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

Commodore's Comments

by Mike Sidell

SV Delta G

Well, the boating season didn't start out the way anyone wanted it to, but at least it's underway now! What an exercise in patience and a reminder that Mother Nature is in charge. Thanks to Terry and his crew for their hard work in getting boats moved these last few weeks.



While the sailing season got off to a slow start, I hope you used the extended winter weeks in a productive way. I think I used my extra time as well as I could have. I was busy doing a lot of different things (tree cutting, floor installing, helping a friend move, filling a vacancy in a rental), but here's what I accomplished that was boat-related:

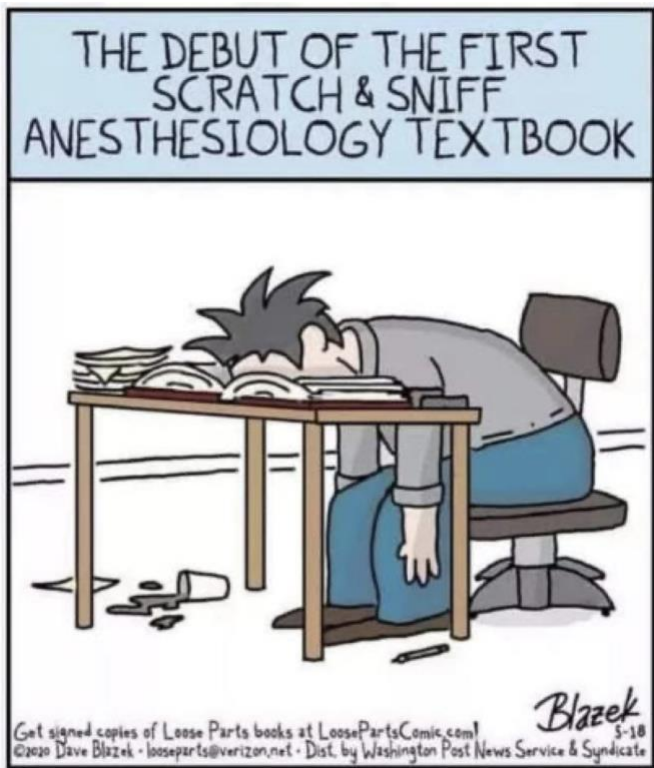
- I sold my friend's bass boat for her and got it packed off to its new home. I also hauled a small sailboat to a friend in Ohio who will enjoy learning to sail it there.
- I took my Chris Craft project to get a shiny coat of clear coat. While you won't see it plying the waters this summer (I didn't have THAT much time!), it's looking better in small spurts. Nancy even says it's beginning to look like something. Next, I'll be turning my attention to inside renovations on it and hope to have the engine back from the repair shop soon.
- I spent a weekend kayaking on the Slippery Rock Creek in western Pennsylvania with a group of fellow paddlers. The Slip is where I learned to kayak and I consider it my "home" river. I don't do all the fancy tricks the young hotshots do anymore, but I was able to hold my own and even show the newbies a thing or two.

- I replaced the gunnels and wood trim on a Mad River canoe that a neighbor gave me. There was nothing else wrong with the boat except it had been stored outside, uncovered. Of course I said I'd take it! I used ash wood; the toughest part was finding material 17 feet long. A friend and I took it out through the Pine Creek canyon for a day trip, taking advantage of all the rain we've had. It was the first time Mark had paddled through the canyon and he picked up the finer points of paddling in current quite well.
- From the same neighbor, I acquired an old aluminum row boat. It's going to live at Hills Creek State Park for the season and will be fun to fish from this summer.

Now it's on to sailing!

See you dockside!

- Mike
Slip 433



Port Tacks

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Vice Commodore's Comments

by John Chesbrough

SV Plein Air

Seneca Lake Water Levels



I've been watching the water level of Seneca Lake for several weeks now. I use a dock in Hector as a gauge because this particular dock has a wide step on each side, about 10-12 inches below the

main dock, which is handy for boarding a canoe or kayak, or just plain sitting when the lake level is at a normal height. When the water level was highest, early to mid May, these steps were under water indicating that the lake was about 14 inches higher than normal (apologies for my crude gauge).

Sometime after mid May, the water level began to drop. Evaporation clearly was not contributing to a water level drop; in fact the rain continued. Driving a car over Hector Falls showed that the streams flowing into the lake were still full and vigorous. There must be at least a hundred lesser sized creeks dumping run-off into the lake, in addition to Catherine Creek and the Keuka Outlet in Dresden, both of which are significant water inlets to the lake. So where does the water go and how is that accomplished?

