

In This Issue

COMMODORE'S COMMENTS	1
VICE COMMODORE'S COMMENTS	3
REAR COMMODORE'S COMMENTS	4
SECRETARY'S COLUMN	7
SYC BARGE RACE OFFICIAL RESULTS.....	8
KATIE'S PAGE PORT: BOOK REVIEWS OF NAUTICAL NARRATIVES.....	9
RECIPE - POLISH PASTA WITH STRAWBERRIES.....	11
BARGE RACE RECAP 2026	12
EDITOR'S CORNER.....	16
2026 FLYC CALENDAR	17

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

NOTICE OF ANNUAL MEETING

See Page 7!

Commodore's Comments

by Mike Sidell

SV Delta G



It's really hard to believe, but the 2026 boating season is quickly coming to an end. It seems like it was a short season, and no one I've talked to has said they got out on the water as much as they had wanted. But before you schedule take-out for later this month with Terry's team and start tucking your boat in for a long winter's nap, be sure you've wrung everything you can out of the season. Here are some suggestions of things you can (still) do NOW to make a few more memories before take-out.

1. Enjoy the winds of October. Sure, the weather can be iffy and the air is cooler, but dress accordingly and enjoy fall sailing.
2. Schedule a trip with someone who has never boated before. Enjoy the trip you're made a ton of times through their eyes and, if they're a child, even better. Even if the winds fail you and you can't sail, motor up to Hector Falls and show them the sights from a lake-side vantage point. You're introducing someone to boating who may just discover a love for it.
3. Racers, offer to take someone new racing with you on the final race of this season. Even if you invite someone to help set the course, you'll be asked questions that you'll need to think about the answers to. Explaining why you do something that has become routine can be fun.
4. Experience the jewel of the lake. Have you ever sailed on the *True Love*? If you haven't, I recommend it. Yes, it's right in our backyard and you can certainly sail yourself on your own boat. We've just joined the community in celebrating it, but have you been out on it? Sailing on a 100-

year-old wooden beauty is a unique experience, different than being out on the boat you own. There's a different vibe that you'll remember long after the cruise ends.

5. Patronize a new local establishment. Winter is long for many restaurants in the area. They miss the summer patrons. We all tend to have our own tried and true favorites, but try something new. If you need some ideas, talk to your dock mates for their input. You just might find a new favorite!
6. Pick the brain of an experienced boater. Our club members have a lot of knowledge and most are willing to share it. Ask to see something that you know they've done or are skilled at. For example, I recently climbed my mast using a mast-attached ladder. I'm not sure I'm skilled at it, but am happy to explain how it works.
7. Make a list of boating needs for 2027. If you're like me, don't depend on your memory. Just because you realize now that you'll need new dock lines for next season, doesn't mean you'll remember it months down the road.
8. Plan to attend our annual meeting. It's the official wrap to the boating season and is a great time.

Port Tacks

*Published six times a year by the Finger Lakes Yacht Club. The opinions expressed in **Port Tacks** are those of the authors and do not necessarily represent those of the Finger Lakes Yacht Club, its officers, directors, or members.*

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

OFFICERS & DIRECTORS

Contact all officers at: officers@flyc.us

Commodore
Mike Sidell commodore@flyc.us

Vice-Commodore
John Chesbrough vc@flyc.us

Rear Commodore
Don Swanson rc@flyc.us

Secretary
Katie Alley secretary@flyc.us

Treasurer
Denis Kingsley treasurer@flyc.us

Assistant Treasurer
Nancy Sisbarro asst.treas@flyc.us

Directors (Terms ending 2026)
Maggie Martin maggie@flyc.us
Andrew Theismann andrew@flyc.us

Directors (Terms ending 2027)
Tom Alley alley@flyc.us
Russ Nelson russ@flyc.us

Contact all directors at: directors@flyc.us

COMMITTEES & KEY CONTACTS

General Information info@flyc.us

Facebook Administrator
[Position Open] facebook@flyc.us

Newsletter Editor
Tom Alley editor@flyc.us

Race Committee
Chair: Don Swanson racechair@flyc.us
Asst. Chair: Bill Trondsen rcasst@flyc.us
Jim McGinnis mcginnis@flyc.us
Tom Alley alley@flyc.us

Social Committee Chairs
Margaret Radek social@flyc.us
Assisting: Maggie Martin

Nominating Committee
Nancy Sisbarro
[Volunteer(s) needed.]

Webmaster
Tom Alley webmaster@flyc.us

Finger Lakes Yacht Club *Annual Meeting* *& Banquet*

Seneca Lodge
3600 Walnut Rd
Watkins Glen, NY 14891

November | **8** | *Sunday*
2026 | | *5 - 8 PM*



Details and RSVP date to follow via email

Read more information about this elsewhere in the newsletter.

Do you have other ideas? Please share!

Hope to see you out on the water in October,

- Mike
Slip 433

Vice Commodore's Comments

by John Chesbrough

More Adventures Under Sail



I'm ready to tell the full unadulterated story of losing my anchor at Lodi Point earlier this summer.

