

# GYC Journeys

November 2025  
Volume 92, Issue 12



## Inside This Month

- November 2025 Membership Reports
- Welcoming our New Members
- Tucked in for a Long Winter's Nap
- Cups & Flags Ceremony
- Welcome our New Officers!



# COMMODORE'S Corner



I want to thank the membership for giving me the honor of being Genesee Yacht Club's Commodore for 2026.

As a Club member since 2012, I have watched many highs and some scary lows in our Club, but the one constant has been our members. Well, frankly, they're more than members, they are our family!

Each year, our Club awakens from its winter slumber and becomes a center of hustle and bustle. I see so many friends that make stopping at GYC part of their daily routine. The laughter and stories I am a part of on our porch and now our patio are something all of us look forward to each time we come down.

I think that 2026 is going to be a fantastic year. We have many ideas and projects we want to begin and we are looking forward to serious input and help from the Club in the coming year.

I want to wish everyone a very happy Thanksgiving and I will see you all soon!

## Cruising Sailors



What my friends thinks I do



What my mom thinks I do



What society thinks I do



What powerboaters think I do



What I think I do



What I really do

Did you know that Nick Lang's father Robert Lang has been creating and uploading YouTube content of many of our Tuesday racing series?

Using his drone and deck mounted cameras, Bob has over 18 videos of various races this year.

In addition Bob has been instrumental in helping to create wonderful online content showcasing our Club and the events that we host.

Interested in seeing what they have been working on?

Stop by YouTube and subscribe to Bob's page at:

<https://www.youtube.com/@robertlang9962/videos>



YOUTUBE.COM

GYC Fall #4 9-9-2025



## Keeping the Fleet in Sight - Vice Commodore Report

Bob Blakley



**T**o everyone, thanks in advance for your support in the coming year and making our Club what it is! Member involvement is one of the key things that makes GYC work and the reason why I decided to take on this role for the coming year. As your Vice-Commodore, I will be overseeing the club's maintenance and facilities. If you see something that needs attention, please call/text me (585-729-8118), or email me. You might be surprised at how much it takes to keep the Club running and I will be posting repairs and needs on our GYC website.

**Dock Sign up:** We have the Dock Sign-up sheet posted on the bulletin board for 2026 GYC docks. Remember, you **MUST** sign up every year! Don't assume we know you want a dock. If you want to be considered for a club dock assignment, you have to sign up, so if you haven't, do it now, don't wait. Be sure to sign-up before the deadline when the list comes down at the end of the December 4, 2025 membership

meeting.

**Reminders:** As we slide into the Winter mode, a few reminders. We have 66 boats in storage at GYC and they're packed in tight. Be careful parking – they're closer than you think. November weather can be particularly nasty - high, maybe even gale force winds and ice are the norm for winters in Rochester. Be sure to check your covers, poppets, blocking and ladders regularly. Keep your ladders locked up! It wasn't that long ago some enterprising individuals decided to help themselves to boat batteries. As bad as that idea was, talking to each other on Channel 16 wasn't so good either, as they soon realized when the police were waiting for them. Please be sure to only plugin if you are at your boat. Unfortunately, boats do catch fire (remember the big cruiser at Shumway?), maybe a heater is plugged in... maybe the extension cord is not so great and if one boat were to catch fire, boats are close, you get the picture.

**Dock Plan 2026:** One of the bigger projects we have planned involves upgrades to our docks. Our docks have to be robust to put up with the Genesee River, so floating docks, as nice as they are, would be destroyed by winter ice. We are going to reconfigure two docks, 27 and 28. Some of this work involves outside help for pulling and resetting wood pilings, but there will be plenty for us to do. I can use help with construction drawings, demolition, building the new dock, etc. Let me know if you want to get involved. Ideally this will be done by the end of March, 2026. Another dock upgrade in the works, U-shaped handles for all docks. Plenty of opportunities to get involved.

**Dredging:** We are also looking at selective dredging. Right now, this will not be a major dredging. The basin has that shallow area in the channel and we will look at the rest of the slips for any that need attention. Right now we are looking at depths, checking permits (talk about complication), then issuing RFQ's. Ideally this will also be wrapped up before our spring launch. More details to follow.

I am looking forward to what's coming up, especially with all the newer members. We were all new members once, so I hope to see you get involved. It's the best way to get to really know the club!

## Guiding Winds from the Stern - Rear Commodore Report

Kevin Reilly



**W**hat a perfect way to end another great racing season than to celebrate with friends and fellow competitors as our annual Cups & Flags Ceremony. As always, Lake Shore Country Club did a spectacular job hosting our event and the evening was full of laughter, stories and recognition of the best our Club has to offer.

