

Port Tacks

The Finger Lakes Yacht Club, Village Marina, Watkins Glen, NY

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

NOTE TO SELF

Don't forget to pay
FLYC membership dues
by May 1st!

Commodore's Comments

by Mike Sidell

SV Delta G

Can spring be nearly here in northern Pennsylvania? It seems like we've certainly paid our dues with winter this year. Let the boating season begin soon!

Speaking of dues, at our February planning meeting, we decided to keep dues at the same low price of \$45. Your dues are due May 1st.



At the risk of repeating myself, here are the benefits of membership that I hope you can share with non-members this year:

1. There's no better way to socialize, and Margaret is planning several interesting potlucks and fun events. The potlucks alone are a bargain!
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 and enthusiastic sailors ready to welcome you.
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.

Let's work together to increase FLYC membership. If each member can take the following steps, together we'll grow membership and make the organization stronger and better than ever!

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 social event this season. 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.

Last but certainly not least: Congratulations to new Captains Katie Alley, Brock Sgrecci, and Spencer Beaver! They each were certified as 100-ton Coast Guard Captains after attending classes at the Marine Professional Training School in Fort Lauderdale, Florida in February. Terry Stewart shared that the three have put in a combined 14 seasons (five seasons each for Katie and Brock and four seasons for Spencer) of *True Love* sailing in every condition Seneca Lake offers. Their combined hours totaled a whopping 1,647 two-hour sails. Terry, himself a 2004 alumni of the School, noted that, "I believe the old wooden boat owed them a debt of gratitude. So we did it." After successfully passing the two-week course which culminated in an all-day exam, they must now submit final applications to the Coast Guard for the last step to actually have their licenses in hand. Interestingly, their instructor was a Navy veteran raised in Dryden, NY (of all places!) and she plans on sailing with the crew sometime this summer.

May your anchors always be strong, your crews loyal, and your journeys safe! Also, shout out to the Stewarts for recognizing their talent and helping to make it happen. When you see Katie, Brock, or Spencer, be sure to give them your congrats.

See you dockside, Mike

- Mike
Slip 433

Port Tacks

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Vice Commodore's Comments

by John Chesbrough

Watching Sailors in Southern France



On Sunday, March 22nd, Maggie and I were on foot in Marseille, France, exploring the Old Port and harbor. We had just returned a rental car that we'd put about 1900 kilometers onto

by driving from Paris through the Loire Valley down into Provence. In Marseille, we walked all over an old fortress looking down on the harbor on one side and out onto the Mediterranean on the other side. Lots and lots of sailboats were heading back into the harbor.

I noticed that the sailboats were of three different J boat classes (I don't know my J boats). Most of the crews wore bright yellow hi-viz hoodies under their weather jackets; good idea in case of MOB. The weather was overcast, light rain, breezy-gusty, about 50°F. Marseille is a world class sailing center and they race year 'round. France has more sailboats than any country, and plenty of good native-borne boat makes to choose from. On the opposite side of the harbor entrance is another fortress on a high bluff. Invaders beware!

Marseille was first settled c. 600 BC as the Greek colony of Massalia (later as Roman Massilia) and was populated by Greeks from Phocaea, today Foca in Turkey. It became the largest trading port for that part of Europe. The Rhône River terminates at Marseille, thus providing a navigable waterway into Central Europe and other rivers, contributing to extensive trading and commerce. The Vikings were well familiar with the Rhône and Marseille. It is France's oldest city and second largest. It became a Roman port in 49 BC thanks to Julius Caesar.

The next day we rode a very fast train to Paris to figure out the underground train system to get to the airport and fly back to JFK. I am thankful to Marseille for refreshing my winter weary love of sailing, and the spring cleaning rituals.

SV Plein Air



Figure 1: Looking SSE, harbor entrance.



Figure 2: Looking west across harbor. Cathedral on hilltop catches morning sun first.



Figure 3: Late afternoon return to harbor from racing.



Figure 4: J/70 being towed in.



Figure 5: Looking east from one fortress at another. Skipper is the only one without hi-viz hoodie.

- John

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Figure 6: Copyright © 2026 by Power Line and respective authors.

Rear Commodore's Comments

by Don Swanson

SV Skylark



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

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Important Information for Racers - Changes for the 2026 Season

Happy Spring and best wishes for another great season of FLYC boating fun. If you have been around these environs as of late you will know what I mean when I say it's been a particularly long winter. I'm certainly looking forward to sunny days and warmer temperatures. The 2026 season is set to unfold and I would like to use this month's column to explain how the FLYC racing program is changing and what it means for racers.