As I have been out of town lately, I haven't heard the official explanation. There must be water gods, offspring of Neptune, plus someone in Albany, pulling levers and pushing buttons. Efforts are made to not flood another area while the Village Marina is brought to a functional condition. My trusty lake water level gauge tells me that there are several more inches of dropping yet to happen in order to achieve normalcy.



Figure 1: Side dock revealing approx. 4" drop as of 5/26/26.



Figure 2: Memorial Day weekend rain run-off created a mini delta; it will be gone in a few days.

- John

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Rear Commodore's Comments

by Don Swanson

SV Skylark



Rumors of Summer

Note to weather gods:

Enough already! Lake's full. We don't need any more precipitation! (Notice how I used the term "precipitation"). Even now, as we near the middle of May, I know we can't let our guard down. These weather-

defining, good-for-nothing gods of clouds and sky will always have a deviant, capricious and mischievous attitude..., and though we escaped this year the insult of Mother's Day snow, I wouldn't rule anything out in the future.

That being said..., a rumor is going around that summer is on the way!

And with summer comes the racing and cruising season which I think we are all looking forward to. By the time you're reading this, we have started to launch and ready our boats.

In the last edition of *Port Tacks*, I dedicated my column to helping racers get acquainted with some of the changes slated for the upcoming season (2026). **If you are a racer or are interested in racing, PLEASE read [last issue's column](#) and/or check out our greatly expanded web page at: <https://www.flyc.us/index.php/about-racing>.**

There is a lot to unpack, and being informed will help ease racers through some of the changes that are afoot.

More immediately however, and mostly due to the delay in launching this year, we will be making a few adjustments to our racing calendar.

To accommodate a later start, we pushed the season opener, the Rust Removal Regatta, a little later, which in turn forced a few other changes down the line. If you have planned your summer schedule around our racing calendar, you will find that although the schedule has been modified, most days originally slated for races are still race days. This

applies mostly to the Summer Series races. Interclub events like the Commodore's Cup and the Barge Race as well as most of the fun races remain on their originally scheduled dates (notwithstanding the Rust Removal Regatta).

One final noteworthy mention. It's easy to complain and be jaded, as too many (sailors and non sailors alike) demonstrate with their actions and words. But consider for a moment how fortunate we are every time a wooden sailboat graces our visage. An informal tally of wooden boats in and around the south end of Seneca Lake lists at least 5 or 6. And to top it off, this year is the 100th birthday of *True Love*, a John Alden-designed schooner. There will be more to share as the season unfolds but be sure to mark your calendars for the weekend of September 26th. We don't have a club race event scheduled for that weekend, but don't be surprised if something special develops. The weekend will be a celebration for *True Love* while also highlighting other beautiful wooden sailboats that ply the waters of Seneca Lake. Sailing enthusiasts and especially those with a deep appreciation of the art and craft of wooden boats will not want to miss this event. Stay tuned for more details.

Learn more at: <https://sailtruelove.com/100-years-sail-abrations/>.

That's about all I have to share this month. We have a terrific season planned and the race committee is fired up for some serious fun on the water. Prospective skippers should check out the newly expanded racing information page at <https://www.flyc.us/index.php/about-racing>.

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

Transitions, Improvements, Celebrations



After a slight delay in launching due to high water levels in the marina, a lot of us are floating once again! I had a busy spring taking the *Marine Electrical Systems* class with ABC-FLX, working on my boat, and tackling job interviews. I'm very pleased to share that 1) these boat projects have

helped make the C&C 25 feel like "mine", and not just like a boat I'm taking care of, and 2) I will be starting a new position as the Web Content Manager with Elmira College in July!

Thankfully, I will have a few weeks in between finishing off my current marketing role and starting with Elmira College. I'm very much looking forward to it. I have not had a stretch of time longer than a week or so without working full time since my last winter break during college (over five years ago)! I plan on getting my boat into ship-shape, working on Schooner *True Love* part time, and attending my college reunion.