Sixty racers, friends and family attended our October 25th ceremony. Over eighty flags and perpetual trophies were handed out that night.

Once again, I want to thank every skipper, crew member, after race volunteer and most importantly, our committee crew volunteers who each week spent hours on and off the water ensuring we were safe, that our races were challenging and that the results were recorded and made public so quickly.

I can't wait until 2026 and if you have thoughts, wishes or ideas, PLEASE let me know! I hope everyone has a joyous Thanksgiving.

# UPCOMING EVENTS AT GYC

|             |                            |
|-------------|----------------------------|
| November 29 | Deck the Halls             |
| December 04 | General Membership Meeting |
| December 06 | Children's Holiday Party   |
| December 11 | Executive Board Meeting    |



## Membership Packet Awarded



Bill LeBine

## GYC Provisional Membership Approved

Joe Buzzard

## Spousal Membership Approved



Maria Ellman



- Next Month we Vote On:  
Amy Aaronson & Bill Baum  
Provisional Membership - Will Phipps

**Please check the 2025 Directory for Accuracy!**  
*Check you email, phone number, boat name & more!*

If you would like to change something, contact  
Craig Roth before the end of the year.

[craigroth6@gmail.com](mailto:craigroth6@gmail.com)

Directory is online in member's section at  
<https://geneseeyc.org/>

**Would you like to add something to the GYC  
Newsletter?**

**Contact Christopher Toole at  
[Toolenaround16@gmail.com](mailto:Toolenaround16@gmail.com)**



If people want to email work hours, please send them to  
**Pat DeMetsenaere**  
**([jerryco@frontiernet.net](mailto:jerryco@frontiernet.net))**  
**Be sure to beat the October 31st deadline!!!**





## 2026 EXECUTIVE BOARD

**COMMODORE** Joel Doyle

**VICE-COMMODORE** Bob Blakley

**REAR-COMMODORE** Kevin Reilly

**SECRETARY** Peggy Braitch

**TREASURER** Robert Gibson

**PAST-COMMODORE** Kevin Dudarchik

**MEMBER at LARGE** Joanne Mudge (2027)

**MEMBER at LARGE** Frank Woods (2027)

**MEMBER at LARGE** Terry Pitt (2026)

**MEMBER at LARGE** Nick Lang (2026)



### Lake Ontario Water Level

- Thursday, November 13, 2025 - 244.36ft
- November long term average - 244.23 - 244.62
- Deep water temperature - 50° F

Would you like more information?

Go to the International Lake Ontario-St. Lawrence River  
Board's websight for more!

<https://ijc.org/en/loslrb/watershed/water-levels>

***Thank you Rich Allen for this tip!!!!***



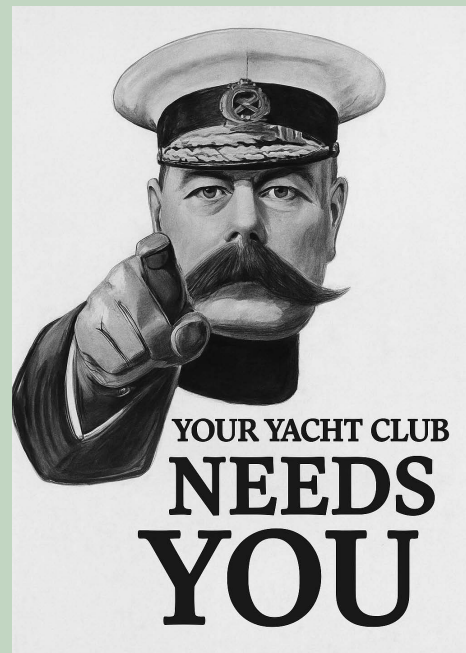
**TowBoatU.S.**

TowBoatUS Rochester and Captain Grant Langheinrich stand by to provide assistance in the Rochester boating area 24/7.

Need a tow in the Rochester area?

Call

Oneida Marine Group, Inc.  
Rochester, NY (585) 797-9847



Easy Link to GYC Work Needs

We've made the link to our volunteer work needs easier  
(thanks Ken Patterson and Rich Allen).

Simply go to the GYC website  
[www.geneseeyc.com](http://www.geneseeyc.com)

If you are using a computer, the heading  
**Volunteer Work Needs** is in bold on the right.

If you are using a phone, scroll down to the same link

This will take you to **SignUpGenius** and on that page you  
will see a listing of all the available jobs.

