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Please send any comments, questions, or corrections to:

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## Commodore's Comments

by Mike Sidell

SV Delta G

Greetings from between the holidays!

Hope you each had a great Thanksgiving with lots of good food, family, and friends. Nancy and I have so much to be thankful for, between our health, our relationships, and our interests. I also have much to be thankful for as I complete one year as your Commodore. I reviewed my list from last year, and it hasn't changed much.



Last year, I appreciated your confidence in me as your new Commodore. I said I hoped to keep FLYC moving forward by enlarging our membership and keeping everyone connected. Our membership has grown, but there's always room for more folks to join us. I hope you help me in 2026 to recruit additional new members from the marina.

Also last year, I noted my appreciation of our past Commodore, Terry. I said he's such an asset to the marina and the Finger Lakes region. He remains that asset, from taking care of our boats at put-in and take-out to donating raffle items for our annual dinner. 2026 will be a big year for Terry and crew, as they celebrate the schooner's 100 years. Thanks, Terry, for all that you continue to do.

I noted in my December message last year that I was excited about our current slate of officers and directors. Ditto this year. Our leadership slate for 2026 is strong and involves new folks as well as those who have been around for a while. That combination is what keeps a club like ours vital. If you're called on to serve in some capacity this year, please consider giving back to the organization by saying "yes" when asked.

Finally, I indicated last year how thankful I am for the friendships we've made at the marina and our ability to enjoy ourselves while helping others. We still appreciate our good health, the opportunity we have to spend time doing the things we love, and the chance to live in such a beautiful part of the world.

I'm sure you have a lot to be grateful for, too. Enjoy the upcoming December holidays and think spring!

- Mike  
Slip 433

## Vice Commodore's Comments

by John Chesbrough

SV Plein Air

### Subtitle



The name Herreshoff is known to anyone who has dwelt on sailboats and/or sailboat racing. Their boats had the reputation for winning races, Nathaniel G. Herreshoff being the principal designer and

engineer for Herreshoff Manufacturing Co. Why was this one man so good at designing boats? I consulted the book "Capt. Nat Herreshoff, The Wizard of Bristol", by L. F. Herreshoff, 1953, Sheridan House, Inc., to learn something of Capt Nat's upbringing and education, hoping to learn something of this guy's makeup.

Capt Nat (1848-1938) was the seventh of nine children, four of whom became blind from glaucoma in childhood. Bristol, RI where they grew and lived, had been producing boats since its founding. British owned privateers, slavers, whalers, Bristol boats were known for speed and very little leeway. Bristol is surrounded by Narragansett Bay and boating was very common. Capt Nat's father built his own small catboat, *Julia*, and sailed the bay so often that he knew every cove and inlet.

Small boat racing was a local tradition and Natty started racing with his father and a brother or two at

## Port Tacks

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an early age. Some of the other racers were former ship captains.

The father built *Julia II* with a shifting ballast box (cobblestones). Capt Nat recalled: "The ballast box was amidships in light weather but was always used when there was wind enough to heel the boat to any appreciable amount. In a freshening wind and wishing to get the box to windward, it was not hauled there, but by luffing up into the wind suddenly and releasing the trigger or ratchet at the right time the box would roll to windward from the momentum of the boat's turning when the helm was suddenly put up to bring her back on her course. It certainly made *Julia* pleasanter to sail and also safer and faster. Although this ballast box and similar ones were used in four different boats I do not recall any accident by its getting adrift."

In the same conversation, Capt Nat describes the intense care everyone took with their boats. Only washed hands could handle and reef a sail. Bottom work was frequent for a good racer: "At each full and new moon, *Julia* was laid ashore and the bottom scrubbed so as to keep her in racing condition and ready for an afternoon scrap with four or five other Bristol boats that were kept in the same condition. These boats were owned by retired sea captains and characters to be remembered." You can be sure that Nat was a careful listener and had a good memory for his keen observations.

Older brother John, blind since age 14, built his second boat, *Sprite*, when he was 18 with help from father and Nat who reminisced on this boat: "I, aged 11½, did all the drawing and figuring for the full size moulds. Launched June 28, 1860, 20' long, 9' beam, centre-board, about ½ ton of inside ballast (old grate bars) and 5 or 6 cwt. of shifting weights, part lead. *Sprite* was very fast and easily the fastest sailer in the Bay. But she was a brute to steer, due principally to the very long boom, wide and weak rudder." When *Sprite* raced she had a crew of five including 12 year old Nat at the helm.

Brother John had his own machine shop around 1861, age 21, and continued building small sailboats. By 1863 he had his own saw mill for boat building and he kept his father and younger brother busy designing sail plans. In 1878 John and Nat partnered up with Herreshoff Manufacturing Co. which

gradually grew to 400 employees and several waterfront buildings. John was decidedly the better business man while Capt Nat was the better designer and engineer.

In the mid 1860s Nat was a student at MIT and became proficient with boilers and steam engines. He held a job at Corliss Steam Engine Co. and was the lead man for starting up new machinery and fine tuning the various valve adjustments. He was also working for his new business with his brother in Bristol. Capt Nat's health suffered from too much work so he chose to vacation in Europe.

He met his brother Lewis, another blind brother but also another tinkerer, in Nice where the two built a small light-weight sailboat, *Riviera*, which they sailed down to Marseilles and then north into Europe via rivers, canals, and trains to end up in Liverpool where they with their boat boarded an ocean liner bound for NYC where in turn they got back into *Riviera* to sail home. They were met along the way by father in *Julia III* and family members in one of John's steam launches to accompany the two travellers back to Narragansett Bay and Bristol. *Riviera* stayed in Bristol for childrens' use and entertainment, after reducing the sail plan.