The race committee has been busy over the winter. We have been conducting a top-to-bottom review of our program with an eye to improvement. Our guiding objectives are to increase participation, keep it fun, provide transparency and better align our program with accepted practices throughout the yacht racing community.

To this end we have consulted with other yacht clubs and national authorities (US Sailing). We have created new resources for racers, conducted countless modeling of handicapping processes (mostly to test reliability and statistical stability), and created a formalized handicapping process for each boat. Starting this season, skippers will complete a handicap application for their particular vessel in order to receive a handicap determination and certificate. This will be a requirement for participation and scoring.

The Race Committee has also been developing systems and resources to ensure program continuation into the future. We now have a manual for race management, including instructions on how to use the scoring and handicapping processes and

formulae. This will ensure consistency and a more seamless transition as personnel change over time. The last few months have been focused on making our racing program as good as it can be – now and for years to come.

NEW Racing Page at FLYC.US

All racers should take a moment to visit the new FLYC racing page. Most of what's unpacked in the comments below can be found there in much greater detail.

<https://www.flyc.us/index.php/about-racing>

NEW Handicap Application & Certificate.

The first big change skippers will notice is the new handicapping and certification process. Each participating boat/skipper will be required to complete an application to receive a handicapping certificate for their specific boat.

<https://www.flyc.us/index.php/handicap-application>

Assigned handicaps will be determined using a hierarchy of available and legitimate data. Details can be found on the application and in the Competitors Manual. This change aligns our club with widely accepted practices. We will no longer declare headsail sizes on the day of each race. The calculated handicap for each boat will take into account the largest available headsail ON BOARD which will be included in the application data. As the season gets underway, this process may take a little time to work out. Racers can participate absent a handicap determination. However, scoring will be done retroactively once the appropriate handicap is assigned. To help make this process easier it is recommended that if you plan to race this season, please complete your application before your first race.

Racers can download and print their application and submit it to any of the race committee members. Although we encourage racers to complete this process before the start of the season, it will be possible to retroactively score participants when needed. Members of the race committee will be available to help with the process.

Members of the FLYC Race Committee include:

- Don Swanson (Rear Commodore, Race Committee Chair)
- Bill Trondsen (Assistant RC)
- Tom Alley
- Jim McGinnis

Moss Factor Tweaks

FLYC will continue to utilize a “golf handicap” (colloquially referred to as a “Moss Factor”) as a local handicap adjustment. During the off-season, we have taken a close look at the formula and its stability over multiple seasons.

Although it has proven effective, we have made some modest changes that we believe will produce a better product. The underlying purpose of this adjustment is to make FLYC racing more competitive. This is done using a mathematical formula to reduce the range of corrected elapsed finish times for the race fleet. Benefits of this adjustment include helping beginners to sail more competitively while providing seasoned, veteran racers with incentives to further improve their sailing and racing skills. When a new boat (or new skipper) joins the fleet, their Moss is reset to zero.

Moss adjustments will NOT be applied to Interclub events (Commodore’s Cup, Barge Race) and Fun Races like the Rust Removal Regatta, Cockpit of the Walk, Grapeharvest, and Gear Buster races.

All Are Welcomed

Anyone can participate in FLYC races. We welcome everyone. Increased participation is a win-win for every sailor. Although FLYC racing is sponsored for and supported by club members, we invite non-members to race. Help us expand the fleet by spreading the word.

Fun Races as a Scored Series

This year we are going to score our fun races both individually *and* as a series (similar to our Summer

Series). These races are mostly for fun's sake and can even get a little zany. Fun races are as competitive as each racer wants to make it, yet provide a more relaxed approach, especially for sailors new to racing. A more detailed explanation can be found at:

<https://www.flyc.us/index.php/flyc-race-events>

The top placing non-member skipper in the fun race series will win a club membership for the following year (2027). Pass the word along the dock and encourage new folks to give racing a try.

The Bottom Line

This season will be different. Skippers will apply for a handicapping certificate. Handicaps will be determined based on a hierarchy of verifiable and legitimate source data. Specifics can be found on the application and at:

<https://www.flyc.us/index.php/about-racing>.

Our Fun Races will now be scored as a series and no Moss Factors will be applied. Our website has been expanded to inform and guide race participants. All official race communications will be done through email, so the earlier you submit your handicapping application, the sooner you will be added to our message distribution list. Skippers should preview the 2026 events and race calendar at:

<https://www.flyc.us/index.php/events>.