**Start planning your volunteer schedule for our 2026  
season!!!!**

### Reminder—

If you are joining or renewing  
BoatUS membership, our  
cooperating Group ID number is:

**GA80272Y**

# GYC Cups & Flags 2025 Ceremonial Dinner



Rear Commodore Kevin Reilly hosted this year's Cups & Flag Ceremony at the Lake Shore Country Club. Almost 90 flags and top awards were given out to 25 sailboats this year.

This doesn't even take into consideration our members that raced their boats at other clubs or crewed on the many races available on the Lake Ontario. LYRA2025 was hosted by the Sodus Bay Yacht Club and GYC members showed up in force for the One Design Division. Races at Oak Orchard YC, Rochester YC and Brockport YC were well attended by GYC members and we even had a member race in the annual Lake Ontario 300!

We'd like to thank all of the owners and crew that participated this year in a very successful racing season. Our volunteers that manned the committee boats and provided dinner after our evening races help make our racing season one of the best.

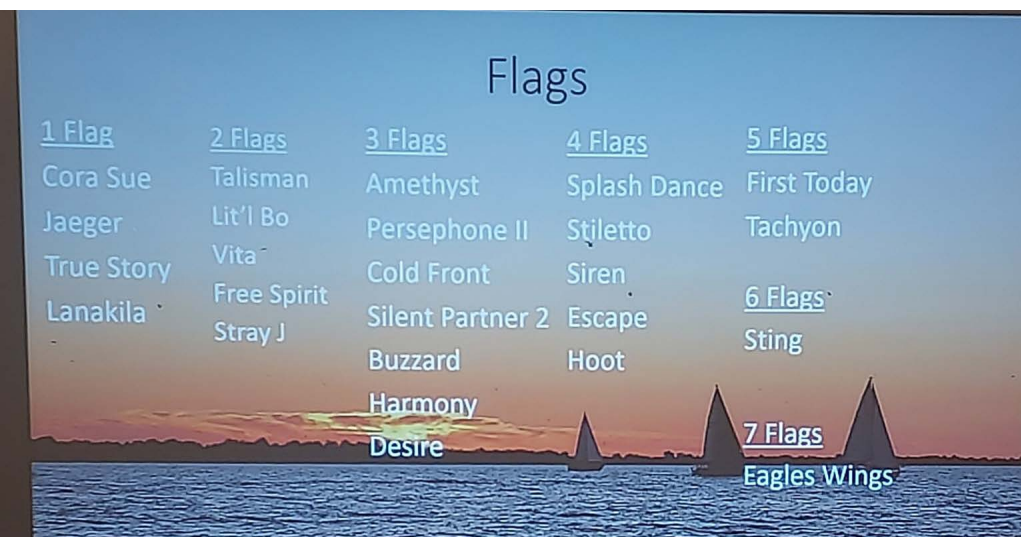
Only six months until the 2026 Racing Season starts!

## A VERY special thank you to our Race Committee Volunteers

- Bill Topping
- Don Hollander
- Rob Schaeffer
- Bob Burkhardt
- Mike Conway
- Bill Thompson







## By Clark Chapin, US Sailing National Judge.

### Why does every club need a judge?



Here are some examples:

#### Scenario 1

It happens to certified judges all the time.

The phone rings on a Wednesday evening. The caller says something like, “Hi, this is John Doe and I’m the chair for the Widget 20 Championship Regatta being held this weekend at Whatsamatta Yacht Club. We need a protest committee for the regatta and I wondered if you are available.”

The rest of the particulars run something like this:

- They have no Certified Judge or even JIT (Judge-in-Training) at the Club;
- The Notice of Race has been posted for several months;
- The Sailing Instructions have already been posted on line and were copied from last year with the dates changed, no matter that this is a rule book year;
- There are a couple of members who are regarded as “know the rules pretty well”, but they’re working on the race committee.
- John is really sorry that he didn’t call sooner. Appointing a protest committee “slipped through the cracks.”
- Whatsamatta Yacht Club is either 40-60 miles away (just long enough to be a 1+ hour commute each way) or 150 miles away (just short of being a “non-local venue”).

#### Scenario 2

Whatsamatta Yacht Club has been running its Wednesday Night Series since forever. It is the centerpiece of the Club’s racing activities and the focus is on the friendly atmosphere and camaraderie among the racers. Protests, everyone agrees, would seriously cut into the after-race festivities, so there is an unwritten rule that protests are frowned upon.