We motored up the lake at a leisurely pace, hoping for a west wind, or a south wind, or any wind. *Brewster* was already anchored and making the dingy ready so we went a bit east and dropped our anchor where it seemed logical except for the 60-foot depth which would not be recommended but the calm conditions allowed me to ignore common sense. There were several dinghy trips for people, food, supplies and everything needed for a fun night enjoyed by all. There were six sailboats anchored and additional people arrived by automobile.

The night came and the calm conditions continued until about 7:00 a.m. when Jim called to inform us that we must be dragging anchor. Sure enough, *Plein Air* was definitely not in the right place and thanks to increased wind we would do well to make some adjustments. The rising wind was straight out of the south, so Lodi Point functioned well as a wind break.

After starting the engine and Maggie putting the bow into the wind I started hauling in the anchor. This was a slow and not altogether enjoyable process, I was soon thinking how to install a sheet winch at the bow for the anchor rode. After what seemed like hauling in an awful lot of line I decided to calm down a bit before overdoing the strenuous stuff: my helm-person might not notice if I collapsed into the lake. Finally the 20-foot length of chain appeared, and it was all I could manage to suspend the anchor from

the bow roller, somehow wrapping the chain around a cleat.

Maggie expertly maneuvered to a vacant spot in 22 feet of water, but I was slow in getting that chain out of the cleat in order to drop the anchor. I watched the depth marks on the rope rode go by and stopped at 120 feet, close enough when adding the 20 feet of chain. I was glad for a chance to sit down inside for coffee, but only 5 minutes later we got another call that we were dragging again. This time when I went forward to grab the anchor line, I knew the instant I first pulled that the anchor was gone: the line was light and loose. Up came the galvanized thimble at the end of the rode, nothing more. Now we had no options but to keep motoring all the way back to the Village Marina. By now the wind was kicking up pretty well, around 12 knots, and the waves were pounding the bow. We made for the western shore for some protection and lesser waves. We had plenty of time for dumb jokes about anchors aweigh, plus a few I-told-ya-so's.

The only possible reason for losing the anchor was at the first shackle at the thimble for the chain. The shackle pin had never been seized with wire which would have prevented the pin from backing out. Inspect your ground tackle, folks. Also if you have a swivel, the shackle end must be toward the boat, not toward the anchor.

I considered not replacing the anchor just so I wouldn't have to use one, but now I have a 25 pound Danforth, provided by a generous benefactor, ready for sand, gravel, mud, and weeds. I'll be going back to Lodi to look for that anchor and chain.

- John

o o o o o

Rear Commodore's Comments

by Don Swanson

SV Skylark

Barge Race Weekend Report and Review



The Barge Race happens annually the weekend following Labor Day and is a longer distance race of about 22 nm. It is sponsored by the Seneca Yacht Club (SYC) where it starts and ends (Geneva) and uses the US Navy barge off Dresden as the turning mark. The FLYC has been a part of this

event for over a dozen years going and with good reason. It's a super fun yet competitive race and, best of all, it's a great way to meet and get to know fellow Seneca Lake sailors.

Between 0900 and noon the Friday after Labor day, five FLYC boats set off from the Village Marina with bows pointed north for the cruise up the lake. The day was sunny and a decent northerly breeze was blowing at about F2-F3 making for moderate and comfortable sailing. Some chose to proceed under power but a couple of us (*Brewster* and *Skylark*) were more inclined to enjoy the wind, sailing as far as we could.

After a pleasant (but not quick) sail to somewhere around Long Point, the likelihood of arriving in Geneva before sunset was diminishing along with the wind. First *Skylark* and then *Brewster* doused sail and fired up the diesel for the final 10 miles or so (90-120 minutes depending the the horsepower).

The glowing eye of the sun had just dipped below the western skyline when *Skylark* finally tied up at the SYC dock where *Seek Ye 1st*, *Tomfoolery*, and *Brewster* were already comfortably settled in their berths. *Ellawicious* was across the way at Seneca Lake State Park Marina, where *Brewster* had also planned to tie

up, but due to low water levels opted for the deeper water at the SYC docks. As the night gently drew over us, delicious meals were had, a sip or two of some port and rum shared, and the hopeful anticipation of a successful race filled our heads.

We're lake sailors. Yes, some of us have ventured further - the Great Lakes, coastal, and maybe even some offshore sailing. But mostly we day sail on a long skinny lake. But to cast off and leave our home waters and spend a night (or many) on the boat captures a bit of the freedom and adventure that living on and traveling by sailboat provides. Casting off and setting sail, dropping the hook, picking up a mooring or tying up at a transient slip opens a small, yet tangible connection to what a cruising life delivers. And essentially, that is how the Barge Race weekend resonates for this lake sailor. Overnighting, cooking, and passing time on the boat is a marvelous diversion from the drudgery of life on dirt, but the greatest reward is the camaraderie of events like the Barge Race.