Some of this spring's boat projects have included:

- Sanding and repainting the bottom
- Inspecting all standing rigging and replacing the topping lift
- Testing all mast wiring and replacing the steaming light
- Stepping the mast (Thanks Tom Alley, Jim McGinnis, and Shane Alsworth)
- Buffing, polishing, and waxing
- Painting the bootstripe and clove stripe (yes, purple is a *different* choice!)
- Changing the oil for the 2-stroke outboard
- Determining the source of cabintop leaks
- Renaming

I am yet to have an official purging and renaming ceremony to please Poseidon, but those of you on Dock 3 have likely noticed my boat sporting her new name, *Champagne Problems*. Please stay tuned for an opportunity to share a bottle of real champagne

SV Champagne Problems

with me, because I am a *real* sailor who wants to follow nautical traditions (and perhaps I am a bit superstitious).

Schooner *True Love* is also gearing up for a big "Sail-a-bration" - her 100th birthday. While our cruises so far this year have been on the chilly side, we've had some lovely winds and enthusiastic passengers. Mark your calendars for our birthday party weekend, September 25-27. At Lucky Hare, we will have:

- A gathering of wooden boats on Dock 5
- Former owners and crew of *True Love* visiting
- Vendors
- Live music
- A showing of the 1956 movie *High Society* (in which *True Love* is featured!)
- A barrel of wine that is currently aging in Seneca Lake
- Absolutely impeccable party vibes (as us Gen-Zers say)

All in all, there's a lot to celebrate this year. Watch your email for the latest updates on our events!

And finally, a slightly more aggressive reminder to send your dues of \$45 (which are now a month late, by the way) to...

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

...in order to maintain membership with the most exclusive and posh yacht club around.



Figure 3: Might have been the first person ever to remove my 1982 boat's old registration stickers.



Figure 4: Port side after buffing, transom before. Bling, sparkle sparkle!



Figure 5: Who let me buy a boat.



Figure 6: Brock pulls out my cradle so the travel lift can reach it! Not your average launch.



Figure 7: She floats!



Figure 8: Boot stripe and cove stripe color.



Figure 9: My photo taken by the most lovely (and severely underdressed for the temperature) bachelorettes aboard True Love.



Figure 10: Our "schooner-on-the-rocks" view.

- 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.

Get Ready for the Season: Schedule Your Vessel Safety Check

By Ray Margeson

SV Hattie L

As boating season approaches, America's Boating Club Finger Lakes Chapter is once again offering **free Vessel Safety Checks (VSCs)** to help local boaters start the year with confidence. These courtesy inspections, performed by certified examiners, ensure your vessel meets federal and state safety requirements and is equipped for a safe day on the water.

- **You may earn a VSC decal.** Passing vessels receive a 2026 sticker recognized by marine patrols, often resulting in fewer on-water stops.
- **It promotes safer boating for everyone.** A well-prepared skipper sets the tone for a safer community on the water.

Why a Vessel Safety Check Matters

- **It's completely free and non-regulatory.** Examiners are there to help, not to enforce laws or issue penalties.
- **You'll know your boat is properly equipped.** From life jackets and fire extinguishers to navigation lights and documentation, the check covers the essentials.
- **It reduces the chance of breakdowns or emergencies.** A quick check now can prevent a stressful situation later.

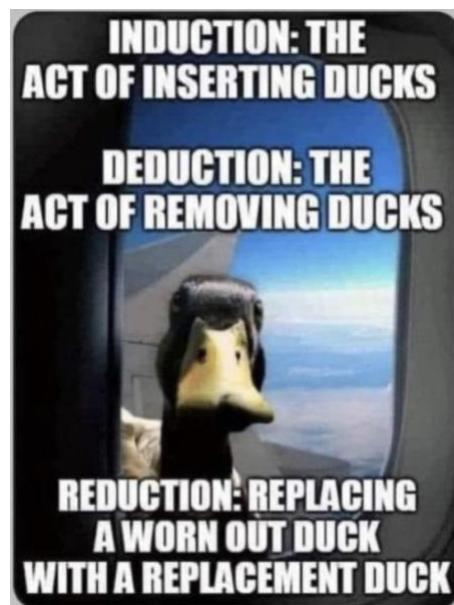
How to Get Yours

America's Boating Club examiners are available throughout the season and can meet you at your marina, launch ramp, or home dock. Whether you're a new boater or a seasoned captain, a Vessel Safety Check is one of the simplest ways to ensure you're ready for the adventures ahead.

Just email vsf@abcflx.org to request your check. We have three qualified inspectors ready to do the assessment.