Then one balmy July evening, somebody gets cut off at the last leeward mark and loses several places as a result, which might be enough to affect the outcome of the Series. The protester hails “Protest!” and, once ashore, digs up a ten-year-old protest form and fills it out. The protester has to search a bit to find someone to give it to, since nobody seems to know the procedure.



A protest committee is scraped together composed of three sailors from another class. One of them has a six-year-old rule book. After the hearing, which takes almost two hours, the protest committee is exhausted and everyone missed dinner. The protester still isn’t satisfied and over the weekend figures out how to appeal and requests a written copy of the decision. There is some delay as the protest committee writes up what they decided. Time goes by and the Appeals Committee, after requesting several additional documents, directs that the hearing be reopened. The whole process takes months and results in some awards being reshuffled. Everyone is disgusted with the entire affair and they all vow to never protest again.

#### Scenario 3

The Whatsamatta Yacht Club Annual Widget 20 Regatta brings in several entrants from three different states. The Race Committee Chair generates the Notice of Race and Sailing Instructions mostly by changing the dates from the previous year’s event.



In the last race with a dying breeze, the Race Committee decides to shorten the course from two laps and a short beat to one lap plus a short beat. To signal the change, they position the mark boat at the leeward rounding mark just before the finish and have them display flag “S”.



An out-of-town boat, leading the race and seeing this, finishes between the mark boat and the nearby mark, congratulates his crew on a job well done, drops his sails and motors to the launching area. Looking over his shoulder, he sees the boat behind him, a local, sail to the RC boat and receive a sound signal, which might mean the first boat to finish. Ashore, the out-of-towner discovers that he was scored DNF. He files for redress, but the hastily assembled protest committee tells him that Whatsamatta Yacht Club has always signaled a shortened course at the mark before the new finish.

They deny his request and, having lost a trophy due to the difference in his score, he vows never to return.

### **What Went Wrong?**

If, instead, a Certified Judge (whom we'll call Obiwan Kenobi) was a member of the Whatsamatta Yacht Club things might have turned out differently.

In all three scenarios, the involvement of a Kenobi at an early stage would have prevented the problem:

**Scenario 1:** If John would have consulted with Obiwan as part of the early event planning, he would have found out where he could look for a judge for the event, including the US Sailing “Find a Race Official” web page:

<https://www.ussailing.org/competition/rules-officiating/resources/find-a-race-official/>

**Scenario 2:** An annual review (or, at the very least, at the beginning of a rule book year) of the Notice of Race and Sailing Instructions by one of the Club's certified judges against the requirements of Appendix J would have highlighted the lack of a protest process and allowed the Club to think about how to handle a protest if one is submitted. Judges are trained regarding both Appendix J as well as the World Sailing templates for Notices of Race and Sailing Instructions.

**Scenario 3:** Even sailors who have a good grasp of the rules of Part 2 often have limited knowledge of the rules numbered 27 and higher.

The US Sailing Basic and Advanced Judge Courses deal with redress when a race committee errs. In this case, anyone who has a current rule book knows that signaling flag “S” at a rounding mark means that boats finish between the mark and the staff displaying flag “S”. Moreover, signaling at the mark before the finish hasn't been in the rule book in living memory. Even if Kenobi wasn't available to sit on the protest committee, he might have been able to counsel the protest committee on the proper hearing procedure and the requirements for redress.

### **Other Benefits of Having a Judge**

**Nearby Venues:** A certified judge may well be called to another nearby venue to sit on their protest committee. This will allow them to learn about the differences between the clubs practices and lead to some cross-pollination of ideas.

**Continuing Education:** A certified judge must re-certify every four years. If nothing else, it requires opening the new rule book and understanding how the rules evolve – and why.

**De-mystifying Protests and Appeals:** A good judge will seek to take some of the dread out of protest hearings and be a resource for rules questions outside of the protest room. Someone with recent formal training is generally better suited to imparting current knowledge and rules than someone who hasn't read a current rule book in several years.

Certified Judges are regularly informed by the US Sailing Judges Committee regarding the latest tools and forms.



**Better Race Documents:** It is often helpful to have a judge review the NoR and Sailing Instructions to look for items missing or potential issues that may cause a request for redress to be filed. Different eyes can often see how a sentence can be read in a several way and improve on it to the intended meaning.

**SafeSport:** Judges and Race Officers are required to complete training to identify and prevent incidents of hazing, harassment, or abuse, particularly regarding youths. They form an extra layer of protection for our youngest sailors, who are the future of our sport.



