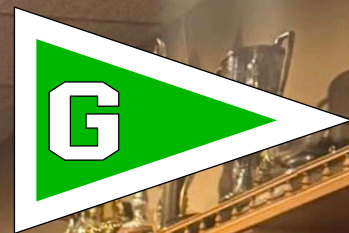


GYC Journeys

January 2026
Volume 93, Issue 1



Inside This Month

- January 2026 Membership Reports
- Cruising Recap of 2025
- How to go Alone and Get Euchred!

COMMODORE'S



The next few months always seem to go the slowest at the Club. All the boats are tucked away, the snow never seems to stop and March seems so far away.

I want to thank all of the members who stop by to check on the boats each week. I love to see the posts on Facebook that all is well and I appreciate that we're all looking out for each other!

Joanne Mudge has talked with BoatUS Towing and we've tried to add some details to the newsletter in addition to a Club wide email I sent out. Towing insurance is a small cost that adds peace of mind when we're out there on the Lake enjoying our

boat.

Meanwhile, please enjoy our Club and the great winter events that are being planned as we get ready for spring!

The Price of Peace is Eternal Vigilance...



John Meagher

All-star contributor

January 15 at 3:40 PM · 🌐



Here's today's virtual boat check

1/15/2026, 1330hrs



Keeping the Fleet in Sight - Vice Commodore Report

Bob Blakley



Despite the Holidays, there is a lot of activity around GYC to mention, some of this was discussed in our Monthly membership meeting and also the Executive Board meeting. I also want to mention we have several projects needing member involvement that I discussed in the minutes at the end of this newsletter.

There is always lots to do with these projects and we need a variety of help, not only carpenters and welders, but others to help with the getting material, keeping track of what we spent, taking photos, updating records, putting reports together, etc. I'll post as much as I can for the work needs to the website, so keep an eye on it. Here's a run-down of the latest.

Dock Assignments:

As everyone knows, the 2026 dock assignments are done and posted at the club and on the website. Slip 7 is going to be open this season, so for the right cruiser (only 9.0 ft piling distance and about 28 ft LOA), we have an offering. That's the only dock unassigned for the season.

Winter Storage:

We have 66 boats in winter storage including two Race Committee and two club boats! There isn't much parking left so be careful when driving about in the lot. Big events need to keep this in mind until after launch is complete. It has been very windy at the club, be sure to keep an eye on your tarps (several shredded so far), keep your ladders locked, and unplug before you leave.

Dock Changes:

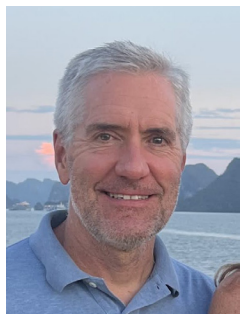
I will continue to explore various options concerning docks 27 & 28 that will be acceptable to our membership.

VOLUNTEERS: We are going to be doing demo work on some of the existing docks and building a new finger and access dock over the wing wall. I'd like to think we can get the new docks done before our first launch. Please email me or sign up online!

Vice Commodore's Report [continued on page 14](#)

Guiding Winds from the Stern - Rear Commodore Report

Kevin Reilly



Even though there are still a few more months of winter snow yet to arrive, our team has been working on creating another racing schedule for 2026.

I really love this time of year. Our schedule attempts to capture so many different styles of races and in the end help to include sailors of all levels of experience. Our Tuesday race season is always the most exciting, with boats in every division always within reach of taking first place and our after race picnics area a highlight of summer at the club.

The Thursday pizza races bring in new sailors and boaters just looking for a fun way to enjoy a perfect sunset and pictures of sailboats all in close proximity.

Our weekend long race season, single handed and double handed races test our sailors and crews with their demand for tactics and discipline.

Finally, our signature Scotch Bonnet Light Race, Women's Sailing Initiative, Hospice Regatta and more help to round out what will be a fantastic season.

Working in tandem with Dale Ewbank and Bill Thompson, we are looking forward to a great 2026 season!