- Ray

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The Catharine Valley Trail

By Russell Nelson

SV Lotz

Hi, all. This is Russell Nelson wearing a different hat. Today, I'm writing as the President of the Friends of the Catharine Valley Trail. We are an advocacy group for the Catharine Valley Trail State Park. Yes, it's a part of the State Park system, connecting Watkins Glen State Park with Mark Twain State Park.

The trail begins in our marina, very close to our flagpole. There's a trail kiosk just as you enter the marina, at the northern end of North Decatur Street. The first bit is just a village street until you get to Fairgrounds Lake where the trail goes offroad, with just a few road sections in Montour Falls and Millport.

The trail is mostly a rail-trail. It's the Pennsylvania Railroad's Elmira Branch. I won't bore you with the entire history of this line except to note that it was originally 6 feet wide, owned by the Erie, then regauged to 4 feet 8.5 inches. It went from Williamsport in Pennsylvania up to Sodus Bay on Lake Ontario, and was largely a coal carrier. You can still find chunks of coal that fell out of open hopper cars.

Starting nearly at lake level, it's nominally at 450 feet but much higher than we want it to be as of this writing. It rises starting in Montour to 900 feet over 13 miles. That's a grade of 0.65%, which is noticeable whether walking or bicycling. It's enough to coast down some sections when going downhill north.

As you pass north of Millport, the hills close in. That's a bit tricky, since that space carries NY-14, the Pennsy, an electric trolley (the Elmira and Seneca Lake Railway), the Chemung Canal, and Catharine Creek. Very snug they are in this stretch. The trolley was street-running. I can't help but think that when Catharine Creek flooded, it and the canal became one and the same.

Along the way, you can see bits and pieces of history, including



Figure 11: A section of the Catharine Valley Trail.

a Chemung Canal lock (#6), several original Pennsylvania Railroad mile posts, the trolley powerhouse on the side side of Millport, and after crossing the highway on a bridge, both the trolley and railroad on the hillside to the west. Once you get to Huck Finn Road, the trail ends because the railroad disappears underneath the highway, leaving only the trolley to continue.

- Russell

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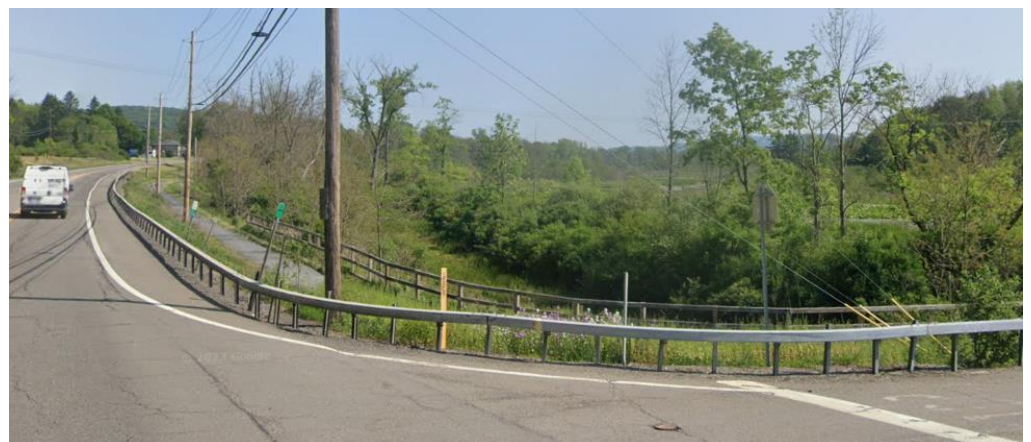


Figure 12: At Huck Finn Road, you can see, from west to east, the Pennsylvania Railroad (the trail), Chemung Canal still watered, and the trolley railbed, all side by side.

Seneca Summer Rendezvous

By Jim McGinnis

Please mark your calendars for the Finger Lakes Summer Boat Trip July 31st to August 2nd. We have the Pavilion at Lodi State Park reserved for Friday.