Herreshoff Manufacturing Co. enjoyed success with steam driven boats, many by military contract, using their own boilers and machinery, as well a dizzying number of sailboats large and small. They were chosen by the NYC Yacht Club to first win and then defend the America's Cup from 1890 to 1920 with *Vigilant*, *Defender*, *Columbia* (twice), *Reliance* and *Resolute* (events around World War I caused a long idle period after 1903 up to 1920).

To describe Capt Nat as a perfectionist would be valid but also needless. He was a man of his own times when hard, diligent work was very common and well rewarded. It was a time of both fast growing industry and also fresh memories of civil war and even older memories of early America. Those were ideal conditions for a young man who was exposed to precision and excellence when young, to grow in the same mold and demand perfection in his trade.

- John

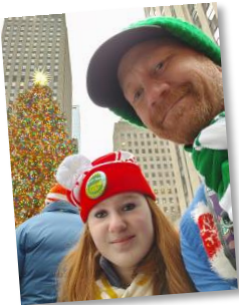
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# Rear Commodore's Comments

by Bill Trondsen

SV Ellawicious

## Year End Wrap-Up



[Bill and Don are alternating duties to write the column for the club's race fleet. In this issue it's Bill's turn. – Ed.]

o o o o o

Well, another fine racing season has wrapped up! Since publication of the last newsletter, we have completed the Grape Harvest Race, and the final Race #8 of the Summer Series. Time to report results!

Grape Harvest Race was held on Saturday, September 20<sup>th</sup>. This race was very well attended with 9 boats starting. Welcome to *SV Forty Two* to the race fleet in your first race of the season – hopefully you had fun and will return for racing next season. This race used a **\*\*STAGGERED START\*\*** format and one fast loop, apparently clockwise from Salt Plant to Hector Falls. Times were just over an hour for the race, with *Voyager* pulling away with a commanding lead, and the next three places crossing the finish line within less than a minute. Must have

been an exciting start and finish! All boats berthed in time for Peirogi Fest and post-race celebrations!

Race #8 was the final Summer Series race on the last Saturday in September. Six boats entered the race. The race report shows that the fleet decided on a longer course for the final race of the season. The event started from the East Mark at Hector Falls to the West Mark at the Salt Plant, then an additional loop returned racers back to the East Mark to finish. Race times were accordingly long at around 3 hours, plus or minus!! *Dry White* was the first over the finish line, and with enough of a lead over the fleet to earn 1<sup>st</sup> place after corrections.

Summer Series overall winner for 2026 is *SV Tomfoolery*! Big Congratulations go to *Tomfoolery* captain Tom Alley and crew. Thank you to the 16 vessels that participated this year. Thanks also to many helpers willing to deploy and retrieve marks. And a loud shout out to Tom Alley who manages the number crunching and web results.

Happy Holidays and see you next year!

Grape Harvest Race											Saturday, 2025 September 20						
Course		SBAS		Wind		3		Race Cycle Number 8									
Distance (nm)		4.37															
Start Time		13:45:00															
Adjustments																	
Boat	Jib	Spin?	Type	DPN	Jib	NFS	Moss	LSP	PHRF	Start	Finish	ET	Corr	CET	S(avg)	Score	
Voyager	130	N	CS30	80.4	1.009	1.000	0	81.1	157	13:51:46	14:54:03	01:02:17	00:06:46	01:09:03	4.21	1	
Dry White	130	N	Pearson 28-2	89.9	1.009	1.000	-3	87.7	196	13:48:54	14:57:15	01:08:21	00:03:54	01:12:15	3.83	2	
Tavernier	135	Y	Pearson 31	82.9	1.000	1.000	-1.5	81.4	158	13:51:39	14:57:53	01:06:14	00:06:39	01:12:53	3.96	3	
Tomfoolery	150	Y	Alberg 35	90.0	1.000	1.000	-3.8	86.3	188	13:49:32	14:57:56	01:08:24	00:04:32	01:12:56	3.83	4	
Brewster	110	Y	Hunter 336	79.0	1.029	1.000	-1.5	79.79	149	13:52:21	14:59:07	01:06:46	00:07:21	01:14:07	3.92	5	
Sweetest Thing	150	N	O'Day 28	89.9	1.000	1.000	4.5	94.4	236	13:45:58	14:59:57	01:13:59	00:00:58	01:14:57	3.54	6	
Forty Two	150	N	Catalina 30 TR	84.0	1.000	1.000	-0.8	83.3	170	13:50:50	15:04:20	01:13:30	00:05:50	01:19:20	3.57	7	
Lotz	150	Y	Freedom 25	89.6	1.000	1.000	3	92.6	226	13:46:45	15:27:54	01:41:09	00:01:45	01:42:54	2.59	8	
Blown Away	100	N	Catalina 25	93.9	1.029	1.000	0	96.6	250	13:45:00	DNF	DNF	00:00:00			9	