UPCOMING EVENTS AT GYC

Januart 14	Cruiser Recap Potluck
February 5	General Membership Meeting
February 12	Executive Board Meeting
February 21	Euchre Tournament
March 7	Chili Cookoff
March 21	Euchre Tournament
April 18	Euchre Tournament



GYC Provisional Membership Approved

Chris Sullivan & Patrick Berl

Active Membership Approved

No Approvals for January

Membership Packet Awarded

Elnora Cox - Spousal Member



Next Month We Vote On

Provisional Membership - Mike Linsner & Rick Traulsen

Please check the 2025 Directory for Accuracy!

Check your email, phone number, boat name & more!

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

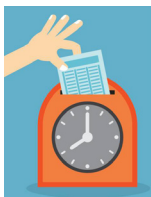
craigroth6@gmail.com

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



If people want to email work hours, please send them to
Pat DeMetsenaere

(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

- Monday, January 12, 2026 - 244.252t
- January long term average - 244.26 - 255.01
- Deep water temperature - 37° 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

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:

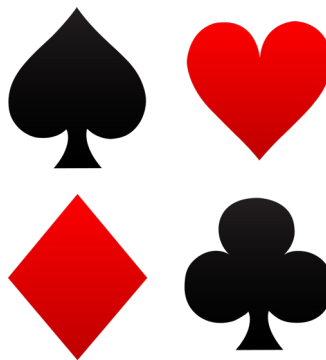
GA80272Y

Aces Wild....Jacks are *HIGHER*

Euchre takes just a minute to learn but a lifetime to master. The great thing about Euchre tournaments is that it provides a great way to socialize with friends while not worrying too much about your playing skills.

Kathy Gamut was pleased to announce they had a 'full house' for the first tournament of 2026. We want to thank Kathy, who is a new member for taking over this wonderful social event to help get through the winter!

Congratulations to Ken Gamet on his 1st Place finish and a very special thanks to Joann Mudge who helped with cleanup!



We Have Open Chair Positions for 2026



Every year we depend on our members to oversee the various departments that make our Club run so smoothly. Improvements such as our new patio, docks, new siding are readily visible and we are thankful that we have so many members skilled in the trades saving us from relying on outside paid contractors.

Perhaps less visible are the members who help keep our website running, our membership growing, our finances available to service our Club and other departments too numerous to list.

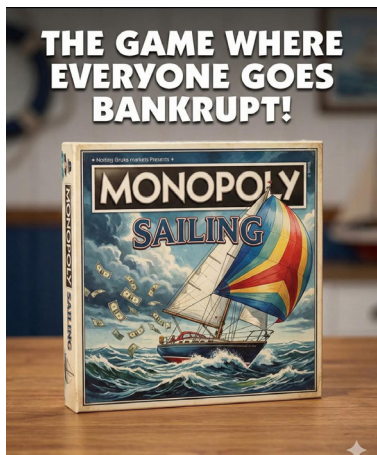
In addition, we all look forward to a strong sailing and race program each summer and our members never let us down.

We have a number of open positions for 2026 that need to be filled and if you are interested in getting more active in the Club, please consider taking on one these roles. If you have an interest in other areas of the Club, contact Commodore Joel Doyle, any help is greatly appreciated and welcomed.

Open Positions

Officer Of the Day - responsible for guest dock assignments, oversight of the Club area during the day and assisting members coming and going

WSI - The Women's Sailing Invitation race has become one of GYC's signature sailing events and the committee is responsible for creating a great weekend race program that brings in woman sailors from the area to compete.



If you have never considered towing insurance, perhaps this is the year you might take a look at what BoatUS Towing has to offer.

Typically towing needs revolve around two areas. A need to move our boat from our dock to a repair facility or help towing our boat back to a dock due to a mechanical or structural failure while on the water.

BoatUS will tow your disabled boat from your home to dock to any repair facility you choose within a 25 mile radius. For boats docked on the Genesee River, this would provide towing east as far as Pultneyville and to the west near Kendal, NY.

Should you become disabled on the water, BoatUS will tow you to your home port. On Lake Ontario, the typical cost for BoatUS Towing is approximately \$130.