Since my first foray to the Barge Race five years previous, on average - about half a dozen FLYC



Figure 1: A view from Skylark during the race, beating south to the barge.

boats have made the trip each year. (About half the boats racing this year were FLYC boats). And that's what makes the trip a worthy endeavor. The meals, recounting of adventure on the water, a quiet beverage at sunset with convivial conversation; that's what I remember and appreciate the most. And now..., back to the race weekend.

Saturday morning - race day! The alarm went off at 7 am but it wasn't really needed. The day began with a light southerly breeze that was becoming prominent. And as we readied ourselves and our boats, the promise of sporty conditions whispered on the wind.

As 9 am came and went, skippers from both clubs began to gather for the pre-race briefing. The course was described: the pin ends of the start/finish line, a port rounding at the barge - *keep a safe distance*, and other essentials like VHF channels and where the beer would be found after the race. But most critically - the staggered start time for each boat was calculated and provided to the skippers.

The Barge Race is a reverse-handicap race. Whereupon each vessel's start time (the number of minutes *after* the first boat starts) reflects their boat's handicapped time correction. The slowest boat starts at 0 minutes and every other boat starts at a specified time afterwards. Slower boats start before faster boats. *Theoretically*... most boats will be finishing around the same time as the speedier boats catch up with the slower ones. Naturally, the conditions and the skill influence the results.

For this year's race, *Rynnoserous* (a lovely cat boat) would start at 0 minutes (10:15 am) and each successively *faster* boat would then start at their calculated time delay. As it turned out, *Ellawicious* was second to start at +24 minutes and *Skylark* and *Tomfoolery* would be the third and fourth to set off - both at 33 minutes after the first boat (*Rynnoserous*). Another boat to start around the same time was *Imagine*, a SYC boat.

Of course as a singlehander in sporty conditions my attention to the progress of others was a bit diverted. Nevertheless a tacking duel between *Tomfoolery*, *Imagine*, and *Skylark* unfolded. All the while up ahead there was *Ellawicious*, holding her lead and staying well ahead the fray. It was exhilarating as the boat speedily crashed into the waves, notwithstanding being thoroughly soaked while

stepping forward to tighten a leech line on the headsail. Of course, all the while the inextricable progress of the bigger, faster boats became readily apparent, especially as the wind continued to build to 15-20 knots and we began to close in on the barge.

And seemingly out of nowhere the black sails of *Seek Ye 1st* pushed ahead and while the rest of us were rounding the barge and preparing to jibe north, *Seek Ye 1st* and *Ellawicious* were already speeding downwind on a run to the finish line, a lead that would carry them onto first and second place finishes, respectively.

But back at the mark and as the downwind leg commenced, this sailor was starting to question his life decisions, mostly the one about singlehanded. As I put the barge astern and pointed the bow due north, I deployed a preventer vang on my main (to port) and put the headsail (a working jib) to starboard for a run: wing-on-wing. Normally... this is manageable; with a steady wind and moderate seas the headsail usually holds itself fine with just the sheet. But not this day.

As the boat surfed down the waves, the jib would collapse and the main would deliver a heavy dose of weather helm. When the headsail would fill again, it was usually somewhat violent. The autohelm was struggling and wasn't much help. What I really needed was someone to bark commands to while I helmed the boat. Knowing this to be unsustainable for the duration of the return leg, I opted to bail out onto a deep broad reach to the west shore and jibing once onto a long broad reaching starboard tack. The final lay line to the finish. Doubtless it cost me a place or two in the standings... but so what. The boat and skipper lived to sail another day. And after all, it's all for fun. Though I might not have said so at that moment... I was still having a good time.

Overall, the race was marvelous. Of the 11 boats that started, 10 completed the course. I am happy to report that the Finger Lakes Yacht Club was well represented in taking first and second place. Congratulations to Mike Crouse on *Seek Ye 1st*, (Islander 36) for first place and to Bill Trondsen on *Ellawicious* (Pearson 26) who came in second. *Tomfoolery* skippered by Tom Alley also placed a respectable fourth place. *Brewster* and *Skylark* took sixth and seventh, respectively. Here are the complete results:

- 1st - *Seek Ye 1st* - Mike Crouse - FLYC
2nd - *Ellawicious* - Bill Trondsen - FLYC
3rd - *Tue Pre't* - Dave Murry - SYC
4th - *Tomfoolery* - Tom Alley - FLYC
5th - *Imagine* - Dave Phillips - SYC
6th - *Brewster* - Jim McGinis - FLYC
7th - *Skylark* - Don Swanson - FLYC
8th - *Green Pearson* - Rich Guerin - SYC
9th - *V-48* - Audrey Fazio - SYC
10th - *Rynnossorous* - David Kendrick - SYC
DNF - *Oktoberfest* - Werner Holtze - SYC

The conditions were sporty and the competition fierce, but friendly. And as the boats returned to the SYC clubhouse facilities, many a skipper and crew were exhausted, yet exhilarated. We enjoyed a buffet featuring delicious chili and sides provided by our wonderful hosts. And it kept getting better... homemade ice cream, cheesecake... and did I mention the cookies?

After the day of racing, a hearty meal, and great company, it was time to rest up for the ride home the next day. And with that we took to our berths for a well-earned rest - rocked gently to sleep by the south wind that had just begun to fade.