Race #8														Saturday, 2025 September 27						
Course		SABSAS		Wind (BF)		3		Race Cycle Number 8												
Distance (nm)		8.77																		
Start Time		13:45																		
														Adjustments					Moss	
Boat	Jib	Spin?	Fin Time	Valid?	Type	DPN	Jib	NFS	Moss	HC	ET	Corr	CET	S(avg)	Score s/nm	Moss	Adj			
Dry White	140	Y	16:38:15	OK	Pearson 28-2	90.0	1.000	1.000	-3.0	87.0	02:53:15	00:25:53	03:19:08	3.04	1	0	-1.5			
Sweetest Thing	150	N	16:57:23	OK	O'Day 28	90.1	1.000	1.000	4.5	94.6	03:12:23	00:10:59	03:23:22	2.73	2	29	-1.5			
Tomfoolery	150	Y	16:53:58	OK	Alberg 35	91.0	1.000	1.000	-3.8	87.3	03:08:58	00:27:37	03:36:35	2.78	3	119	0			
Tavernier	135	N	16:43:11	OK	Pearson 31	83.0	1.000	1.000	-1.5	81.5	02:58:11	00:40:27	03:38:38	2.95	4	133	0			
Brewster	110	N	16:53:08	OK	Hunter 336	79.0	1.029	1.000	-1.5	79.8	03:08:08	00:47:39	03:55:47	2.80	5	251	1.5			
Stargazer	60	N	DNF	OK	Dark Harbor 17	96.3	1.029	1.000	1.5	100.6	DNF				6					

## FLYC Season Race Scores - 2025

			Throw-Outs		2								
			Date ->		6/7	6/28	7/5	7/12	7/19	8/9	8/23	9/27	
			# Boats ->		8	7	11	7	9	9	11	6	8.5
Boat	Owner	Type	Race #1	Race #2	Race #3	Race #4	Race #5	Race #6	Race #7	Race #8	Race #9	Total	
Tomfoolery	Tom Alley	Alberg 35	3	1	2	7	6	6	1	3		16	
Tavernier	Jessup Wilcox	Pearson 31	5	4	9	2	3	2	8	4		20	
Ellawicious	Bill Trondsen	Pearson 26	4	2	1	1	5	8	9	8		21	
Dry White	John O'Brien	Pearson 28-2	9	3	12	3	2	7	6	1		22	
Brewster	Jim McGinnis	Hunter 336	2	8	4	8	10	1	4	5		24	
Sweetest Thing	Chad Vigil	O'Day 28	1	6	6	4	10	5	7	2		24	
Skylark	Don Swanson	Sea Sprite 30	6	5	3	8	10	4	2	8		28	
Seek Ye 1st	Mike Crouse	Islander 36	9	8	5	6	7	3	3	8		32	
Voyager	Tom Keebler	CS30	7	8	11	5	4	10	5	8		37	
Float On	Ray Montondo	Corsair F24	9	8	7	8	1	9	12	8		41	
Stargazer	Bob Hanson	Dark Harbor 17	8	8	12	8	10	10	12	6		50	
Magdalena	Margaret Radek	Cal 2-29	9	8	8	8	10	10	12	8		51	
Sails Call	Jim Morris	Bavaria 34	9	8	12	8	8	10	12	8		51	
Zephyr	Kris & Jim West	Hunter 306	9	7	12	8	10	10	12	8		52	
Lotz	Russ	Freedom 25	9	8	10	8	9	10	10	8		52	
Sea Witch	Katie Alley	Sunfish	9	8	12	8	10	10	11	8		53	

- Bill,  
SV Ellawicious

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## Secretary's Column

by Katie Alley

### 2025 Musings



December already! Not long ago, on Sunday, November 9<sup>th</sup>, our club gathered for our annual meeting at Seneca Lodge. We enjoyed great service and fantastic food. Our business meeting mused on the club's many successes in 2025.

We gained several new members this year, which is absolutely wonderful. If you invited an acquaintance or a new dock neighbor to a picnic, thank you very much! Or maybe we were having so much fun on the lawn and out on the lake that others couldn't resist joining FLYC. Either way, we did something right and were able to embrace new friendships.

And while we're musing about membership, I'll make a gentle reminder that you are welcome to pay your 2026 dues over the winter. There is an updated

SV Tomfoolery

membership form at the end of this newsletter. Please mail cash or a check to **PO Box 224, Watkins Glen, NY 14891**, and please send me email at [secretary@flyc.us](mailto:secretary@flyc.us) to let me know you mailed your dues. Emailing me is very important because I need to know if it is necessary for me to stop at the Watkins Glen post office during the winter months. Unfortunately, a lot of my hibernation takes place in Horseheads.

As of right now, dues remain \$45 for 2026. However, the directors and officers reserve the right to increase dues if they deem necessary at their 2026 organizational meeting in February. If you pay before then, you're locked in at the \$45 price. Which, if you think about all the fun we had this year - it's an absolute bargain!

Our officer positions, as determined at the November 9<sup>th</sup> annual meeting, are:

- Commodore: Mike Sidell
- Vice-Commodore: John Chesbrough
- Rear Commodore: Don Swanson
- Secretary: Katie Alley
- Treasurer: Denis Kingsley
- Assistant Treasurer: Nancy Sisbarro

And our current directors are:

- Maggie Martin (1-year remaining)
- Andrew Theisman (1-year remaining)
- Tom Alley (2-year term)
- Russell Wilson (2-year term)

All in all, our club had a great year on all fronts. Margaret Radek absolutely excelled at planning social events for us. Denis Kingsley keeps cooking the books, as we're in a better financial position this year. Our newsletter continues to be a highlight with Tom Alley as the long-time editor. The Race Committee executed a super enjoyable season for us, full of enthusiasm and involvement from Seneca Yacht Club based in Geneva. And finally, thanks to Terry Stewart, Brock Sgrecci, Spencer Beaver, and Marian Saks, the Watkins Glen Marina remains the best place to keep a boat.