Providing our Club's Group ID# will provide a discount to this cost. Please use **GA80272Y**

How it Works

- Breakdown at Home Dock: If your boat breaks down at your home dock or mooring, BoatUS provides towing to a repair facility (usually up to 25 miles).
- On-Water Breakdown: If you break down at sea, they'll tow you back to your chosen port, and the dock-to-dock service covers the tow from a dock to another dock for repairs.
- Cost Coverage: Higher-tier memberships (like Unlimited Gold) often cover 100% of these repair-related dock-to-dock tows, while other plans might cover a percentage (e.g., 50%).
- Coverage Limitations: There's often a 30-day waiting period after joining or upgrading, and it doesn't cover pre-existing issues or tows unrelated to repairs.

~ Thank you to Joanne Mudge for doing the research on this valuable insurance option

Sailing the Big Lake

This past week the Cruising Group got together to reminisce over their successful 2025 cruising season. Planning an overnight stay in a foreign port (US or Canadian!) is an exciting part of sailing and Lake Ontario offers so many options. Many that are just hours away!

Rich and Nan Allan shared their amazing circumnavigation of Lake Ontario this summer. Taking almost ten weeks over four different cruises, they visited 27 different Yacht Clubs on the Lake. Amazingly enough, they logged just 160 hours of engine time in their trip!

Bill and Faye Towner have been instrumental in keeping GYC's Cruising Club energized and excited about the places we can see in our area.

You can see Rich and Nan's adventure on our GYC website at:

<https://geneseeyc.org/wp-content/uploads/Documents/Cruising/2025-GYC-Cruise>.

The Cruising Club is planning on creating a monthly or semi-weekly panel of speakers and lectures on cruising the Lake. More details will follow!