Hope to see you soon - either in the yard or at the dock. Keep an eye out for myself or any other member of the Race Committee. We can help you navigate our new application for handicapping certification. Until then...

Cheers!

- Don

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You can contact the race committee by sending an email to:

race@flyc.us

Secretary's Column

by Katie Alley

The World's At Large



"Ice age heat wave, can't complain

If the world's at large, why should I remain?

...

I pack up my belongings and I head for the coast

It might not be a lot, but I feel like I'm making the most

The days get longer and the nights smell green

I guess it's not surprising, but it's spring and I should leave

I like songs about drifters, books about the same

They both seem to make me feel a little less insane"

Lyrics from "The World At Large"

by Modest Mouse

This song has been a regular listen for me in the last (almost) five years since I graduated from college. Isaac Brock, the lead singer and guitarist of alternative rock band *Modest Mouse*, reflects on his inherent, endless restlessness. His lyrics explore what it means to be unsatisfied and lost in life. As boaters, I think we all relate to this sense of wanderlust and desire for freedom. Have you ever tried to sail away from your problems? Does it ever feel like you'll *never* be satisfied with your maritime knowledge or your boat projects? Are you always planning for the next big event, instead of enjoying the day you're having right now?

"*The World's At Large*" has obviously resonated with me throughout my 20s. I am 27 with infinite possibilities for success and infinite potential for failure. I think about my job(s) a lot, and the concept of a "career," and where I want to live for the rest of my life, and getting married, and what the hell - my friends are getting pregnant on purpose? I don't know what I'm doing. I just bought a boat because it seemed like something fun to do and spend money on.

My restlessness is always at a high this time of year as I anticipate the coming summer. Maybe you can't

SV Champagne Problems

relate to all the things I'm unsure about in life, but I'm sure you can relate to being antsy to get on your boat, plan your next voyage, and complete your next project. That's why boating communities like ours exist - so that we can make each other "feel a little less insane."

Almost Time for the Season Kickoff

On February 21st, your hardworking and dedicated officers and directors met at Panera Bread to lay out the 2026 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 or on your yearly membership form (also found at the end of this issue).

It's April, which means next month is May. Membership dues are (and always have been) **due on May 1st**. Membership dues must be sent by mail to the address on the form. There may be a delay in your checks getting cashed - this is normal, as we may only get to the P.O. Box every few weeks. If you would like confirmation that we have received your membership dues, do not hesitate to send me an email.

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 in the marina 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 and has not been Commodore for over a year).

- **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).

Now that that's over with, I can say that I am looking forward to seeing you all very soon! Again, pay attention to your email – I hope to send out an invitation to ABC-FLX's next event soon, where I (and hopefully my fellow *True Love* crewmates) will be presenting about our endeavor to become USCG

licensed captains! As of right now, we're still working on all of the paperwork to make it official, but we had a very rewarding experience at maritime school in Florida. Feel free to head over to abc-flx.org to read my article in the March edition of *The Drum* about that. (It's visible and free to read even if you are not an ABC-FLX member!)

- 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.

Repairing a Raymarine Anemometer

By Russell Nelson

Yet again, I write about my boat Łódź. The mast was down when we looked at it in Ithaca. After we had it trucked to the Village Marina, and stepped the mast (Terry: "Are you sure you have all the pins?" Russ: "It's a carbon fiber mast and has no stays"), I noticed that the only wires were the masthead light and radio coax. The light connectors were spade lugs, and the radio coax was missing its PL-259 connector. Oh no! My best guess, without blaming anyone, is that the mast got pulled without disconnecting cables. The spade lugs slipped right out, and the PL-259 connector pulled off the end of the cable. But where was the anemometer cable? And why is there an broken cable at the step?

I did a bit of research, and found out that this is no ordinary anemometer, but instead a Raymarine RotaVecta. It uses one pair of wires and measures both wind speed and direction. The vane you can see on one of the cups gets pushed faster downwind and slower upwind, resulting in a stream of pulses that vary in speed from up to down wind, giving a cleverly programmed instrument the information to calculate the wind direction.

But where was the cable? I was not to find out until Spring 2025 when I was able to pull the broken

RotaVecta cable out the top of the stepped mast, 10' too short. I soldered a new cable to the end, but how to get it to the bottom of the mast?