Final Note

I cannot say enough how appreciative we are for the generosity and hospitality provided by the SYC. Without a doubt, the Barge Race has become a tradition for the FLYC, too. Thank you again to Tom West and all of the SYC sailors who have so warmly welcomed us. We look forward to doing it again in '27.

Cheers!

- Don

o o o o o

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

race@flyc.us

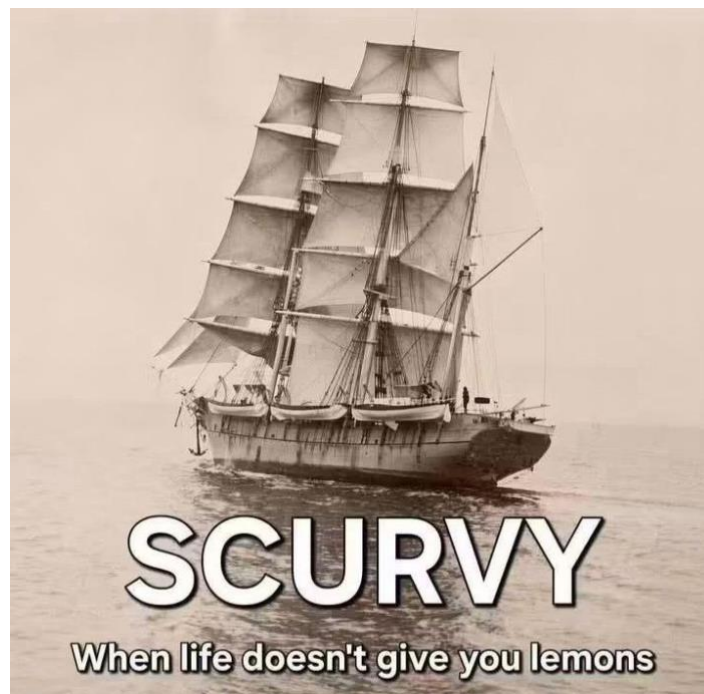


Figure 2: Image via AccordingToHoyt.com.

Secretary's Column

by Katie Alley

Notice of Annual Meeting



Pursuant to Article III, Section 2 of the FLYC Bylaws, notice is hereby given for the annual meeting of the Finger Lakes Yacht Club members. The 2026 Annual Meeting will take place at the Seneca Lodge (3600 Walnut Rd, Watkins Glen, NY 14891) on Sunday, November 8th. Gather from 5-

8 pm.

Members will choose their meal from a limited menu and pay Seneca Lodge for their meals at the restaurant on the evening of the 8th. There will be a cash bar for drinks and a salad bar available. Dinner details, including the RSVP due date for a headcount in advance, will be sent via email soon.

Agenda items include, but are not limited to, the annual club banquet, presentation of club awards, nominations from the floor for club offices, and elections. The summer racing awards will be presented at this meeting as well.

The offices that are up for election are listed to the right. Terms of office begin immediately following the elections by the membership. Officers serve a one-year term.

The Board includes up to six directors (currently four), each serving a two-year term. Terms are staggered such that half of the directors are elected each year. Nominations for people to fill these offices may be made at any time up until the elections are held at the Annual Meeting. For a nomination to be valid, it must be seconded and agreed to by the nominee. Voting may be done in person or by written proxy submitted to the club Secretary prior to the

SV Champagne Problems

election. Per the club bylaws, each membership (i.e., each family) has a single vote in club elections.

Following the elections, the new Board will appoint the club Secretary and Treasurer, as specified by the Bylaws, as well as Chairs to the various standing committees. At that point, the floor will be opened for new business.

Current Directors with one year remaining of their term:

- Tom Alley
- Russ Nelson

Current Directors at the end of their term:

- Maggie Martin
- Andrew Theismann

Nominations to Date:

- Commodore: Mike Sidell
- Vice-Commodore: John Chesbrough
- Rear Commodore: Don Swanson
- Secretary: Katie Alley
- Treasurer: Denis Kingsley
- Asst. Treasurer: Nancy Sisbarro
- Director (2 yr): Maggie Martin
- Director (2 yr): Andrew Theismann
- Director (2 yr): OPEN
- Director (1 yr): OPEN

Our club has multiple ways to become involved, both formally and informally. We are always open to new ideas for social events, races, and newsletter content.

- Katie

o o o o o

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

SYC Barge Race Official Results

By Tom West

As for the Barge Race finishes on September 12th - here are the official standings:

The race was held in a good breeze and we calculated the fleet start times using Portsmouth Yardstick ratings with Beaufort Force 4 winds. The finishes are listed in the table below.

We really enjoy the camaraderie and sailing spirit the fleets exhibit when we get together. Still can't believe it's the 13th year that the clubs have been

SYC Cruising Fleet Captain

sailing together in the annual Barge Race at the end of the season, and I hope some of the SYC skippers takes advantage of the reciprocal Commodore's Cup Race next sailing season.