[Lodi Point State Park - NYS Parks, Recreation & Historic Preservation](#)

General Information [\(315\) 585-6392](tel:3155856392) Lower Lake Road Lodi, NY 14860

Boats can raft up in the north side anchorage area as they arrive for the afternoon and then go ashore for a pitch-in dinner at the Pavilion at 6PM. There are transient slips available near the boat ramp on the south side for shallow draft boats. Those arriving by land yachts between 8-6 PM pay just \$7. The park is open from dawn to dusk. Saturday morning, we will head across the lake to Sapalta Restaurant at Plum Point for brunch at 11AM. They are open 10AM to Noon. Land yachts can join us there also. We'll have an Anchoring/Mooring/Rafting Seminar as the ABC-FLX Education event at 1PM Saturday afternoon on the dock at Sapalta. After that, we'll set sail or motor to Miles Winery for a wine tasting on the dock. Depending on weather, boats could anchor there, at Long Point or back at Lodi on Saturday night and head home on Sunday morning.

If you are considering attending, please RSVP to Jim McGinnis with boat name and the number in your party for Friday and Saturday by 6/15/26.

- Jim

SV Brewster

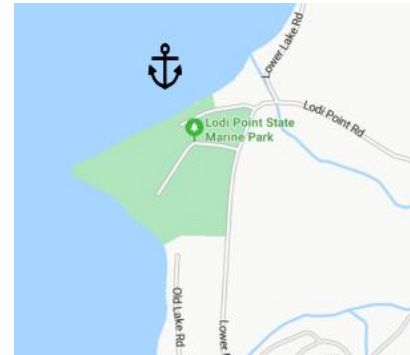


Figure 13: North side Anchorage at Lodi.



Figure 14: Miles Winery and Sapalta Restaurant.

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Two nuns walk into a bar...

Painting My Boat – Part 2

By Don Swanson

The second installment of the planning and execution of a multi year project to repair and repaint the topsides of my former boat, a C&C25.

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Recap of Part 1: The Transom Trial

In the previous installment (Port Tacks, December 2025) I chronicled the first phase of this project - painting the transom. The goal was to keep my work and screw ups limited and to let the next phase simmer for a season. This way I had some time to test how well my work would hold up and plenty of time to prepare.

Taking the Leap

After another terrific sailing season, 2024 had come to a close and the moment arrived when the decision was at hand. To paint or not to paint?

Truth is, there really wasn't much to steer me off-course. The transom paint looked as good at the haulout as it did when splashed and although I could never justify, nor afford the expense of hiring the job out, I now had skills, materials, and time to do it myself.

There was also the desire to make this boat really mine in an aesthetic sense; reflective of my own tastes and standards. Maybe even with a new name - of my own choosing. So there it was. The die was cast.

I would strip and repaint the rest of the topsides. No more dark blue. No more crazing, chips, and scratches. No more *Independence*.

And so it began, on a lovely fall day in 2024, not long after haul out (and unstepping the mast) that I began removing the decals (name and registration numbers) from the hull. Henceforth, the boat would now be referred to as "*Ex-dependence*." At least until it would be christened with a new name the following spring (2025), that was the plan. Or so I thought.

Preparing the Worksite

The first steps had actually begun over the previous season. I had accumulated the materials needed to enclose the worksite. Stockpiled at home was most

SV Skylark



Figure 15: On the way to Ex-dependence.



Figure 16: Close up of the crazing that disappeared at 10 paces away, but close up was pretty ugly.



Figure 17: Decals removed and risers built.



Figure 18: Enclosure frame.

of the lumber, tubing, and tarps that would become my worksite for the next five months. Best of all, it was mostly recycled and reused materials.

Back at the boat yard, the first step was to build a set of risers to provide an elevated surface to stand on. This allowed me to work mostly at chest level all along the hull.

Once the risers were set, the next up was covering the boat and the risers under one, weather-proof structure. Frame complete, securing several layers of tarps was the final step to keep a dry and clean worksite.

Dewax, Strip, Scrape, Rinse, and Repeat.

THE NUMERO UNO rule in jobs like this is to get rid of every molecule of dirt and wax before sanding. This became religion for me. In toto, several quarts of dewaxer solvent and lots of paper towels paved the way before any stripping, scraping or sanding. I



Figure 19: Enclosure, bow view.



Figure 20: Enclosure, stern view.

would dewax an area multiple times as the paint came off (and later as surfaces were prepped for fairing and painting), essentially dewaxing at every stage right up to applying the primer. It may have been overkill, but insurance against later problems made it seem worthwhile.