### What Does It Take?

To become a US Sailing Certified Judge, first you need a good grasp of the rules of Part 2 When Boats Meet, Part 3 Conduct of a Race, and Part 5 Protests, Redress, Hearings, Misconduct, and Appeals.

The best way to brush up on all that is NOT to read the rule book itself, but to buy Dave Perry's *"Understanding the Racing Rules of Sailing Through 2028."*

### Then, the steps are:

- Be a member of US Sailing.
- Take the Club Judge Seminar. Find a seminar at:  
<https://www.ussailing.org/competition/rules-officiating/resources/find-a-seminar/judge-seminar-calendar/>

Even if you decide not to pursue certification, the lessons will be valuable and you will learn about proper procedures and resources.

- Set up an account on SOARS (Sailing Official Automated Reporting System) to record your judging training and experiences.  
<https://www1.ussailing.org/SOARS/MainMenu.aspx>
- Take SafeSport Training. Both SafeSport and the background check link are here:  
<https://www.ussailing.org/competition/rules-officiating/resources/safesport-race-officials/>
- Contact your Regional Administrative Judge and let them know of your interest. They can help line up judging opportunities.

At this point, the Regional Administrative Judge can approve you as a Judge-in-Training and you will be listed on the Find a Race Official list.

- Judge at four events
- Participate in 3 hearings, one of which may be part of Protest Day training.
- Obtain two references from a Regional or higher judge in the hearings you participate in.
- Take the test and score 80% or better.
- Apply to US Sailing for a background check



- Fill out the application form.



It is a good idea to know who the Regional Administrative Judge (RAJ) in your Area is. In Area E (lower Great Lakes) the RAJ is:

Clark Chapin  
ClarkEChapin@Gmail.com  
(734) 658-0715.

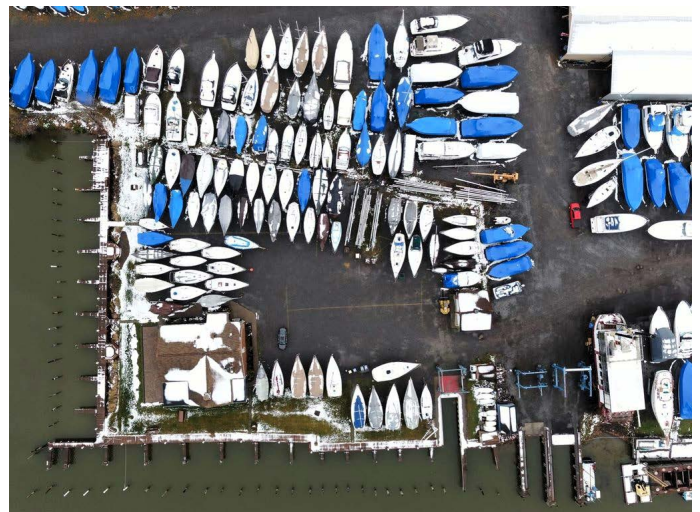
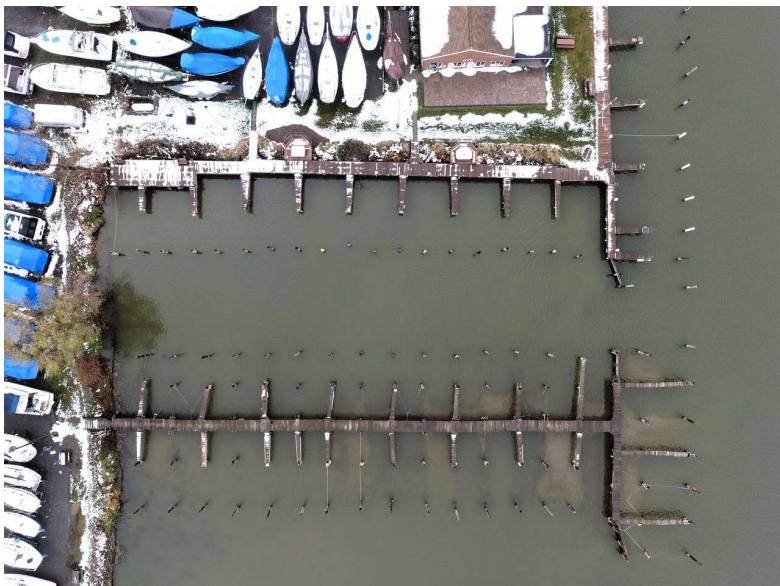
**EDITOR:** A special thanks to Doc Sullivan for providing the link for this article and his continued work to spread awareness on the need for new judges in the sailing sport!