Best,

- Tom W

Formerly, Chocolatero T

o o o o o

Place	Boat	Owner	Club
1 st	<i>See Ye 1st</i>	Mike Crouse	FLYC
2 nd	<i>Ellawicious</i>	Bill Trondsen	FLYC
3 rd	<i>Tue Pre't</i>	Dave Murry	SYC
4 th	<i>Tomfoolery</i>	Tom Alley	FLYC
5 th	<i>Imagine</i>	Dave Phillips	SYC
6 th	<i>Brewster</i>	Jim McGinis	FLYC
7 th	<i>Skylark</i>	Don Swanson	FLYC
8 th	<i>Green Pearson</i>	Rich Guerin	SYC
9 th	<i>V-48</i>	Audrey Fazio	SYC
10 th	<i>Rynnossorous</i>	David Kendrick	SYC
DNF	<i>Oktoberfest</i>	Werner Holtze	SYC

Katie's Page Port: Book Reviews of Nautical Narratives

By Katie Alley

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

This Month's Review: *A Marriage at Sea: A True Story of Love, Obsession, and Shipwreck*

Author: Sophie Elmhirst

Published: 2024

Thank you to Mike and Nancy Sidell for gifting me a copy of this book!

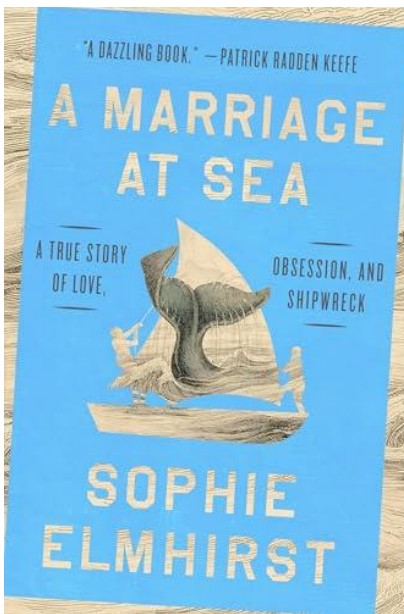


Figure 3: Image via Goodreads.

“In an overpopulated town on the south coast of England, Maurice was lonelier than he had ever been on a life raft in the middle of an ocean with his wife.”

Overall, this is an incredible story – another tale of survival on a life raft – much like Steven Callahan's *Adrift*, except this time we're on the Pacific. However, I'm not sure if this particular book is the best portrayal of the Baileys' survival story.

Summary

A Marriage At Sea recounts the true story of Maurice and Maralyn Bailey, the British couple that survived 118 and $\frac{1}{3}$ days on a life raft in the Pacific Ocean in 1973.

SV Champagne Problems

Maurice is an awkward, introverted, peculiar type of guy. Maralyn is the opposite – a charismatic, social, confident woman. But somehow they click and end up married.

They grow tired of their 9-5s and suburban life in Derby, England. Maurice was a hobby sailor who accompanied friends on their boats before he met Maralyn. However, it was Maralyn's idea to sell their house, build a boat, and sail to New Zealand.

They spend several years saving up money, customizing the boat, learning navigation, and doing practice sails. In 1972, at ages 32 (Maralyn) and 40 (Maurice), they made Maralyn's dream a reality, and left England behind.

The first several months of their journey, including their Atlantic crossing, aboard their 30-foot sloop go smoothly. It isn't until March 4th, 1973 – when their boat hits an injured sperm whale that leaves an 18"x12" hole in the hull below the waterline – where they run into trouble. Maurice and Maralyn find themselves in their life raft, along with their dinghy, approximately 250 miles north of Ecuador and 300 miles east of the Galápagos, watching their beloved boat sink.

At first, they try to row the dinghy with the raft in tow to the Galápagos, but the wind and current push them too far west. Alarmingly, they discover that their fish hooks are not in their emergency bag. Maralyn, an innovator, starts fishing with a safety pin and a cord. The couple also starts catching turtles with their bare hands. They eat them, drink their blood, and later, keep several live turtles as “pets.”

The days start going by. The couple sees several ships, but only one out of their six flares light. At one point, one ship even turned around toward them, but then turned back and kept going. They made “homemade” flares by dipping rags into their kerosene tin – until their tin got water in it.

Maurice, a typically pessimistic person, got very depressed and quickly pondered suicide. Maralyn, always more optimistic, continually told her husband that they were meant to survive. She did her absolute best to keep his mind busy. They told each other the plots of the books they've read. They played cat's

cradle with a string, and cards and dominoes with scrap paper. They watched the sunrise together every morning.

Maralyn insists that she wants to continue to sail once they get rescued. She begins designing their next boat. With Maurice, she draws out every view, piece of rigging, and storage compartment. Maralyn plans out extensive meals for the future dinner parties they'll host aboard.

At one low point, Maurice gets very sick with a deep cough and chest pain. As time goes on, their raft deteriorates, with holes in it from the spines of fish. Both of them are weak, gaunt, and stiff, covered in saltwater sores. They live off of what turtles, fish, sharks, birds, and rainwater they can catch.