There's plenty to be happy about this holiday season. As you have heard already via email, FLYC members are invited to take classes with ABC-FLX this winter. Spend your time learning something new in the nautical realm, hang out with your friends, and perhaps make a new one. The cold months are a great time to curl up with a textbook or practice your plotting by the fireplace. Stay tuned to your email for ways to get together and pass the time.

And soon enough..., I'll be sending you more aggressive reminders about paying your dues! In the meantime, Happy Holidays and Happy New Year.

- 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.*



*Figure 1: S/V Bounding Home chases S/V True Love on November 8<sup>th</sup> in light northerly winds.*

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# Annual Dinner & Business Meeting Recap

By Mike Sidell

SV Delta G

If you missed our annual dinner and business meeting, you missed a great time. Seneca Lodge pulled out the stops to make our dinner enjoyable. We had plenty of space and privacy for good drinks, fine food, and even better conversation on a chilly Sunday evening. After dinner, we adjourned to a meeting room on the lower level that the Lodge had set up for us. If you're able to patronize Seneca Lodge over the next year, please do so. They were easy to work with, were responsive to every request we made, and they deserve our business. In fact, the consensus was to return there for our annual meeting next year.

Tom Alley's slide show of the 2025 boating season was well received. Thanks to him and all of those who contributed photos. At our business meeting, the Commodore's Cup for 2025 was awarded. In the form of an engraved plaque, we went back as far as records existed to list past Cup winners, their boat's name, and the year. There's room for many more winners' names to be added in the years to come. It's a rotating award made of walnut (from a player piano, but that's another story!), and each annual

winner will be expected to pass it along to the next winner.

It was a busy night: we held a raffle drawing, too. Thanks to Terry Stewart and Katie Alley for running the drawing. Terry donated many items as prizes, for which all were grateful. Thanks to Don Swanson and Bob Hanson for their donated prizes as well. All prizes were well received, and our club made a bit of money from the raffle drawing.

We also have some brand-new officers. Thanks to those who have completed their terms and those who are newly stepping up. Andrew and Russ, welcome as directors! Nancy Sisbarro, thanks for your work on the nominating committee.

Our organizational meeting to plan for the 2026 boating season will be held on Saturday, February 21<sup>st</sup>, at 10:00am at Panera Bread in Big Flats. Anyone interested is welcome to attend.

- Mike

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**During the Covid lockdown, if you had family round on Christmas Day, police could force entry to your home and make them go home.**

**Does anyone know if this is service is still available, and if you have to book?**

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# Painting My Boat – Part I

By Don Swanson

*The planning and execution of a multi year project to repair and repaint the topsides of my former boat, a C&C 25.*

## Introduction

This journey actually began in 2022, when I repaired and repainted my transom hung rudder. (A detailed write up can be found in the February 2024 FLYC Port Tacks).

The rudder had suffered the slings and arrows of time. It had a nasty crack along the spine and lots of crazing below and above the WL. To fix this I would learn to: fix crazing, fair surfaces and apply topside paint. All useful skills that would prove useful later on.



Figure 2: Where it all began. The rudder as it was.

## Taking the Plunge...Why Repaint the Hull?

When I first laid eyes upon *Independence* it wasn't exactly love at first sight. The topside color scheme wasn't knocking my socks off. It was... uninspiring. There was also significant cosmetic crazing on the hull - no surprise on a boat pushing 40 years old. But

SV Skylark

C&Cs were built like tanks and I knew the boat was a worthy enterprise. Although a bit bothersome, I overlooked the blemishes - at least for a while.

And for all I knew the hull color was the original gelcoat. Wrong! Eventually, the truth revealed itself. Over time it became clear that the dark blue was actually paint applied over the original light bluish-gray gelcoat. I later discovered the factory white bootstripe at the waterline. Wow! What a revelation that was. If it was painted once, the hull could be painted again. Of course, the question dangled: Why was it painted? Why would a previous owner go through the trouble and expense of painting? I wouldn't find out until much later. The mystery will be revealed in the second part of this story, but for now it was left unanswered.



Figure 3: The original color scheme. A photo from 2017 shortly after acquiring *Independence*. From 10 paces it looked pretty good, but up close... less so.

Fast forward to 2023. My intention was always to keep sailing the boat for many more years. By then, having already done the rudder repairs (and countless others), I felt ready to tackle the one thing that had gnawed away at me since day one - repairing and repainting the hull. Why not finish the job and make the boat exactly as I would like it? If I was going to keep this boat for the long-haul I wanted it to look its best and reflect my personal tastes and aesthetic.

But there was no denying it. This was going to be a monumental task. *Independence* may only be 25 feet long, but that's still plenty long enough. This job

would take some serious thinking, preparation, and patience. Most of all it would demand a huge amount of time and effort.

### The Plan

In 2023 when I decided to take the painting plunge, my first step was to devise a realistic plan. Rather than taking on the entire topsides, I decided to first repaint only the transom. This would keep my work load reasonable, provide a trial run of technique and materials, and if I bungled the job there was less to fix later on.

A plan was formed. I would repair and repaint the transom in the early spring of 2024. After a season of use and assuming the paint job held up and still looked good, I would then paint the rest of the topsides during the 2024-2025 off season. I also figured it would be a good idea to dedicate a sailing season's worth of thought to this project before committing to doing the rest of the hull.

