched, be sure to check all thru-hulls for leaks.

### Engines and Fuel Systems

1. Inspect fuel lines, including fuel tank fill and vent hoses, for softness, brittleness or cracking. Check all joints for leaks, and make sure all lines are well supported with noncombustible clips or straps with smooth edges.
2. Inspect fuel tanks, fuel pumps and filters for leaks. Ensure portable tanks and lines are completely drained of stale fuel before filling with fresh fuel. Clean or [replace fuel filters](#) and/or fuel-water separators if not done before winterization.
3. Every few years, remove and [inspect exhaust manifolds and risers](#) for corrosion (for inboard-powered and inboard/outboard boats).
4. [Charge battery](#).
5. Clean and tighten electrical connections, especially both ends of battery cables. Use a wire brush to clean battery terminals, and top off cells with distilled water (if applicable).
6. Inspect the bilge ventilation intake and blower ducting for damage or leaks, and run the blower to confirm correct operation.
7. Test engine warnings and alarms.

### Engine Outdrives and Outboards

1. [Inspect rubber outdrive bellows](#) for cracked, dried and/or deteriorated spots (look especially in the folds) and replace if suspect.
2. Check [power steering](#) and power trim oil levels.
3. [Replace anodes/zincs](#) that are more than half wasted.
4. Inspect the outer jacket of control cables. Cracks or swelling indicate corrosion and mean that the cable must be replaced.
5. Inspect [lower unit oil](#) level and top off as necessary.

### Sailboat Rigging

1. Inspect swage fittings for cracks and heavy rust (some discoloration is acceptable). Inspect wire halyards and running backstays for "fishhooks" and rust.
2. Remove tape on turnbuckles and lubricate threads, preferably with Teflon. Replace old tape with fresh tape, and ensure that water is able to freely drain from it.
3. If you suspect the core around a chainplate is damp, remove the chainplate to inspect and make repairs.
4. Inspect masthead sheaves and all blocks to make sure they're running freely.

### Trailers

1. [Inspect tire treads and sidewalls](#) for cracks or lack of tread and replace as necessary. Check air pressure; don't forget the spare.
2. Inspect wheel bearings and [repack](#) as necessary.
3. [Test all lights](#) and replace any broken bulbs or lenses.
4. Inspect winch to make sure it's working properly. Inspect hitch chains.
5. Inspect trailer frame and axle(s) for rust. Sand and paint to prevent further deterioration.
6. [Inspect brakes](#) and brake fluid reservoir.

### Safety

1. [A law that went into effect in 2021](#) requires a vessel operator to use either a helm or outboard lanyard or wireless engine cutoff switch on

- certain vessels less than 26 feet when traveling on plane or above displacement speed, so be sure your switch is working properly and the lanyard is in serviceable condition. If you use a wireless cutoff switch, ensure batteries in the fobs and wrist worn devices are refreshed.
2. Check dates on pyrotechnic flares, which expire 42 months after manufacture.
  3. Inspect fire extinguishers. A [regulation that went into effect in 2022](#) requires a 12-year expiration for disposables and has different carriage requirements for older and newer model year vessels.
  4. Ensure you have properly sized and wearable life jackets in good condition for each passenger, including kids. [Check inflatable life jacket](#) cylinders and dissolvable “pill” bobbins or hydrostatic inflators in auto-inflating models.
  5. Test smoke, carbon monoxide, fume and bilge [alarms](#).
  6. Check running lights for operation and spare bulb inventory.
  7. [Update chartplotter software](#).
  8. Replenish [first-aid kit](#) items that may have been used last season or are expired.
  9. Check the operation of VHF radio(s) and that the MMSI number is correctly programmed in. ([BoatUS members can obtain a free MMSI number at BoatUS.com/MMSI.](#))
  10. Get a free vessel safety check from the U.S. Coast Guard Auxiliary or U.S. Power Squadrons. Find out more at [cgaux.org/vsc](#).

#### For the Dock

1. In addition to checking its entire length for wear or abrasions, check both ends of the shore power cable connections as well as the shore power receptacle on the boat for burns, which indicate the cable and/or boat’s shore power inlet or the dock’s receptacle must be replaced.
2. Test ground-fault protection on your boat and private dock, and [know how to prevent Electric Shock Drowning](#).