It's horizontal, remember? Well, I tied a pull string to the masthead light cable, pulled it out the top, then tied it and another pull string to the RotaVecta cable,

then pulled them and the light cable down to the bottom. Success! Windspeed, direction, lights, and the radio all work now.

SV Łódź

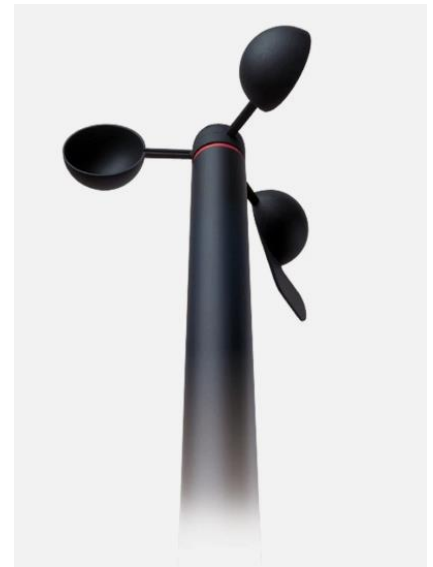


Figure 7: Raymarine Rota Vecta anemometer.

- Russell

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Steamships on Seneca Lake: A Condensed History

By Bill Trondsen (with help from AI)

SV Ellawicious

Seneca Lake's steamboat era began in 1828 with the launch of the *Seneca Chief*, the lake's first steam vessel. Built by Geneva merchants John B. and Robert Rumney, the *Seneca Chief* measured 90 feet in length and operated at 40–45 horsepower, making its inaugural trip the full length of the lake on July 3, 1828. This pioneering vessel marked the beginning of more than 15 steamboats that would operate on the lake between 1828 and 1906.

While early steamboats carried both passengers and mail, Seneca Lake quickly became an important hub for freight transport. Steamers were used primarily to tow canal boats, often hauling long chains of barges—sometimes as many as 50 at once—across the lake. These canal boats traveled via a network of connected waterways, including the Cayuga–Seneca Canal, Chemung Canal, and Crooked Lake Canal, which linked Seneca Lake with Elmira, Penn Yan, and ultimately the Erie Canal system. Completed connections in the early 19th century enabled boats to reach markets as far as New York City.

The canal boats carried an essential mix of 19th-century commodities. Shipments included corn, coal, lumber, whiskey, wool, pork, potash, and general merchandise—goods that fed the growing industries of New York State and beyond. Hundreds of fully loaded boats crossed Seneca Lake each year, making it one of the region's busiest inland waterways.

Life on the lake, however, was not without peril. Seneca Lake's long north–south orientation channels powerful winds from Lake Ontario, producing sudden storms. Tug captains sometimes had to cut

loose their tows to save the steamer, resulting in accidents such as the 1880 Lodi incident, when two canal boats sank and two surviving horses swam ashore the next morning. Today, many of these wrecks rest on the lake bottom and have been documented through modern underwater surveys.

By the 1850s, the expansion of railroads signaled the decline of steam-powered freight on Seneca Lake. Rail lines reached the southern end of the lake when the Chemung Railroad completed its route to Watkins Glen in 1850, offering a faster, all-weather alternative to water transport. Through the following decades, additional lines connected Geneva, Elmira, and Canandaigua, gradually overtaking steamships as the dominant mode of commercial transport. By the late 19th century, railroads had largely replaced steamboats for shipping, although excursion steamers continued operating into the early 20th century.

From its first steam whistle in 1828 to its final passenger excursions decades later, Seneca Lake's steamboat era played a vital role in shaping the economic and cultural identity of the Finger Lakes region. Its legacy remains preserved in historical records, shipwreck surveys, and the enduring fascination with an age when steam powered the heart of Seneca Lake.

- Bill

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A small sailing craft is not only beautiful, it is seductive and full of strange promise and the hint of trouble.

- E. B. White

Katie's Page Port

By Katie Alley

Book Reviews of Nautical Narratives

A recurring column where your secretary reviews a book with nautical themes.

This Month's Review: *The Perfect Storm: A True Story of Men Against the Sea*

Author: Sebastian Junger

Published: Originally published in 1997, I read the 2009 edition

"Some of the guys get to where they feel invincible, but they don't realize that there's a real fine line between what they've seen and what it can get to."

If you ever get on the topic of movies with a boater, they'll always ask about *The Perfect Storm*. I've had this movie recommended to me for years. I decided to start with the book. And hear me out, but I did not like the book very much.