After some thought, I took a chance on trying a chemical stripper to remove the dark blue paint. It took some trial and error, but overall the process of removal was made much easier for having done so. Working in sections, the stripper covered and left overnight would soften the paint making it much



Figure 21: A weatherproof workspace and a cozy workshop for the next five months. It was dry, with electricity, lighting, and even piped-in hot air during the coldest months.

easier to scrape and sometimes it even bubbled up and lifted right off.

Slowly, but steadily the dark blue paint gave way to expose the original gelcoat beneath. In some places, the stripper did most of the work. Elsewhere, copious amounts of scraping and eventually some sanding were required, but the paint slowly came off the port and then the starboard topsides. Tarps laid on the ground allowed me to collect and dispose of the paint remains.

Paint's Gone. Time to Get Cracking!

Finally, the paint was gone and all the scars of a long life were no longer hidden. The evidence was clear, this boat had been banged around and hairline cracks in the brittle gelcoat showed where docks and fenders had done their damage. At some point a previous owner had attempted some type of "repair" with what appeared to be a complete burn-through of the gelcoat, likely with a clumsy use of a belt sander. Ugh! – That was going to need some serious fairing!



Figure 22: The stripper doing its work. The key was keeping it damp (covered) and working in sections.



Figure 23: Topside dark blue and red boot stripe, partially stripped, reveals the original light blue-grey topside and white toe rail gelcoat.

There were also the hairline cracks that had punched through the paint despite the attempt to cover them. Time to fix this right. Before any paint would touch the hull again, all of the cracks and dings would need filling and the hull re-faired to remedy the previous attempts to patch and hide the real problems.



Figure 24: After stripping and scraping, the most stubborn paint would only yield to 60 grit sandpaper. Laying against the hull is a collecting tray connected to a vacuum to control dust.



Figure 26: Hairline cracks in gelcoat, dremeled, filled, and sanded flush.



Figure 25: Evidence of a previous attempt to repair. Gelcoat burned away by a previous effort.

To fix the cracks and a couple deep scratches required dremeling out the crack to widen and deepen it, filling with a flexible epoxy thickened with fairing filler, and then sanding each area to level using a longboard sander. After all of the cracks were done, a 2-part fairing compound helped bring the hull to fair, especially where previous “repairs” were attempted. Once faired, endless hours of using a longboard sander awaited my attention. It felt like a few days past forever by the time it was ready to move forward to the next steps - painting.

It should also be noted that all of this was cosmetic. The boat is built like a tank and although the damage was related to use and abuse, it was entirely superficial.



Figure 27: Newly faired areas damaged by previous attempts to repair.



Figure 28: Safety first.

Painting

Once all of the filling, fairing, and sanding was finally done it was time to start painting. After an extensive process of cleaning and masking, the fateful day finally arrived when it was time to apply the topside primer.

It had been a while since painting the transom and it took a bit of time to regain my method and technique for roll and tipping.

After the application of primer, once again sanding was the order of the day. Not too much, but I needed to knockdown a few imperfections. Also, it should be noted that throughout this entire process, a constant effort was made to maintain as clean and dust free workspace as possible. Lots of vacuuming and wiping down. Over and over and over again...

Show Time!

By this point, with countless hours invested, it was time to apply the new topside paint. Once again, the methodology was to roll and tip a total of three or four coats with a light sanding between each application. And consistent with expectations, it was one of the easier (and gratifying) steps to complete.

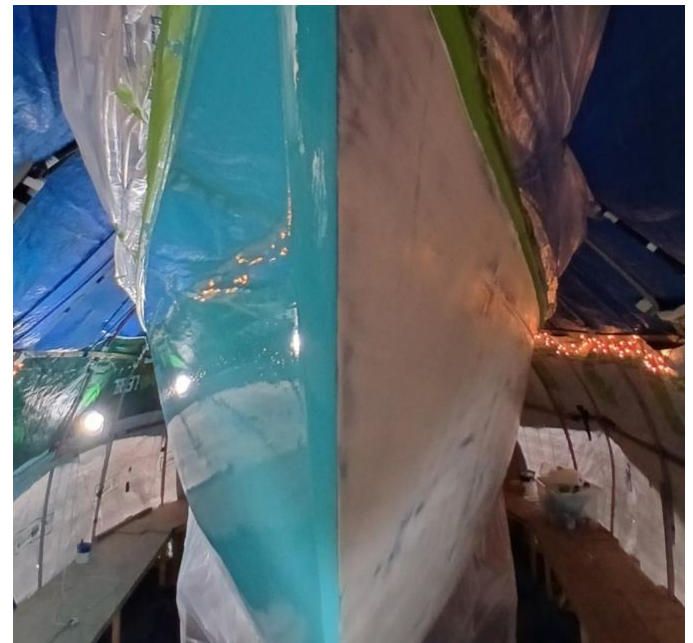


Figure 29: First coat SB side.