Cruising Sailors



What my friends think I do



What my mom thinks I do



What society thinks I do



What powerboaters think I do

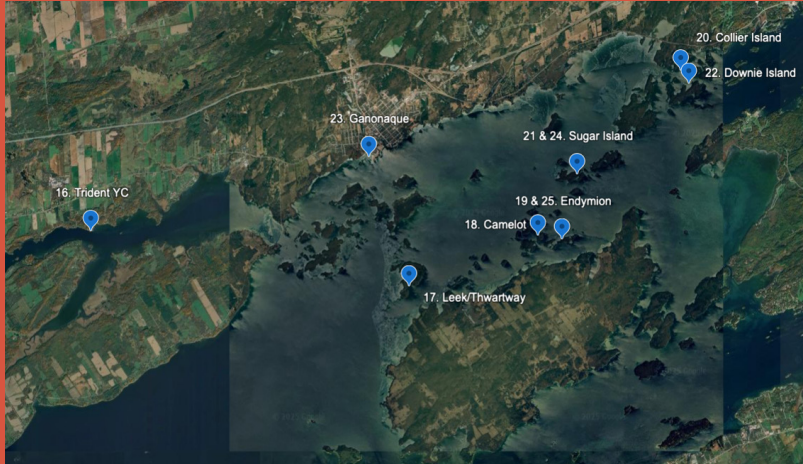


What I think I do

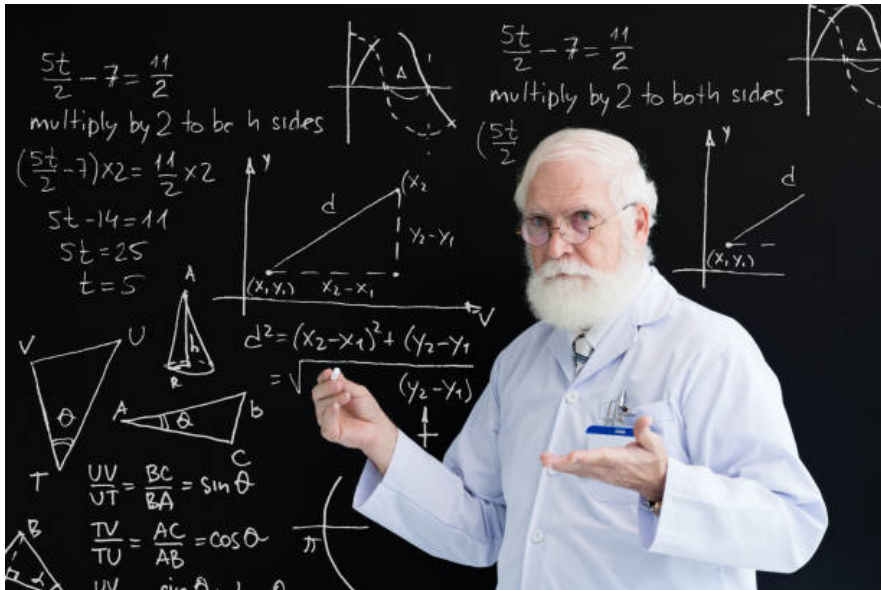


What I really do

Around the Lake in 49 Days!



PHRF-LO....Well it 'Aint Rocket Science...or is it?



One of the most looked to activities at our Club each year is our racing program. Starting in mid-spring, racing will last until the very last possible moment in September.

On any given week you can watch a diverse group of sailors and boats trek out onto Lake Ontario to compete against each other, hone their sailing skills and enjoy a sport that many people will never get to experience.

But how do you put together boats of such different designs? Speedy J/22's and J/80's competing side by side with the perennial C&C 29's all being chased by

cruising Catalina's, Hunter's and Beneteau's? Sports have always devised systems to 'even out' the playing field. Horses and jockeys are given extra weight, NASCAR and Formula One provide exacting rules on car and engine designs, even professional teams use salary caps and performance related draft picks to keep things even.

In sailing, a system of handicapping boats based on their observed performance has been developed to make it possible for the speediest of boats to compete fairly with a 10-ton cruising monster!

The original idea for creating and applying handicap limits to sailboats began in 1947. At that time racing was typically confined to boats of the same design with handicapping systems using universal rules by the Cruising Club of American on the East coast and the Ocean Racing Fleet on the West coast. What wasn't addressed was a system that would handicap a boat of any type or size and more importantly, a system that could be easy to administer and understand.

Over the ensuing years, clubs and sailors met to develop an all-encompassing system of rules and data points to rate any boat under one system. In 1959, the Pacific Handicap Racing Fleet (PHRF) was created and grew.

In 1979, twelve yacht clubs on Lake Ontario met to create and add a Lake Ontario (LO) division to the growing number of PHRF rating systems throughout the United States.

The system takes into consideration many different aspects of your sailboat. While at first glance it appears that you need an advanced degree in geometry and trigonometry, the system is actually simplicity itself.

The PHRF-LO form wants to know the class of your boat, some basic details about the motor, prop and mast and more detailed data concerning exact measurements of your main and head sails.

Once the data has been compiled it is plugged into a system and a handicap number is created for your boat. This number will provide the ability for race handicappers to either add or subtract final



The Square of P is equal to the hypotenuse of J divided by E!

race completion times so that your boat is given an equal chance with all of your other competitors.

You can easily search a boat's PHRF rating on PHRF-LO's website at:

<https://www.phrf-lo.org/index.php/en/searches-queries>

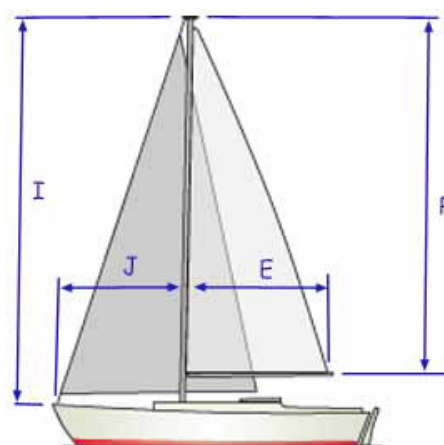
At the Genesee Yacht Club, our handicapper Dale Ewbank helps to see that any boat interested in racing can obtain a rating. He can be contacted at poyntingshot@gmail.com for any questions.

At the end of every season, Bill Thompson submits GYC race results to PHRF-LO where they're included in a lakewide analysis. If warranted, rating changes may be made. Every year following receipt of Intent to Race forms to the Rear Commodore, Dale enters the current PHRF certificates online. The cost to each racer is about \$35.