The Perfect Storm by Sebastian Junger recounts the events of the 1991 "Halloween Gale" and the vessels caught in its path, with a primary focus on the *Andrea Gail*, a swordfishing vessel based out of Gloucester, MA. A once-in-a-lifetime meteorological event develops as the *Andrea Gail* is attempting to make her way home (for the final time this season) from the Flemish Gap, off Newfoundland. Hurricane Grace is headed north from Bermuda, a cold front is coming down off the Canadian Shield, and a storm is traveling east over the Great Lakes. They're all scheduled to collide in the North Atlantic.

An insanely steep pressure gradient develops. Winds reach Force 12. Peak waves hit 100 feet tall. There's so much electrical energy in the atmosphere that vessels report their VHF's becoming useless. It's not a situation anyone wanted to be in.

With how much this movie gets recommended to me, I was expecting a page-turner of a narrative, with perhaps some fiction or speculations to fill the gaps, since no human survived the *Andrea Gail*'s demise. Instead, Junger blends investigative journalism with some nonfiction storytelling. I don't necessarily mind this, but in my opinion, it was not well done.

SV Champagne Problems

I really disliked Junger's writing style. He goes on long tangents - about meteorology, how waves work, fishing, the history of fishing in New England, etc. I found myself getting impatient. I wanted to hear about the *Andrea Gail* and the crew that Junger had introduced me to. Not the laws about how many fish each boat was allowed to catch per season.

The paragraphs are very long and the chapters are very long. I feel as if the whole book could have been better formatted to be a bit more digestible.

Junger also goes on tangents about other boats and captains (and their life stories) who are out in the storm. This book is not a singular, linear story. It gets difficult to keep track of all of the characters and Junger gave me a bit of whiplash going back and forth between all of the different boats and crews. He also gets a bit repetitive in recounting the storm, sharing what vessels should do to stay safe, and speculating what happened to the *Andrea Gail*.

However, I did find some of the "side-stories" very interesting. The long weather tangent hit on some stuff we covered in ABC-FLX's *Weather* course. The tangent about what happens biologically when a person drowns (and dies) was intriguing. I also really enjoyed the story of the *Satori*, a 32-foot sailboat that sails directly into Hurricane Grace on her path to Bermuda, under the command of an egotistical skipper.

Junger walks us through a few possibilities of what contributed to the *Andrea Gail*'s disappearance:

- She lost her antennas in the wind and waves, meaning that the crew lost their GPS, radio, weatherfax, loran (a radio navigation system no longer used), radar, and some lights.

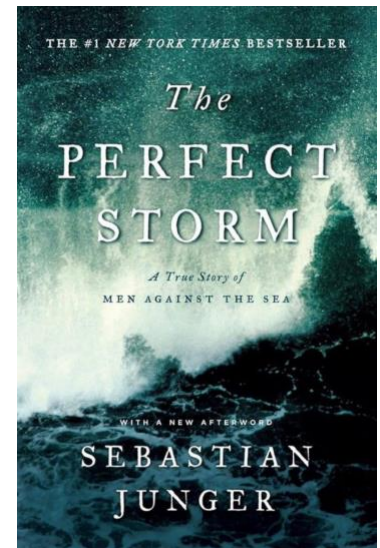


Figure 8: Image via Goodreads.

- She broached (became broadside to the waves and capsized, filled with water, then sank).
- A wave blew out her wheelhouse windows, potentially filling the boat with water.
- She was buried in the waves while cruising downwind (and possibly pitchpoled).
- Large waves flooded the lazarette or fish hatches, causing sediment to clog the fuel filters, which in turn causes the vessel to lose power and control.
- She encountered the shoals off Sable Island.
- Some other steering or mechanical failure.

Today, all we know is that something catastrophic happened aboard the *Andrea Gail* around midnight on October 28th. Her EPIRB is never activated, meaning that Captain Billy Tyne was hopeful about the *Andrea Gail*'s chances "right up until the moment when they [had] no chance at all." All six of the crew were lost, and the wreckage has never been located.

On November 1st, another vessel finds floating fuel barrels labeled "AG." On November 5th, the *Andrea Gail*'s EPIRB is found washed up on Sable Island. The switch is in the off position, meaning it would not have signaled even when it hit the water.

The Canadian Coast Guard never logs that it found the EPIRB. A theory exists that they did pick up on a signal when the *Andrea Gail* was in trouble, but the conditions were too severe for their men to go out, so they switched it off to cover themselves. Junger speculates: "Whether the rumors are fair or not, they're in some ways beside the point. Conditions severe enough to frighten the Coast Guard are severe enough to prevent a rescue, and by the time the EPRIB started signalling – if it ever did – the crew of the *Andrea Gail* were probably doomed anyways."