Lighted marks are often found at headlands and at entrances to rivers or channels. Cans are always green and odd numbered, while nuns are cone-shaped on top, always red, and even numbered.

Similarly, green day beacons are square and odd, while red day beacons are triangular and even.

Orange and white markings indicate information or danger, including speed restrictions, shoals, or other hazards.





# 2025 GYC Haulout Huge Success

Launch/Haul Director John Meagher is pleased to announce another successful AND SAFE haulout has come to an end.

This year John reduced the haulout to just four days with forty-three boats pulled from the water. In addition, Voyager hauled over fifteen member boats out. With the help of twenty or so club members over the two week schedule, volunteers were assigned to various 'work gangs' that turned into a well choreographed dance.

Boat handlers helped owners get their boat into the launch slip while the lift crew positioned the straps and helped to power wash a season's worth of slime, zebra mussels and mud from the bottoms.

Meanwhile, the cradle crews got the cradles from the storage area behind the Club, got them ready for the tractor drivers and then carefully placed them in the parking lot for the winter.

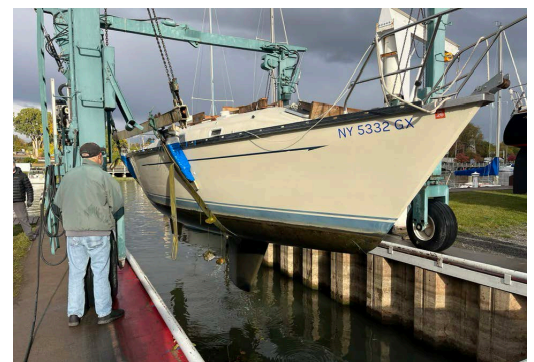


While all that was going on, members prepared the club for the winter, removing safety ladders, our gazebo covers, grills, chairs, tables, and more. Inside, volunteers prepared a hot meals for all of the workers.

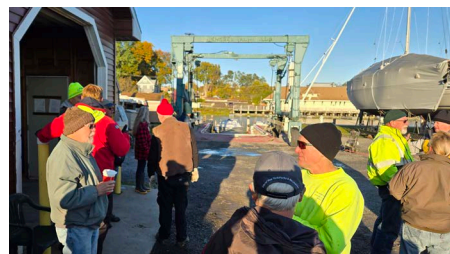
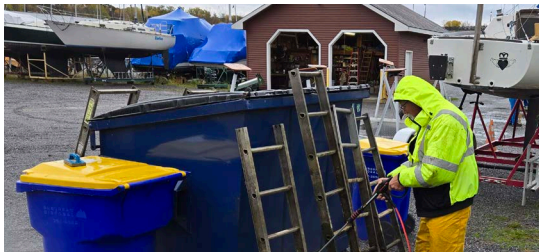
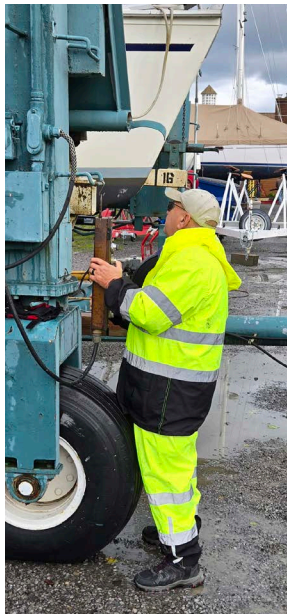
Over the four day process, Launch Directors Bill Thompson, Larry Sill and Skip Danesi ensured a safe and orderly retrieval of boats. Larry pulled double duty as he continued to work behind the scenes keeping all of the Club's yard equipment running smoothly, not an easy feat with some of our machinery over 60 years of age!

John wants to remind everyone that with over sixty boats in our parking lot, be diligent when driving during the off season. Please come down periodically over the winter to check on your boat and check on others. Keep your ladders locked and do not keep your boat plugged into shore power when you are not working on your boat. As always, be a good member and if you see something on another boat, contact them immediately!

See you in 170 days!









## OUR COMMODORE'S SUNSET CORNER

Commodore Joel Doyle just loves a great sunset picture and we're going to dedicate a special corner each month to showcase some of his favorites!

Do you have a favorite sunset picture and want to share with the Commodore?

Send it in, we know how much he loves them!





# BOATER SAFETY TIP - AIDS TO NAVIGATION

Like road signs, these aids to navigation indicate the proper direction you should take out on the water.

## WHEN RETURNING FROM THE SEA – AND HEADED UPSTREAM...



### Green Lateral Marker

Keep this marker on your left or port side.