After painting, it was a whole other process to remove masking and plastic covering the rest of the boat and disassemble the shelter. When the light of day finally struck the hull, it was a glorious feeling of satisfaction and accomplishment.



Figure 30: Done at last!

The interesting and ironic aspect of this whole process was that although my intentions were to make this boat fully reflect my tastes and to place a capstone on a long multi year process of repair and improvement, in the end my plans were derailed..., but in a good way. About the time I had fully removed the dark blue paint and was clearly past the point of no return, THE boat that I had admired and pined over since 2021 unexpectedly came on the market. Needless to say, the rest is history and for a while in early 2025 my time was being divided on finishing this project and starting a refit of my new baby - a Sea Sprite 30.

So there you have it. I started this project to make this boat fully mine (in looks) and ended with putting it up for sale. The good news is that the paint job really helped sell the boat (so maybe it was worth it?)

And now the new skipper can name it whatever they want. Just not *Independence*.

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.

- Don

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Editor's Corner

by Tom Alley



At Last!

It's been a long, cold, and very wet spring. Finally, we're able to begin launching our boats and kicking off another boating season.

While I'm grateful that our high water experience hasn't been as bad as the one up on Lake Ontario a few years ago, where many boaters lost an entire season to high water, it's human nature to get frustrated when there's nothing we can do to influence a situation that's not going the way we want it to.

Club Calendar

A direct effect of the high water this year is that our club's event calendar has had to be modified a couple of times to compensate for the delayed launch of our fleet. If you've glanced at the calendar, you'll notice a lot of yellow highlights on events that have moved around. If you have an old copy of the calendar hanging on your refrigerator, you'll want to take it down and replace it with the version in this issue.

While it's mostly the races that have jostled around a bit, keep your eyes open just in case the social calendar gets fine-tuned over the next few weeks.

Web Site Updates

Work is progressing at a steady pace on the club web site. The most labor-intensive phase of the project,

SV Tomfoolery

upgrading the Joomla content management system, is underway and should be completed soon. As I write this, your web site team is fine-tuning some technical parameters that will introduce a significant amount of automation to the site, making it much less "needy" for a human to administer daily care and feeding.

Final Thoughts

I spent most of today in an intense session of "boat yoga" getting ready for my scheduled launch. I'm sure I'll be feeling it tomorrow – and likely for a day or two after that, too! The good news is that work is progressing and I'm excited about trying out some new hardware on my boat.

I'm also anxious to see if all the work done by the Race Committee over the winter meets the objectives that were set out last fall. A lot of man-hours went into upgrading and formalizing the FLYC racing program. The new program follows the prescriptions set forth by US Sailing much more closely than they have in the past, making our program better resemble those found at other yacht clubs.

- 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

Due to the delay in launching of boats because of high water levels, our club calendar has received a significant number of modifications. (See highlighted events below.) Please check the club web site (<http://www.FLYC.US>) for 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. 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.**

24 **Memorial Day Flag Raising & Picnic.** (1700)

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

June

01 **June Newsletter Publication Date.**

06 **FLYC Nautical Swap Meet** (1000)

06 **Summer Series Race #1.** (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 #2.** (1300)

July

04 **Summer Series Race #3.** (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 #4.** (1300)

18 **Make-Up Race #1.** 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 #5.** (1300)

14-16 **Italian-American Festival (Watkins Glen)*

15 **Make-Up Race #2.** If needed. (1300)

15 **Commodore's Picnic.** (1700)

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

29 **Handicapper's Special Race.** (1300)

September

05 **Summer Series Race #7.** (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! Preregistration required.*

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

18 **Deadline for newsletter articles.**

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

25-27 **SV True Love 100th Birthday Celebration*

October

01 **October Newsletter Publication Date.**

02-05 **Annapolis Powerboat Show.*

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

03 **End of Season Picnic.** (1700)

09-12 **Annapolis Sailboat Show.*

10 **Gear Buster Race** or **Make-Up Race #3,** if needed. (1300)

17 **Gear Buster Race alternate date.** (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 event.*

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 _____