### Part 1: The Transom Trial

To repaint the transom, it was first necessary to remove all the mounted hardware. This included the: swim ladder, outboard motor bracket, upper rudder gudgeon, and a defunct FM radio antenna. The antenna cable gland and screw holes would need to be filled and faired. The antenna was trash.

Stress crazing emanated outward from where the motor mount and swim ladder were bolted through - signs of past flexing. In a slight detour from the job I built up additional fiberglass on the inside of the hull to provide greater strength and rigidity to these areas. I also made some new, beefier backing plates. After all, I didn't want my new paint to meet the same fate.

Next on the agenda was a thorough cleaning and dewaxing to remove dirt and wax. This was essential, to prevent any wax being worked deeper into the surface when grinding and sanding. Contamination of this nature can spell doom later on. Throughout the entire process, dewaxing and surface prep was a constant element of my routine.

### Grind Time

With a Dremel tool and some well chosen bits, every chip and crack was opened up to expose fresh and solid material. After cleaning, these were filled with

a flexible epoxy thickened with microballoon fairing filler. This took a couple applications before moving onto sanding it all surface flush and removing all of the paint.



Figure 4: Cracks ground out and filled.



Figure 5: It took a couple sessions of sanding and to fully remove the paint. The light bluish gray is the original gelcoat.

Once the paint came off and the original gelcoat color was revealed, my choice of color (not yet finalized) would take shape. Although I was unable to find a perfect match, I settled on Whaler Blue, a rich, but much lighter shade of blue. In a homage to the previous color, my plan was to add a navy blue bootstripe.

After a filling, some fairing and plenty of sanding, it was finally time for paint. This was fairly straightforward. First a layer of topside primer and then 3 or 4 coats of topside paint. To keep things simple, the plan was to roll and tip. There was only one serious impediment at this point and that was the weather. To paint each coat I waited for windows of appropriate environmental conditions... a steep climb in early spring - but doable.

In this type of work, 90% is preparation. The remaining 10% demands the same careful attention to process and detail. But if one is careful and patient the result can be very satisfying. I definitely learned from some trial and and maybe a little error, but for the most part the paint application was straightforward and the paint itself was very forgiving.



Figure 6: The finished transom sans hardware.



Figure 7: Launch day 2024. Would it hold up? Would the rest of the hull be next?

For this job I chose to use products from Total Boat (Jamestown Distributors).

- TB Dewaxer
- TB Flexpoxy\*
- TB Total Fair
- TB WetEdge Topside paint
- TB Special Brushing Thinner 100

\*To thicken the epoxy I used a West Systems fairing filler which was completely compatible.

Total Boat also provides excellent technical advice by folks who actually know and use the products.

Stay tuned for the next installment (Painting my boat, part 2) in a future *Port Tacks*.

Cheers,

- Don

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Captain's Log Day 39:

Roasted unicorn is delicious.



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## Meet Your New Directors

### Russ Nelson

My boat, Łódź (pronounced woodj), is named for the city of my wife's birth, and it translates into English as "Boat." Yes, my boat is called Boat. Some dude on the breakwater saw it and laughed. Clearly a Polish speaker.

It's not your average 25-foot sailboat, as it has a carbon fiber mast that goes through the cabin down to the keel. As such, it has and needs no stays. Not even a backstay! It has a large mainsail, and a staysail in place of a jib. Its spinnaker is mounted with both clew and tack connected to the pole, which is center-mounted on a sleeve on the pulpit. There are sheets for both clew and tack, plus more sheets connected to both ends of the pole, so you can draw it out from a stowed position along the lifelines, and draw it back in again. Plus, there is one continuous line connecting both ends of the pole, so you can steer it. This gives you great flexibility, as you can haul in on the port side



### SV Łódź

of the reins, and also loosen the starboard sheet to fly the far corner higher, or further out for a better angle. It's easy to do a beam reach with this setup.

The spinnaker is stowed in a sock that runs along the port lifeline, with a retrieval line attached to the center of the sail. It's tricky, and I haven't completely mastered it, but at least in theory you can fly and douse the spinnaker without leaving the cockpit. The difficulties I've had happen when either sheet gets wrapped around itself or the pole, making it impossible to let the sheet out. It takes practice to manage the halyard and the two sheets as you pull on the retrieval line to avoid putting the spinny into the drink.

This is my second spinnaker. The first was rotten around the pull point, and the first time I tried to douse it, it ripped nearly right off. I found a replacement on the Internet, and this one has been fine. It's very easy to set up for a sail, and I'm getting better at handling it. That's all I've got for today, go away now!

- Russ

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### Andrew Theismann

### SV Forty Two



Hello Finger Lakes Yacht Club! During the Annual Meeting earlier in November, I was honored to be elected to serve the club this next year as a Director. I wanted to take a moment to introduce myself and my family, and invite you all to say "Hi" and

come sailing.

My wife, Becca, and I moved to Hammondsport, with our two dogs, George and Raiatea, to be closer to family after spending the majority of our lives in the Dallas, Texas area. We actually met sailing on

Lake Lewisville in Texas when I was coaching the University of North Texas sailing team based out of the Dallas Corinthian Yacht Club where she was just learning how to sail. Ever since that fortuitous meeting, sailing has been a core tenant of our life and what makes us happy. I was lucky to find someone who possessed a deep love and desire to participate in something that had been a core part of my life since I was in diapers.