Finally, on June 30th, 1973, a Korean fishing ship, *Wolmi 306*, spots and rescues Maurice and Maralyn. They were extremely skinny, stinky, and hardly able to stand. Captain Suh Chong-il and his crew hosed the couple off, gave them new clothes, provided them with a cabin, and rationed foods for a special menu for them. Maurice and Maralyn learn that they have drifted over 900 miles northwest from where their boat sank.

Maurice was covered in infected sores. One of his wounds on his buttock was so deep that his bone was exposed. The couple needed medical care, so *Wolmi 306* diverted their course to Hawaii.

Before Maurice and Maralyn even set foot on land, their story was making the news worldwide, thanks to telegrams from the ship back to shore. On July 13th, they arrive in Hawaii, and immediately attend a press conference. They receive a penthouse stay on the 13th floor of a new five star hotel.

Maurice and Maralyn remain a media sensation for months. Maurice repeatedly credits Maralyn and her courage for their survival. They traveled to Korea to meet *Wolmi 306* for her return, and later to California, and then back to London. The couple grew tired of traveling, and continually being interviewed and photographed. However, they do it to earn money for their next boat.

In April 1973, Maurice and Maralyn published their memoir, *117 Days Adrift*, detailing their experience, using excerpts from the diaries Maralyn kept. (Yes, they actually spent 118 and 1/3 days aboard the raft, but due to an early media error, 117 days is what stuck.) The book was a best seller. In 1978, Maralyn

published a cookbook containing many of her recipes she dreamed up on the raft.

The couple built their second dream sailboat, and traveled to Patagonia, like Maralyn said they would on the raft. They spent time chartering the boat in Spain and later returned to England, in need of jobs. Sadly, they had to sell the boat due to a large tax bill. Ironically, the new owners sailed the boat to New Zealand.

Maralyn died in 2002 of cancer at age 61. Maurice spent the rest of his life grieving intensely. He wrote another memoir, a collection of letters about his time with Maralyn. In 2017, Maurice passed away of prostate cancer and kidney complications.

My Thoughts

I was so excited for this story. The boat hits the whale on PAGE ONE! Unfortunately though, this momentum is not held through the book. We start with the sinking scene, but then we bounce back to the past where Elmhirst tells us what Maurice's life was like and how he met Maralyn and what their boat was like and so on and so forth.

And while I appreciate the honesty, others may have a very difficult time connecting with or caring about Maurice. He is *not* painted to be a likeable character. He's moody, insecure, entitled, and offputting. The book mentions how one of his crew on the Patagonia trip jumped ship after the Atlantic crossing because Maurice as the skipper was so difficult to work with.

This is not a dramatic, suspenseful survival story like Callahan's *Adrift*. It is for maybe half the book, but the other half is just about Maurice and Maralyn's lives. The last third is about all the media coverage they received after their rescue and how depressed Maurice was after Maralyn's death. All of the chapters are different lengths, which I find annoying. It felt like the story was dragged on for a while, as if the author was trying to meet a minimum word count.

One review I read described this book as a "watered down" version of the Baileys' story. The author never met the couple and used information from the Baileys' memoir and news articles to write this book. There is nothing wrong with reading someone's research project. But I'm simply not sure how much this adds that is not already in the Baileys' memoir. There's a layer of emotional detachment.

Their memoir, *117 Days Adrift*, has been on my “want to read” list for quite some time. I just happened to read this book first since a physical copy was gifted to me. But don’t feel bad Mike and Nancy, this was still a worthwhile read for me! If anything, I think it will be interesting to read *117 Days Adrift* having all of the context that this book gave me. I want to read the firsthand account of survival on the life raft and see if Maurice’s and Maralyn’s perspectives match what Elmhirst has described them as.

Another review I read stated that *A Marriage At Sea* “spins source material into wistful platitudes about love.” I agree. I do not think this book made any profound, universal statements about marriage. Perhaps framing this as a love story of sorts was the wrong move. Maurice and Maralyn’s marriage itself does not sound that atypical for the 70s. Their lifestyle was unconventional in the sense that they did not have kids and lived on boats for a few years.

Maralyn is a strong feminist for the 70s. But that’s really it.

In my opinion, I would not want to be married to Maurice. It sounds like he needed a therapist more than a wife. But I guess Maralyn held him together and put up with this moodiness. I do believe that they loved each other and of course, it is impressive that they survived their ordeal *and* returned to sea.

In conclusion, if you’re looking for a captivating survival story, skip this book. If you’re okay with a lengthy factual recount of the Baileys’ experience before, during, and after their time at sea, this is a good read for you.

Key Takeaways for Mariners

- Make sure you *actually like* whoever you marry, especially if you plan on spending any extended amount of time on a boat with them.

- Katie

o o o o o

Recipe – Polish Pasta with Strawberries

By Russell Nelson & Ewa Wdzieczak

SV Łódź

Two picnics ago, my wife, Ewa Wdzieczak, made a dessert which some people enjoyed and some people chose not to partake of. The recipe is simple and goes like this:

- Boil the pasta. Any will do, but linguini is recommended.
- Wash and trim the strawberries.
- Set some aside for a garnish
- Use a blender to liquify them.
- Add yogurt or sour cream with honey.
- Drain pasta
- Add strawberry sauce and stir it in
- Garnish with the remaining strawberries

- Eat warm. Or eat cold, as you wish. For a main meal or a dessert (it’s not too sweet).