You can download your own form at:

<https://www.phrf-lo.org/images/Documents/appform.pdf>

CERTIFICATE APPLICATION AND CHANGE FORM <small>April 2023</small>									
Please check: <input type="checkbox"/> New Certificate <input type="checkbox"/> Update to Certificate #									
OWNER INFORMATION					New Racer Y/N?				
Yacht Club:									
Name		First		Last					
Address		Street		City					
		Prov/State		Postal/Zip		Email			
Phone		Home		Work/Ext		Mobile			
BOAT INFORMATION					Sail or Hull #:				
Boat Name:					Yacht Class:				
Current									
Previously known as:									
Certificate Requested:					<input type="checkbox"/> FS & NFS - Please complete all Headsail, Spinnaker, Mainsail & Prop details below				
					<input type="checkbox"/> NFS Only - Please complete Headsail, Mainsail & Prop details below				
					<input type="checkbox"/> ODR - No details required if class is PHRF-LO recognized One Design Class and boat conforms to class rules				
<input type="checkbox"/> This boat has NOT been modified from the Standard Class as listed by PHRF-LO					Measurements listed in				
					<input type="checkbox"/> Decimal Feet <input type="checkbox"/> Meters				
					Handicappers ONLY!				
HEADSAIL					FS				
					NFS				
Attachment Point Length					Articulating (ATP)				
Centerline (CTP)									
SPINNAKER									
<input type="checkbox"/> Symmetrical					MID Girth (SMG)				
					Luff (SLU)				
					Foot (SFL)				
<input type="checkbox"/> Asymmetrical					MID Girth (AMG)				
					Luff (ALU)				
					Leech (ALE)				
					Foot (AFL)				
MAINSAIL									
Headwidth (MFW)					Girth Top (MGT)				
					Girth Upper (MGL)				
					Girth Middle (MG3M)				
OUTBOARDS					OTHER				
<input type="checkbox"/> Standard - Retracted when racing					<input type="checkbox"/> NO MOTOR (1)				
<input type="checkbox"/> Prop. Immersed both tacks					<input type="checkbox"/> IB converted to OB: New class needed				
<input type="checkbox"/> Inadequate speed under power					<input type="checkbox"/> OB converted to IB: New class needed				
PROPULSION					INSBOARDS - check each type as applicable				
					<input type="checkbox"/> In Aperture <input type="checkbox"/> Exposed (out of App)				
					<input type="checkbox"/> Sailsdrive				
					<input type="checkbox"/> 2 Blades				
					<input type="checkbox"/> Folding/Feathering				
					<input type="checkbox"/> Fixed/Solid				
					<input type="checkbox"/> Inadequate Speed				
					<input type="checkbox"/> Hull Speed (0.67x WL)				
					<input type="checkbox"/> Retractable prop with flush plate				
Other Items					Mast Type: <input type="checkbox"/> Aluminum <input type="checkbox"/> Carbon Fibre				
I certify that the above information is true and accurate to the best of my knowledge, and that no changes other than those herein have been made.					Total Adjustment (R)				
Owner's Signature					Date				
Submitted by:					Club				
Handicapper's Signature					Date				
					Standard Potential (SP)				
					Adjusted Speed Potential (ASP)				
					FS				
					NFS				



The typical measurement diagram for a sloop sailboat. The additional measurements required on the form will need to be physically taken and best done in the spring when the sails can be laid out.

Toilets:

As reported this month we are looking at various repairs to our bathrooms and toilets. Past Commodore Kevin Dudarchik is heading this project.

VOLUNTEERS: Please email Kevin if you would like to help.

Some Other Items:

- Next year when we have the Christmas wreath outside the attic window, we need to be sure to use the new slotted block and foam weatherstripping in the open window for the electric cable. It was unbelievable how much cold air came in through the window being open just a few inches!
- Dredging planning continues for the basin channel.
- I'm not sure why we keep getting breaker trips at the dock posts, be sure to let us know if it happens to you, and whether you can reset the breakers or not.
- Be sure to check the inside doors before you leave, they're labeled Open or Closed.
- Last: **DO NOT PILE UP STUFF NEXT TO THE FURNACE OR IN THE AISLE.** I had to clear a path to check on the furnace the other day. Thanks!