Over the past 30 or so years, sailing has been an outlet for relaxation and calm as well as one of the most competitive and exciting pursuits that I have ever experienced and I am always looking for ways to help the community expand and grow.

A little bit about me and what has led me here: I spent my formative years in Highland Village, Texas (a Dallas Suburb) sailing on Lake Grapevine and Lake Lewisville, primarily while sailing and racing

everything from Lasers to Catalina 30s and Lagoon 42s (offshore). While in high school, I started a small sailing team at the school and we performed well (not great) in the local league. Moving to college, I got a degree in Aerodynamics from Embry-Riddle University in Daytona Beach, FL and served in the Army. After leaving the Army, I moved back to Dallas and started a consulting company focusing on helping businesses realize efficiencies and cost savings by introducing technology to help with processes. The intersection of business process and technology automation from my consulting days led me to my current role as a Software Engineering Leader (specializing in Cyber Security and DevSecOps) for one of the top banks in the US.

For a few years there in consulting, I had a long term contract redesigning and modernizing the technology for a nationwide water sports retailer and sail loft. While my focus was on the technology, I spent a good deal of my time learning sail design and applying aerodynamic principles to the design process as the loft was looking to improve their One Design program and my J/24 team was the perfect testing platform for the new concepts. This was a fun time as it took me to Chicago to participate in the Race to Mackinaw on a J/105 and had me travelling

around the nation for various regattas on J/24s and other boats.

Moving forward a few years, when COVID-19 hit and the nation moved into a lockdown (and remote work became the norm), Becca and I decided that the best place for us to lockdown and isolate was on a 2003 Jeanneau Sun Odyssey 43DS, so we parted ways with North Texas and moved full-time onto *Mundilfari*. We spent the next four years travelling up and down the east coast of the US, met some amazing people, and did everything we could to just enjoy each day.

I know there are a lot of words here, and I'm probably over my limit (sorry, Tom), but our journey has lots of tacks and gybes as we have moved up the course.

If you see us out around the marina, or just see the hatch open on our boat (Catalina 30 named *Forty Two* at the end of Dock 3), please stop by and say "Hi." We love getting to know people and any conversation about sailing is a good conversation in our book.

- Andrew

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**Quote of the Day:**

"I may not have gone where I intended to go, but I think I have ended up where I needed to be."

- Douglas Adams

# I Bought a Boat

By Katie Alley

As many of you know, I took the leap into keel-boat ownership recently. I figured I would share my first-time buying experience as a Gen-Z woman. Just the other night, my good friends asked me, “So how’d you decide you wanted a big boat?”

For me, having grown up sailing on the good old Alberg 35, it was never a question *if* I was going to own a big boat, but more so a matter of *when*.



Figure 8: Aboard S/V Tomfoolery, Seneca Lake, circa 2002.

Throughout my 20s, I’ve said that I don’t want to die in my hometown. I want to travel, meet different people, and see other places. But the older I get, the more I realize that dying in my hometown would not be the worst thing to ever happen because the Finger Lakes region is a beautiful part of the world. Plus, I can still travel while I call FLX my home.

My partner’s and my lease is up for our current apartment next summer, and we plan on parting ways with our roommate. For context, my full-time year-round job is remote, and I work on the schooner *True Love* part-time in the summer for additional income. My boyfriend landed a more comfortable position with Elmira College last winter and does not want to leave the area because of that. I said fine, but I want a bigger boat if we’re going to stay here. I didn’t act on that statement immediately.

Next year, schooner *True Love* celebrates her 100<sup>th</sup> birthday. Her current owner, Terry Stewart, is looking to retire and pass the helm over to a new

*SV Lanikai*

owner. He’s been pondering ways to keep the charter business alive aboard the historic vessel. Over the summer, it was decided that I and two other senior crewmembers, Brock Sgrecci and Spencer Beaver, would go for our USCG Captain’s licenses. We’re scheduled to attend classes in Florida this coming February. (Excited is an understatement - but there will be more to come on that endeavor later.)

In order to maintain your captain’s license, you must have documented sea time aboard vessels. I thought to myself, if I got my own boat, that would absolutely ensure I have enough sea time. Another motivator.

In early September, a friend in the marina approached me. He said that his girlfriend was looking to sell her Catalina 22, which was in pristine condition. That’s when things got serious for me.

I did a lot of reading about Catalina 22s. Seems like a manageable size for one small woman. Yeah, there’s the pop-top cabin, but at 5’2”, I would have standing headroom with it up. I don’t know anything about swing keels, but I could learn. Catalina still makes parts, and these boats are everywhere, so they are feasible and affordable to maintain. The boat was on a trailer - cool, I’d save money on winter storage by parking it in my parents’ yard. My Subaru could handle moving it. I could cope with a slip on Dock 1 without power or water for the summer if I wanted to. I was genuinely starting to picture myself on this boat and what I would do with it.

And then, long-time marine tenant Tony Kut yana, placed a “For Sale” sign on his C&C 25, *S/V Lanikai*, in prime real estate on Dock 3. I had shared with a few people that I was looking at a Catalina 22. Within hours of that sign going up on *Lanikai*’s bow railing, multiple people came to me and said I needed to look at that boat. I thought, well, it never hurts to look.



Figure 9: Just “looking,” featuring intimidating line spaghetti.