#### The Paperwork

1. Make sure your boat registration is up to date – and dinghy if you have one. Don’t forget your boat trailer tags.
2. Review your boat insurance policy and update coverage if needed. Get a [free quote at BoatUS.com/Insurance](#). Provide a copy to your marina or club.
3. Ensure your BoatUS membership is in good standing, and check your [TowBoatUS](#) coverage by logging into [BoatUS.com/Account](#), or join at [BoatUS.com/Membership](#).
4. Download the free [BoatUS App](#) to make it easy to summon on-water assistance and speed response times as well to check tide tables, weather and partner discounts.

- BoatUS

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*About Boat Owners Association of The United States (BoatUS):*

*Celebrating more than 55 years, BoatUS is the nation’s largest advocacy, services and safety group with more than 725,000 dues-paying members. BoatUS is the boat owners’ voice on Capitol Hill, fighting for their rights. The TowBoatUS® fleet is available 24/7 to assist our members on the water when boats break down or run aground with some 600 vessels and 300-plus locations across North America, bringing our members safely back to the launch ramp, marina or dock. On the road, we are The Boat Owners Auto Club™, helping ensure roadside trailer and tow vehicle breakdowns won’t slow you down. BoatUS offers GEICO boat insurance policies that give boat owners affordable, specialized coverage and the superior service they need. Award-winning BoatUS Magazine is the largest circulation recreational marine publication in the U.S. with engaging content that speaks to the passion for boat ownership, while our 501(c)(3) nonprofit BoatUS Foundation for Boating Safety and Clean Water offers the nation’s only free online boating safety course and many other programs that keep boaters safe, and our waters clean. Visit BoatUS.com.*

# Editor's Corner

by Tom Alley



## Looming Reality

We're just over 1 BTU ("Biblical Time Unit", i.e., 40 days & 40 nights) from launching for another season. It's starting to "get real". The boxes containing

pieces and parts I ordered for this season's boat projects are stacked in a corner and ready to go. Work to remove the worn-out or malfunctioning gear that these new parts will be replacing is already underway.

My desk at home is covered with papers containing sketches, wiring diagrams, plumbing schematics, receipts, installation manuals, and the inevitable stacks of checklists to augment my (aging) memory. Organized chaos is probably an accurate description. To the untrained eye, you'd probably just call it "clutter".

My computer is a digital facsimile of my physical desktop. The browser has multiple web pages open for various suppliers, retailers, and how-to sites that correspond to the projects on my list. Despite the tidiness inherent in being able to open and close windows as needed, it still feels just as cluttered as my physical desktop.

Along with the optimistic sentiment represented by all the to-do lists, the calendar on the wall is filling up, too. Nearly every weekend between my anticipated launch date and my estimated haul out date is filled in with penciled (and inked) notes representing obligations, commitments, assorted desires, and dreams of potential sailing adventures. Unwritten are the fears of non-maritime events or other unexpected "life-events" crowding out and usurping the carefully choreographed plans.

## Reaching Out

A good portion of boating is to reach out to new horizons. This year our club is reaching out to Seneca

SV Tomfoolery

Yacht Club in Geneva, NY to try to schedule a couple of joint events.

As many of you know, a regular contingent of FLYC members sail to the north end of Seneca Lake each September to compete in the SYC's annual Barge Race, a 24 nautical mile race from Geneva, around the Navy barge, and back to Geneva. Aside from being a challenging racecourse (even in good weather), it's always a lot of fun for the participants.

The FLYC has had its own traditional distance race, the Commodore's Cup Race, named after the cup-like trophy that was awarded to each year's winner. Traditionally, this race was a long-distance, destination race, with the destination selected by the club's Commodore.

Over the years, the Commodore's Cup race distance has shrunk, and for the past few years it has both started and ended in Watkins Glen, losing its "destination" feature. This year our club will try to get back to the traditional roots of the race by having it start in Watkins Glen and end off the SYC docks in Geneva. This format also makes it a perfect race for the FLYC to reciprocate the generous hospitality shown to us each year by the SYC.

As a result, our club has reached out to the SYC to challenge their fleet to a race along the entire length of the lake – approximately 30 nautical miles. To date, there has been significant interest expressed by SYC members for such a race, so I'm hopeful we can make it happen. Like us, SYC has a full summer calendar, too, but it looks like we can make it work the weekend of June 21<sup>st</sup>.

Until then, it's project time. I'll see you in the boatyard!

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



# 2025 FLYC Calendar - Tentative

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.