On November 8th, 1991, the search for the *Andrea Gail* was permanently suspended. The truth to this day is still a mystery. There's no getting around it – this story is DEPRESSING. I greatly appreciate that Junger interviewed people who were very close to the crew. He shares their stories of their loved ones visiting them in dreams after the disappearance.

In the 2009 edition of the book, Junger mentions his presence in Gloucester, MA, where the first few scenes of the movie adaptation were filmed in 1999. The director, Wolfgang Petersen, shared that the memorial service scene filmed at St. Peter's Church,

with locals present, was "one of the most intense experiences" he'd ever had on set.

Now, for my opinion on the movie – it was very, very well-done. Of course, some of the story was altered and fictionalized. Some of it was straight-up unrealistic. For example, the movie shows one crewmember getting hooked and tossed overboard into the open ocean, at night, in the rain, and two other crew jump in after him. Somehow, they all make it back to the boat. Yeah..., no way.

Another scene shows Captain Billy climbing on the outrigger of the *Andrea Gail*, in the storm, to fix a free-swinging bird anchor, without a lifejacket. Yeah, also no way. I really find it hard to believe any mariner is that stupid; nevertheless, an experienced swordfishing captain.

Many of the other boats shown in the storm have had their name changed or some part of their story altered for the movie as well.

The dated animations are still very cool. I think they do a great job depicting the size of the waves and how much water would've been flowing into the cabins.

I thought the acting was wonderful. (Mark Wahlberg was also easy on the eyes in 2000.) The movie depicts a dream one of the girlfriends of the lost crew has, where her partner is calling to her and saying he loves her, while smiling. I thought that was beautiful.

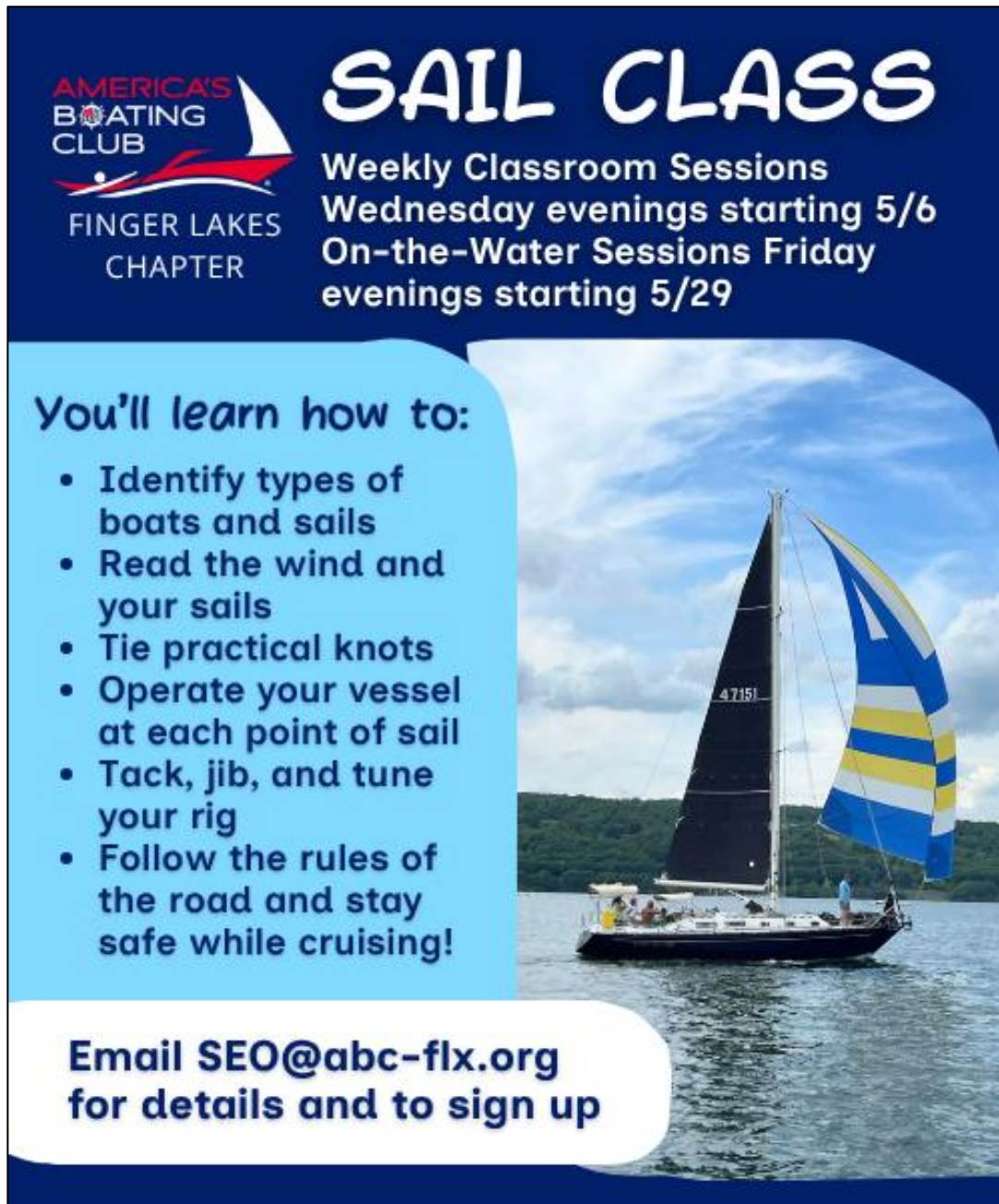
Once again – no way to get around it: this story is depressing, and the end of the movie is quite sad. The movie was much easier to follow than the book; however, I am glad that I had the additional context the book gave me. I think I might've been confused about who was who or what the *Andrea Gail* crew was even doing if I hadn't read the book. I did not realize how **dangerous** commercial swordfishing is.