Ingredients

- 10 oz strawberries (fresh or frozen)
- 8 tbsp yogurt or sour cream
- 2 tbsp honey
- 5 oz uncooked pasta

- Russell & Ewa

o o o o o

Barge Race Recap 2026

By Katie Alley

Five boats traveled up to the northern end of the lake to represent FLYC in Seneca Yacht Club's annual Barge Race on September 12th. Our club was well-represented in this season finale race for SYC's mixed-class racing series. The highly-anticipated race entails a staggered start at SYC's clubhouse, a 12-mile leg south for a port-rounding at the navy barge, and a 12-mile dash back to SYC. This year, *Tomfoolery*, *Brewster*, *Skylark*, *Seek Ye 1st*, and *Ellawicious* participated from FLYC, along with six SYC boats.

The winds did not disappoint! *Tomfoolery* was especially pleased with a strong breeze from the south. Her pessimistic anemometer was reading a steady 17+ knots at multiple points. We started with a reef in the main and a slight reef in the jib. *Skylark* and *Tomfoolery* had the same start time (thanks to similar ratings) and we ended up staying close by each other almost the entire way to the barge! We would be on opposite tacks, crossing mere boat lengths apart in the middle of the lake.

A south wind means 30+ miles of fetch for waves to build at the north end of the lake. We were heeled over and had a choppy ride upwind to the barge. Skies were mostly cloudy and temperatures were in the low 70s, making for a really comfortable day. (I have memories of doing this race in a winter coat.)

We really were neck and neck with several boats for the entire race. *Tomfoolery* was keeping a close eye on not only *Skylark*, but a Pearson 30 from SYC and *Imagine*, a Hunter 25.5, and *Tue Pre't*, a Pearson 30.

SV Champagne Problems



Figure 4: Tom West of SYC's Race Committee briefs the fleet at the 0900 skipper's meeting.



Figure 5: Heeled over! Bearing my weight on the low side of the cockpit. Also, I highly recommend Huk boots if you're looking for a waterproof/fall boating shoe.



Figure 6: The beat to the barge. (From L to R on the horizon: Skylark, Imagine, Tue Pre't)



Figure 8: Staying close to Tue Pre't.



Figure 7: Passing Imagine!

For one tack nearing the barge, the wind dropped to about 12 knots on the pessimistic anemometer. We shook both reefs to remain competitive with *Tue Pre't*.

To no one's surprise, *Seek Ye 1st* overcame her heavy handicap that had her starting 58 minutes behind the rabbit boat. She passed *Ellawicious* just before the barge and was the first around.

Tomfoolery rounded the barge around 1400. One thing of note was that we saw PEOPLE on the barge for the first time in all our years doing this race! Three men were standing on the barge watching the sailboats go by. They did not wave, but they also did not gun us down for getting too close.



Figure 9: Seek Ye 1st (L) and Ellawicious (R) round the barge.

Time for the downwind run back to the club. The winds picked back up to their sustained 17+ knots and *Tomfoolery* was under full sail. Waves had built up to significant heights for Seneca – some over three feet! This created some exciting conditions. Waves were pushing us along, sending us surfing, and increasing the difficulty that already comes with steering dead-downwind. Keeping the boat on a precise course to keep both the jib and the main full wing-on-wing was challenging. We were testing the standing rigging with the way the jib would thrash when air refilled it.

Seek Ye 1st and *Ellawicious* had a good lead, but *Tomfoolery* and *Tue Pre't* were right together after rounding the barge. We opted to ride a beam reach for a short time to get toward the middle of the lake and eat lunch. Steering was a two-handed activity dead-downwind. *Tue Pre't* chose to stay close to the east shore on a wing-on-wing tack, which ultimately allowed them to pull ahead.

It was exciting to be so close to *Tue Pre't* for so long. The Alberg 35 was also made by Pearson, but the Pearson 30 is a newer, lighter boat. However, we had nearly the same boat speed for much of the race! It probably would have been closer if we hadn't gone on the beam reach.



Figure 10: Not even our top speed! *Tomfoolery* saw 8.43 knots.



Figure 11: Two-handed steering and waves as far as the eye can see.



Figure 12: Sunset over the SYC docks.

Tomfoolery maneuvered over the finish line just before 1600, securing a 4th place finish. *Seek Ye 1st* and *Ellawicious* stole the podium for FLYC, finishing 1st and 2nd. *Tue Pre't* finished 3rd and *Imagine* finished 5th. *Brewster* and *Skylark* also sailed excellently, passing four SYC boats for 6th and 7th place finishes. Another memorable race and successful collaboration with our friends on the other end of the lake!

A special thank you to SYC for their continued hospitality. They hosted a FANTASTIC chili dinner for us and allowed us to use their facilities and docks once again. We love visiting there! Surely you'll be hearing about the next barge race weekend soon enough.