## March

21 **Deadline for newsletter articles.**

## April

01 **April Newsletter Publication Date.**

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

## May

01 **Membership renewal deadline.**

23 **Deadline for newsletter articles.**

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

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

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

## June

01 **June Newsletter Publication Date.**

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

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

14 *\*Watkins Glen Waterfront Festival & Cardboard Boat Races.*

20 **Commodore's Cup Pre-Race Social.** Menu includes hot dogs off the grill with all the trimmings and your dish to pass. Racers from SYC have been invited to join us for dinner and campfire! BYOB (1700)

21 **Commodore's Cup Race.** Race from Watkins Glen to Geneva with our friends from SYC. Details TBA. (0900)

21 **Commodore's Cup Post-Race Celebration.** Hosted at the SYC club house. Details TBA.

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

## July

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

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

05 **Independence Picnic & BBQ.** Hot dogs, hamburgers and Italian sausages will be served from the grill. BYOB and a dish to pass. (1700)

11-15 *\*Lake Ontario 300 Challenge, Port Credit, Ontario*

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

12-14 *\*Italian-American Festival (Watkins Glen)*

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

26 **Deadline for newsletter articles.**

26 **Cock of the Walk Race.** (1300)

## August

01 **August Newsletter Publication Date.**

**NOTE:** There is a \$10 charge for non-members/guests attending FLYC picnics and meals.

01-03 *\*ABC-FLX Cruise to Sampson. All FLYC members invited to join! Details TBA.*

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

11-15 *\*NASCAR at the Glen*

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

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

30 **Commodore's Dinner.** Steak and Burgers. BYOB and a great dish to pass. (1700)

## September

05-07 *\*Vintage Grand Prix Weekend*

05-07 **FLYC Club Cruise to Geneva.** Joint cruise with the ABC-FLX chapter.

06 *\*Seneca Yacht Club Barge Race, Geneva, NY (0900)*  
*All FLYC members invited to join!*

06 **Geneva Cruise Social.** Held at SYC club house or at Seneca Marina Park grounds. Details TBA.

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

19 **Deadline for newsletter articles.**

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

20 **Pierogi Day!** Kielbasa, sauerkraut and pierogis will be served. BYOB and a nice Polish side or dessert to pass..., or anything you would like to bring is just fine too. (1700)

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

## October

01 **October Newsletter Publication Date.**

02-05 *\*Annapolis Powerboat Show.*

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

04 **The Great Chili & Chocolate Cook-Off.** After the race, bring your best effort in either of these two categories. Power will be available for crock pots. If you are bringing a side, please have it Mexican themed to support our wonderful chili entries or bring whatever you like to pass around, it's all good! Margherita mix, ice, salt, limes and a BLENDER will be available..., just sayin'. BYOB (1700)

09-12 *\*Annapolis Sailboat Show.*

11 **Make up Race.** If needed. (1300)

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

## November

TBA **Member Banquet & Annual Meeting.**

21 **Deadline for newsletter articles.**

## December

01 **December Newsletter Publication Date.**

## January 2026

23 **Deadline for newsletter articles.**

\* Non-FLYC events in italics.

# Finger Lakes Yacht Club

## 2025 Membership Application

Membership renewals are due by May 1st, 2025. **Annual dues are \$45.**  
Please send this form and a check to:



Finger Lakes Yacht Club, Inc.  
c/o Katie Alley, Secretary  
PO Box 224  
Watkins Glen, NY 14891

Are you also a member of  
America's Boating Club (US  
Power Squadrons)? If yes,  
check this box.

☐

Application: ☐ New Member ☐ Renewal

**Important:** Please include the names of all of your household family members. This will ensure that membership privileges are awarded properly.

Name(s): \_\_\_\_\_

Contact Info: Renewing members - check this box if your address is unchanged from 2024 ☐

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Please list all email addresses you would like to receive digital communications to.

\_\_\_\_\_  
\_\_\_\_\_

Boat Name \_\_\_\_\_ Location/Slip # \_\_\_\_\_

Make/Model/Year \_\_\_\_\_ Length \_\_\_\_\_ Type ☐ Power ☐ Sail

Please indicate which areas interest you:

☐ Racing ☐ Cruising ☐ Social activities ☐ Newsletter

☐ **New** Women's Sailing Team ☐ Boating/Sailing Classes

Other club activities  
you'd like to see? Email  
secretary@flyc.us

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 \_\_\_\_\_