The book is also worth reading if you want the actual historical accounts of what happened during that storm in 1991. As I mentioned, the book shares how *S/V Satori* fared, as well as several freighters caught out in the storm, and a Coast Guard rescue helicopter that had to ditch in the storm. The book picked up for me when it got into those true stories towards the end. The movie shows only one possible ending to the *Andrea Gail*, in addition to the dramatized lead-up scenes. The truth is that we don't know what happened. Junger offers the bigger picture.

All in all, the movie is worth a watch, without a doubt. However, take the time to read what actually happened in October 1991, whether that's Junger's book or another nonfiction source. If you're into investigative journalism, love falling into random tangents, or are simply more patient than I am, I anticipate that you'll enjoy the book more than me.

- Katie

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A promotional poster for a sail class. The background is dark blue. On the left, the logo for America's Boating Club Finger Lakes Chapter features a stylized sailboat. The main title 'SAIL CLASS' is in large white letters. Below it, the schedule is listed: 'Weekly Classroom Sessions Wednesday evenings starting 5/6' and 'On-the-Water Sessions Friday evenings starting 5/29'. A light blue rounded rectangle on the left contains a list of topics to be learned. On the right, a photograph shows a sailboat with a black main sail and a blue and yellow striped jib sail on a lake. A white rounded rectangle at the bottom contains the contact email.

AMERICA'S BOATING CLUB
FINGER LAKES CHAPTER

SAIL CLASS

Weekly Classroom Sessions
Wednesday evenings starting 5/6
On-the-Water Sessions Friday
evenings starting 5/29

You'll learn how to:

- Identify types of boats and sails
- Read the wind and your sails
- Tie practical knots
- Operate your vessel at each point of sail
- Tack, jib, and tune your rig
- Follow the rules of the road and stay safe while cruising!

Email SEO@abc-flx.org for details and to sign up

Editor's Corner

by Tom Alley



Web Site Updates

If you recall my February column, I mentioned that the FLYC website will be getting a reboot in the near future. In this issue, I'm pleased to report

that the future is now! We transferred operations to the new web server on March 13th.

You may notice the club's web site has a slightly different look and feel and responds just a bit faster. You should also notice that the web site will be online nearly 100% of the time. For the past 15 or so years, our web server resided in my basement. The new server resides in an actual data center with backup systems to ensure the site does not go down every time a tree limb touches the power lines in my neighborhood.