### Red Lateral Marker

Keep this marker on your right or starboard side.



### Red & Green Lateral Marker

You can pass this marker on either side – but the top-most color is recommended.



### Nun Buoys

Keep this marker on your right or starboard side.



### Can Buoys

Keep this marker on your left or port side.



### Day-Marks

Keep green squares (odd) on your left and red triangles (even) on the right.



## RED. RIGHT. RETURNING.

**REMEMBER:**  
Keep the RED  
markers on  
your RIGHT  
side when  
RETURNING  
upstream.



For all your boater education needs  
visit [BOATERexam.com](http://BOATERexam.com)

**BOATERexam.com**  
Educating Boaters Online









Division Overall High Point Championships

A GO  
Hoot



Tuesday Series Overall Championship

Eagles Wings



Division Overall High Point Championships

B GO  
Siren



Tuesday Series Championships

A SPIN  
Eagles Wings



Tuesday Series Championships

A GO  
Hoot



Tuesday Series Championships

B SPIN  
First Today



Tuesday Series Championships

B GO  
Desire



Tuesday Series Championships

C SPIN  
Tachyon

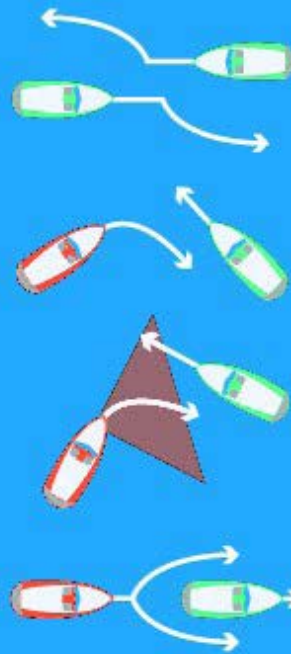
| Flags      |             |                  |              |              |
|------------|-------------|------------------|--------------|--------------|
| 1 Flag     | 2 Flags     | 3 Flags          | 4 Flags      | 5 Flags      |
| Cora Sue   | Talisman    | Amethyst         | Splash Dance | First Today  |
| Jaeger     | Lit'l Bo    | Persephone II    | Stiletto     | Tachyon      |
| True Story | Vita        | Cold Front       | Siren        |              |
| Lanakila   | Free Spirit | Silent Partner 2 | Escape       | 6 Flags      |
|            | Stray J     | Buzzard          | Hoot         | Sting        |
|            |             | Harmony          |              |              |
|            |             | Desire           |              | 7 Flags      |
|            |             |                  |              | Eagles Wings |

| Special Thanks to our Race Committee Volunteers  |   |
|--|---|
| <ul style="list-style-type: none"><li>• Bill Topping</li><li>• Don Hollander</li><li>• Rob Schaeffer</li><li>• Bob Burkhardt</li><li>• Mike Conway</li></ul> |  |
|    | All Saturday Race Committee Volunteers  |