And so I did. My dad and Mike Crouse convinced me that this was not an option to sleep on. I connected with Tony, and he was very upfront about what work *Lanikai* needed. It was clear that the boat needed more work than the Catalina 22. However, she was in the water and ready to sail at that moment. We’d seen Tony sail her heavily for many years, so *Lanikai* was by no means neglected.

I was faced with a true *champagne problem*. I felt some time pressure. I didn’t want anyone else to buy either boat before I got MY pick! I did some research on C&C because I didn’t know much about them. Turns out they are a very reputable boat builder.

Like a true Gen-Zer, I also posted my situation on Reddit. I asked the r/sailing subreddit (aka forum) which boat they would choose. I received over a dozen responses, most of them voting for the C&C. The people of Reddit marveled at C&C’s build quality, seaworthiness, and racing capabilities. They also pointed out that the C&C 25 is bigger, has better accommodations (including a “real” head), and is overall a sportier boat than the Catalina 22. *Lanikai*

also came with her slip on Dock 3, which is an absolute game-changer.

One of the few commenters voting for the Catalina 22 privately messaged me, saying he had a Catalina 22 in Vermont he was trying to get rid of for a mere \$600. I thought that was also telling.

I had all but officially made up my mind, but was still planning on at least looking at the Catalina 22. The night before I was supposed to go look, the owner texted me to let me know that the boat was no longer for sale.

My decision had been made for me! The universe validated what I was thinking. I immediately texted Tony to tell him that I wanted *Lanikai*. On October 4<sup>th</sup>, he signed over the registration to me. Since then, Tony has been extremely helpful and supportive as I get acquainted with the boat.



Figure 10: A toast to fair winds and following seas. *Lanikai* enjoys the first glass of Glenora Brut.

I realized quickly how easy it is to get overwhelmed with projects on an old boat. The list of things I want to replace or refurbish continues to grow. But, reminding myself that all of these things are truly

*champagne problems* has really helped me manage my stress levels.

All of these little problems on this beautiful boat are good problems to have. Every project is a learning opportunity. And I am privileged to have these problems to solve.

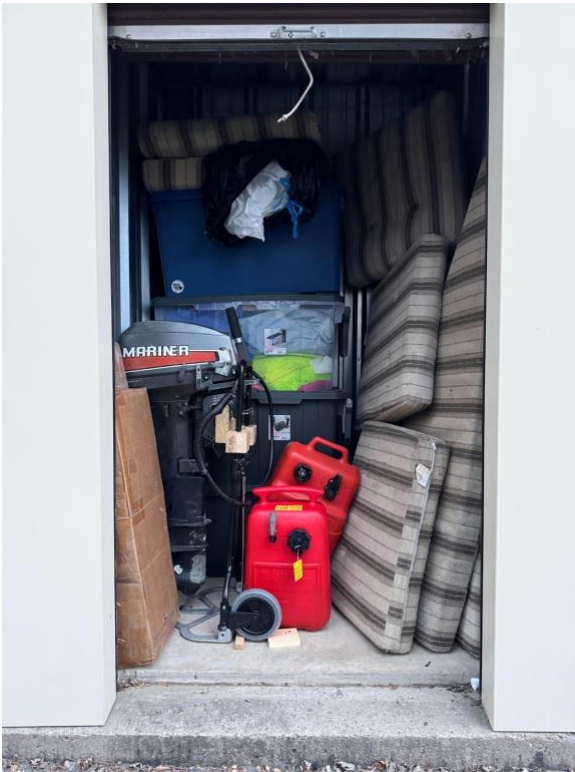


Figure 11: The storage unit (not included in my purchase) that I needed for Lanikai's large sail selection, amongst other boat things.

I have access to excellent resources, including my incredibly competent dad, who is quite familiar with the *champagne problems* of old boats, and our wonderful marina community, full of knowledge and eager to lend a helping hand. I'm rich in life because of the support I have.

And in terms of being "rich" financially - I am lucky that my hard work has paid off. I've lost count of the number of times a Baby Boomer or Gen Xer has asked me why people my age are not boating. The reality is: We can't afford it. Wages have not kept up with the cost of living. Disposable income is limited, and the majority of us live paycheck to paycheck. If Terry had not invited me to work on *True Love* starting back in 2021, I am doubtful that I would have been able to afford keel-boat ownership at age 26.

The responsibility of boat ownership scared me for a long time - the financial aspect and the maintenance

commitments. I was (am?) also fearful that I don't know enough about taking care of every part of a boat. But now, I'm feeling more equipped to handle it all. What I don't know, I can learn. I plan on taking the *Marine Electrical Systems* class with ABC-FLX, for instance. I never had any interest or motivation to learn about wiring and whatnot before now.

No one tells you that when you first buy a boat, it doesn't even feel like yours. *Lanikai* still feels like *Tony's boat* that I'm entirely responsible for now. I realize that the "mine" feeling will come with time and the completion of projects. I don't mind that I have the winter ahead to work on some upgrades and personalization.

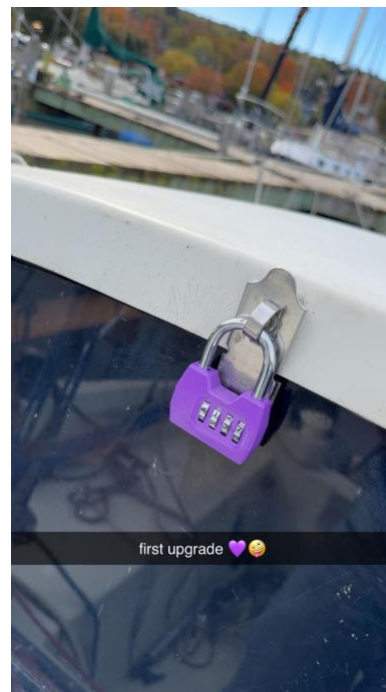


Figure 12: First addition of my personality.