If you have a username and password for the FLYC website, it will still work on the new host. No need to recreate your account. Since we moved the domain name to the new hosting site, the bookmarks you have in your browser will also still work. At a more technical level, the following updates and upgrades are being addressed during the site migration:

- Communications with the new site uses secure HTTPS protocols. No more warnings from your browser of this being an "unsafe site" and making you click on three different "are-you-sure?" buttons just to connect. [Completed]
- Email functions on the new web server are fully operational. (An update performed a couple years ago by Spectrum to their network effectively shut down the email functions on the old server.) [Completed]
- The underlying software components running the web site are being updated to current generation versions with improved security, better performance, and significantly reduced vulnerability to hacking and malware. [In process]
- The new software will allow the incorporation of enhanced functions to help keep you informed of

SV Tomfoolery

the latest club activities and opportunities. [In process]

- The new hosting arrangement will save the club money, helping keep membership dues low. [On budget]

All of this would not be possible without the help of two club members who volunteered to assist with this project and to help maintain the new site moving forward:

Russell Nelson

Andrew Theismann

Both come with many years of website administration experience, and we're very lucky to have them helping us.

The Bigger Picture

If our club had struck out on its own to do this, we might still have accomplished the goal, but it would not have been economically feasible. This project was only possible because we found two other clubs with similar predicaments to ours that were willing to partner with us to find a better web host. These clubs are:

- ABC - Finger Lakes Chapter
- US Power Squadrons District 6

One of the features available to us from the company that is now hosting the FLYC web site is that we are allowed to have as many web sites hosted under our account as we like. Because there are three clubs making use of this web host, the total cost of the project gets divided by three, making it financially attractive.

There are at least three additional clubs that have also expressed interest but want to wait and see how this works out for our original gang before committing. If all goes well, we'll be able to reduce operating expenses even further. The best news is that there's still plenty of space on this server for us to use.

- 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.

2026 FLYC Calendar

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

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. Bragging and boasting mandatory.

March

27 **Deadline for newsletter articles.**

April

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

May

01 **Membership renewal deadline.**
08-10 **NASCAR at the Glen*
22 **Deadline for newsletter articles.**
23 **Rust Removal Race.** Practice race. (1300)
24 **Memorial Day Flag Raising & Picnic.** (1700)
30 **Summer Series Race #1.** (1300)

June

01 **June Newsletter Publication Date.**
06 **FLYC Nautical Swap Meet** (1000)
06 **Summer Series Race #2.** (1300)
12 **Commodore's Cup Pre-Race Social.** Racers from SYC have been invited to join us for dinner and campfire! BYOB (1700)
13 **Commodore's Cup Race.** Race from Watkins Glen to Geneva with our friends from SYC. Details TBA. (0900)
13 **Commodore's Cup Post-Race Celebration.** Hosted at the SYC club house. Details TBA.
20 **Watkins Glen Waterfront Festival & Cardboard Boat Races.*
27 **Summer Series Race #3.** (1300)

July

04 **Summer Series Race #4.** (1300)
04 **Independence Picnic.** (1700)
04 **Watkins Glen Independence Day Fireworks (2145)*
10-14 **Lake Ontario 300 Challenge, Port Credit, Ontario*
11 **Summer Series Race #5.** (1300)
18 **Make-Up Race.** If needed. (1300)
24 **Deadline for newsletter articles.**
25 **Cock of the Walk Race.** (1300)
31-8/02 **ABC-FLX Boater's Weekend. All FLYC members invited to join!*

August

7/31-02 **ABC-FLX Boater's Weekend.. All FLYC members invited to join!*
01 **August Newsletter Publication Date.**
08 **Summer Series Race #6.** (1300)
14-16 **Italian-American Festival (Watkins Glen)*
15 **Summer Series Race #7.** (1300)
15 **Commodore's Picnic.** (1700)
22 **Make-Up Race.** If needed. (1300)
29 **Handicapper's Special Race.** (1300)

September

05 **Summer Series Race #8.** (1300)
05 **Harvest Picnic.** (1700)
05-07 **Vintage Grand Prix Weekend*
11-13 **FLYC Club Cruise to Geneva.** Joint cruise with the ABC-FLX chapter.
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.
18 **Deadline for newsletter articles.**
19 **Grape Harvest Race.** (1300) Join in this annual reverse-handicap race!
25-27 **SV True Love 100th Birthday Celebration*

October

01 **October Newsletter Publication Date.**
02-05 **Annapolis Powerboat Show.*
03 **Gear Buster Race.** (1300)
03 **End of Season Picnic.** (1700)
09-12 **Annapolis Sailboat Show.*
10 **Make-Up Race.** If needed. (1300)
17 **Make-Up Race.** If needed. (1300)
31 **Marina Haulout Deadline** (per slip contract).

November

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

December

01 **December Newsletter Publication Date.**

January 2027

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

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 # _____

Power

Make/Model/Year _____ Length _____ Type 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 _____