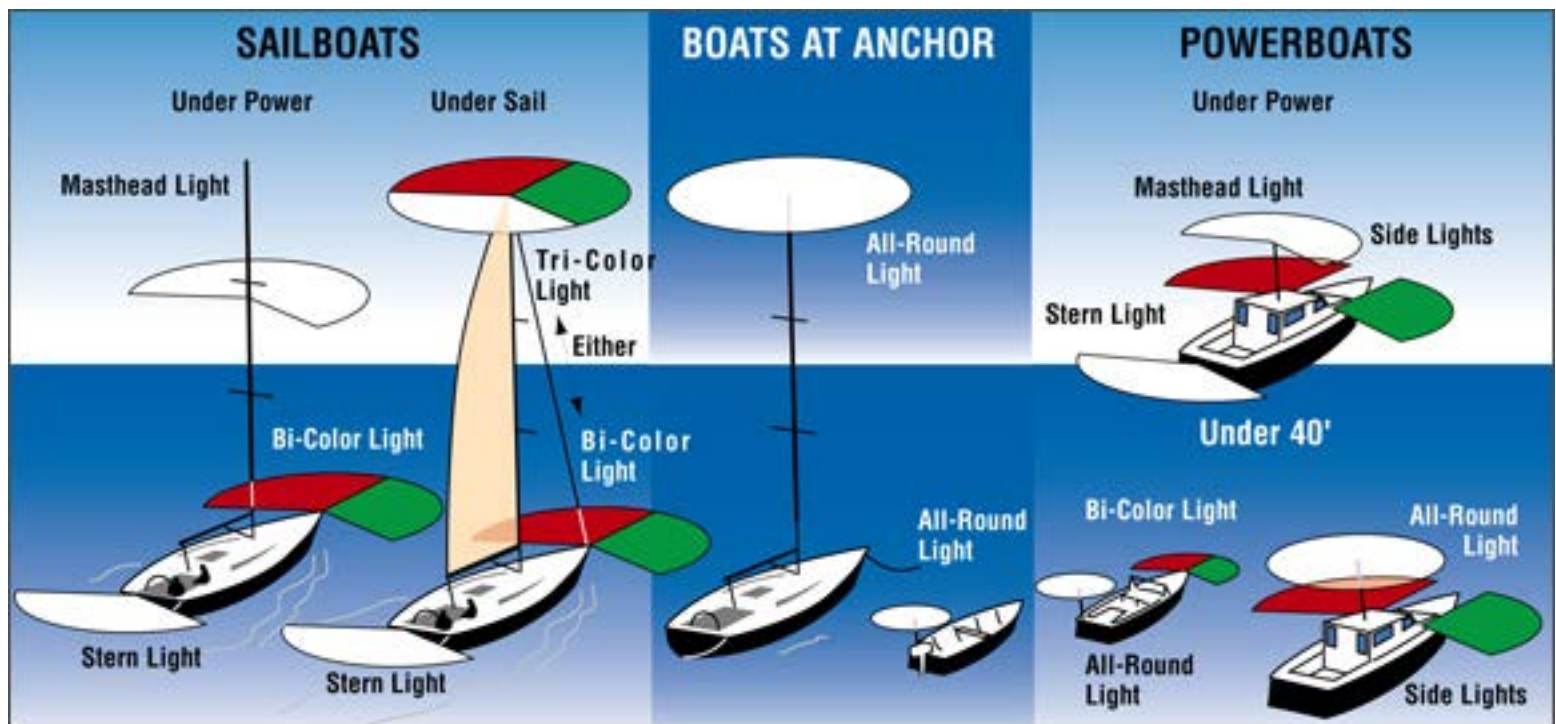
# 6 Things to Know About Nautical Rules of the Road

1. **HEAD ON SITUATION:** Keep right or steer to starboard. Pass port to port, like cars.
2. **CROSSING SITUATION:** Give way to a boat ahead and to starboard. If a boat is in your danger zone, defined as an arc measuring from zero to 112.5 degrees, alter course, slow, or stop.
3. **PASSING SITUATION:** When overtaking another boat, give way and steer clear.
4. **GIVE-WAY BOAT (RED):** Must alter course and speed to avoid a collision.
5. **STAND-ON BOAT (GREEN):** Must maintain course and speed unless risk of collision is imminent.



6. **THE PECKING ORDER:** A vessel lower on the list below must give way to those higher on the list. Generally, recreational powerboats must yield to other types of traffic.

- Unable to steer
- Limited turning ability
- Restricted by draft (commercial ship)
- Commercial boats engaged in fishing
- Sail and human-powered boats
- Recreational powerboats





# NAVIGATION LIGHTS: INTERNATIONAL RULES



**A VESSEL AT ANCHOR**



**A VESSEL NOT UNDER COMMAND**



**A VESSEL AT ANCHOR  
(OVER 100 METERS IN LENGTH)**



**A VESSEL NOT UNDER COMMAND BUT MAKING WAY**



**A POWER-DRIVEN VESSEL UNDERWAY  
(OVER 50 METERS IN LENGTH)**



**A VESSEL RESTRICTED IN HER ABILITY TO MANEUVER**



**A POWER-DRIVEN VESSEL UNDERWAY  
(OVER 50 METERS IN LENGTH)**



**A VESSEL RESTRICTED IN HER ABILITY TO MANEUVER  
MAKING WAY**



**A POWER-DRIVEN VESSEL UNDERWAY  
(UNDER 50 METERS IN LENGTH)**



**A VESSEL RESTRICTED IN HER ABILITY TO MANEUVER  
AT ANCHOR**



**A POWER-DRIVEN VESSEL UNDERWAY  
(UNDER 50 METERS IN LENGTH)**



**A POWER-DRIVEN VESSEL UNDERWAY  
(UNDER 12 METERS IN LENGTH)**



**A VESSEL CONSTRAINED BY HER DRAFT**



**A POWER-DRIVEN VESSEL UNDERWAY  
(UNDER 12 METERS IN LENGTH)**



**A POWER-DRIVEN VESSEL UNDERWAY  
(UNDER 7 METERS IN LENGTH)**



**A VESSEL AGROUND**