- Katie

o o o o o

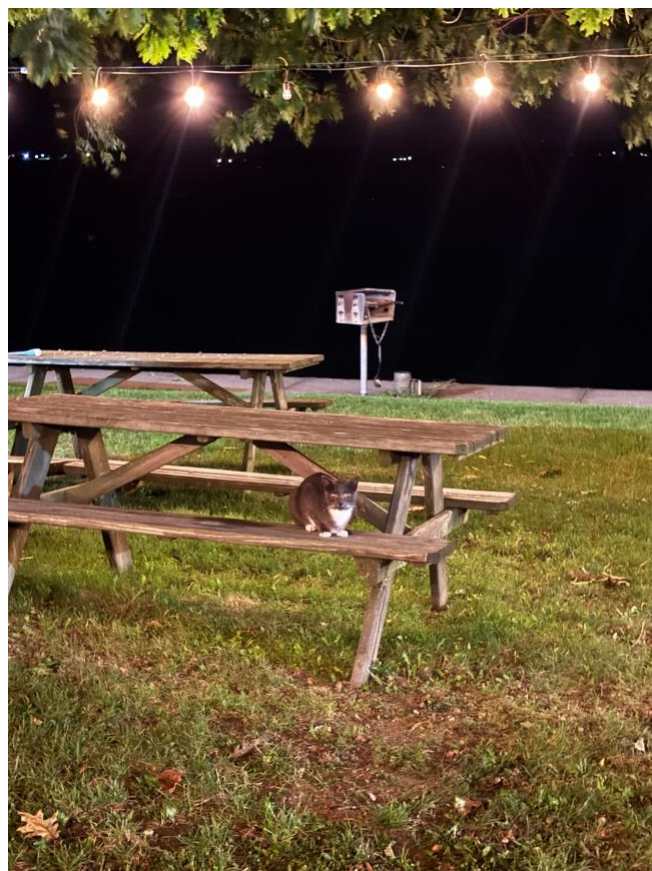


Figure 13: Another friend at SYC!

Editor's Corner

by Tom Alley



And Now for Something Completely Different

As many of you know, I've been involved in our club's racing program pretty much since moving into the area over 25 years ago. At

times I was in charge, but most of the time I was part of the team that helps keep the job manageable for the Rear Commodore. For those of you who have not read the club bylaws recently, the Rear Commodore is responsible for all our on-the-water activities and is the de facto chair of the Race Committee.

Sailboat racing under the official US Sailing Racing Rules tends to be very formal and structured. As a result, it is also quite intimidating to those trying to get started in the sport. Fortunately, our club has a fairly laid-back culture when it comes to racing that tends to breed an environment of both camaraderie and mutual mentoring. Coming from the "big lakes" with absolutely cutthroat competition, I've found this to be incredibly refreshing and relaxing. As nice as this is, our Race Committee is always looking for ways to keep the racing interesting and fun.

A standard race has all the competitors start at the same time and records the elapsed times for each boat. Handicaps are applied to the elapsed times to obtain corrected elapsed times which then determine the order of finish. Starts are exciting with the fleet being bunched up and crews enjoying close, tight racing. As the race progresses, the fleet spreads out and, in race fleets consisting of a wide diversity of boat types, it can be difficult to tell if one is leading or trailing without doing a bit of math that can get complex at times.

To address this, some clubs (FLYC included) sometimes run what are known as "reverse handicap" races. Here, each boat is assigned a

SV Tomfoolery

starting time based on her handicap and then the first boat over the finish line wins. This style of racing provides each boat crew with instant feedback to know where they currently place in the fleet, but it also results in the fleet being spread out for much of the race and not getting into any close sailing until late in the race.

This year, the Race Committee decided to try an idea for choreographing a race in a manner that would allow for close starts and for close finishes. The answer to this was to assign each boat a different distance to sail. Fortunately, the topography of Seneca Lake makes this easy to do. Since the lake runs almost due north-south, each boat can be assigned a latitude to sail to before turning around and heading back to the finish. Boats can then start together, and (theoretically) finish together.

This concept was tested on August 29th at the club's "Handicapper's Special Race." Although we were plagued with very light winds, the concept seemed to prove itself sufficiently for the competitors to agreed it would be fun to try again.

The best feedback from the competitors was, "Boy! That was fun!" And that's all the Race Committee needed to hear. Stay tuned for more!

Web Site Updates

Nothing new to report in this newsletter issue. The web team has been out sailing and enjoying what's left of the 2026 boating season. The next committee meeting will be on Wednesday, October 7th. Look for more updates soon!

- Tom

o o o o o

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)

June

01 **June Newsletter Publication Date.**

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

06 ~~**Rust Removal Race.** Practice race. (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. (0900)

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

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

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

July

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

04 **Independence Day Picnic.** (1700)

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

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

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

18 **Summer Series Race #4.** (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. (1800)

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

08 **Member Banquet & Annual Meeting** *Seneca Lodge, Watkins Glen, NY.*

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.