I registered myself on the online [C&C owners database](#). I scrolled through the entire list, which included owners of all the different models C&C made. I only saw one other female owner out of a couple of hundred names. While I'm sure that not everyone is registered on the database, this is another motivator for me. I want to prove that young people can work hard enough to own boats. And I want to prove that women can do it, too. (My non-sailing boyfriend had nothing to do with this purchase, other than listening to me talk about it and probably not understanding a word I said. He asked if we would be able to see the Cardboard Boat Race from it, but that's it.)

I also took the time to decode *Lanikai*'s HIN. She was built in January 1982, hull #738. I've decided that *Lanikai* and I share a birthday, January 23<sup>rd</sup>, just 17 years apart. You cannot convince me otherwise. We will be celebrating together. I think these connections are what will also make the boat mine.



Figure 13: Properly winterized(?)

In the coming year, I hope to fully embrace boat ownership in the Finger Lakes. I'm excited to keep learning new things. There's a lot to look forward to. So how'd I decide I wanted to buy a boat? The timing worked out. I felt supported. I have what I need. I *could* buy a boat, so why *not* buy a boat when there's a good one right in front of you?

Talking to people worked in my favor. My marina friends guided me in the right direction.

Reddit was also an incredibly valuable resource for me. Maybe don't believe everything you read on the internet, but the people on the r/sailing subreddit were kind and honest with me. They helped me feel confident in my decision.

As much as I absolutely do not want to even think about that day right now, I can only hope my next boat-buying experience works out as well as this one did.

- Katie

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## Editor's Corner

by Tom Alley



### It's The End – NOT!

We've put away our boats and gotten out our coats. Our evenings are much darker, and our days are much shorter, thanks to the combined effects of abandoning

daylight savings time and the Earth's northern hemisphere now pointing away from the sun. As a result, it's easy to dwell on the fact that the 2025 boating season is over. Done. Finished.

While that might be true, we have approximately 170 days to begin planning for our 2026 season. When viewed through that lens, it's, in fact, already the beginning of our next season!

### Work is Never Done

As part of the Race Committee, I can report we are already working on things for the 2026 boating season. Several aspects of the program are being reviewed, and several potential improvements have been identified that will be addressed. Likewise, our club web site needs some serious maintenance. Again, some proposals have been made and are being considered by the officers and directors of the club. Stay tuned for announcements in that area as well.

So, while the boats might have been put away, club business continues and there is a small group of dedicated volunteers who are working through these cold, dark months to make everyone's experience next summer all the better. It bears repeating that there's always room for an extra pair of hands to

share the workload. If you're interested in helping with any aspect of the club's operations, please contact any officer or director. (Contact information is on page 2 of this newsletter.)

### All Work and No Play Make...

Many of us would complete the phrase above with, "... for lots of stress!" While having idle hands is not necessarily a virtue, there is the practical reality that we do require some periodic and regular down time. Fortunately, we're at that part of the year where we are provided with plenty of opportunities with the holidays between Thanksgiving and New Year's. Please do take some time to recharge your batteries.

And when your batteries are all topped off, I do hope you'll consider increasing your involvement in the club, even if it's just a little. The saying "Nothing ventured, nothing gained" is very true. I think you'll be surprised how much more you get out of our modest little club if you invest just a little time in helping with its operations.

But until then, I wish all of you peace and gratitude in the Holiday season. Merry Christmas, Happy New Year, and all the best!

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).*

### Quote of the Day:

"Never miss a good chance to shut up."

- Will Rogers

# 2026 FLYC Calendar

Check the club web site (<http://www.FLYC.US>) to see the most current information. **Changes highlighted.**

## January

23 **Deadline for newsletter articles.**

## February

01 **February Newsletter Publication Date.**

21 **2026 Club Planning Meeting.** (1000) Board of Directors required, but open to all members. Held at Panera Bread, Horseheads, NY.

## March

21 **Deadline for newsletter articles.**

## April

01 **April Newsletter Publication Date.**

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

24-26 *\*Annapolis Spring Sailboat Show.*

## May

01 **Membership renewal deadline.**

11-15 *\*NASCAR at the Glen*

23 **Deadline for newsletter articles.**

## June

01 **June Newsletter Publication Date.**

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

## July

10-14 *\*Lake Ontario 300 Challenge, Port Credit, Ontario*

26 **Deadline for newsletter articles.**

## August

01 **August Newsletter Publication Date.**

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

## September

04-06 *\*Vintage Grand Prix Weekend*

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

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

19 **Deadline for newsletter articles.**

## October

01 **October Newsletter Publication Date.**

08-11 *\*Annapolis Powerboat Show.*

15-18 *\*Annapolis Sailboat Show.*

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

## November

TBA **Member Banquet & Annual Meeting.**

21 **Deadline for newsletter articles.**

## December

01 **December Newsletter Publication Date.**

\* Non-FLYC events in italics.

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

# Finger Lakes Yacht Club

## 2026 Membership Application

Membership renewals are due by May 1st, 2026. **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 2025 ☐

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

☐ 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 \_\_\_\_\_