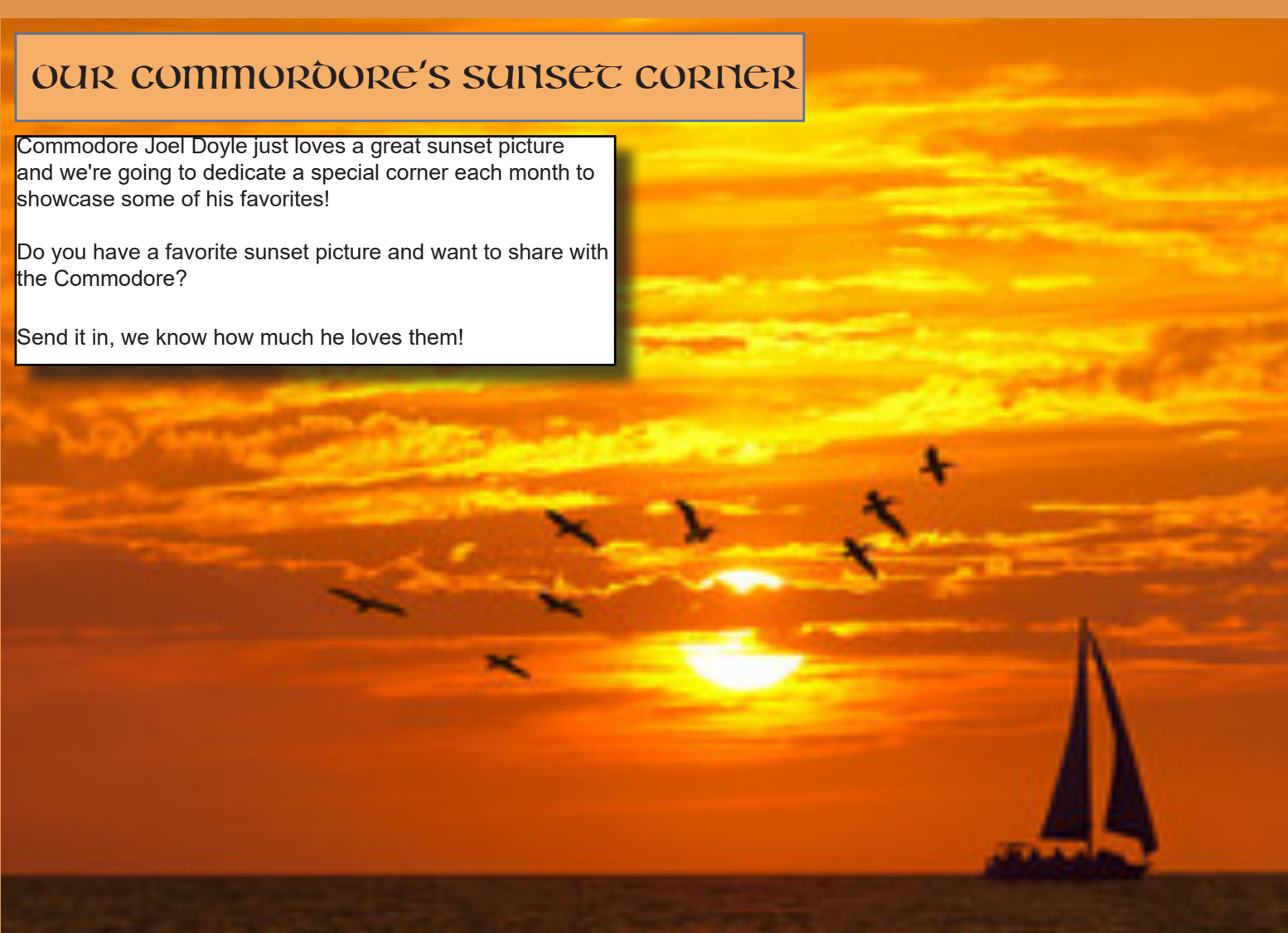
Vice Commodore's Report *continued from page 3*

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!

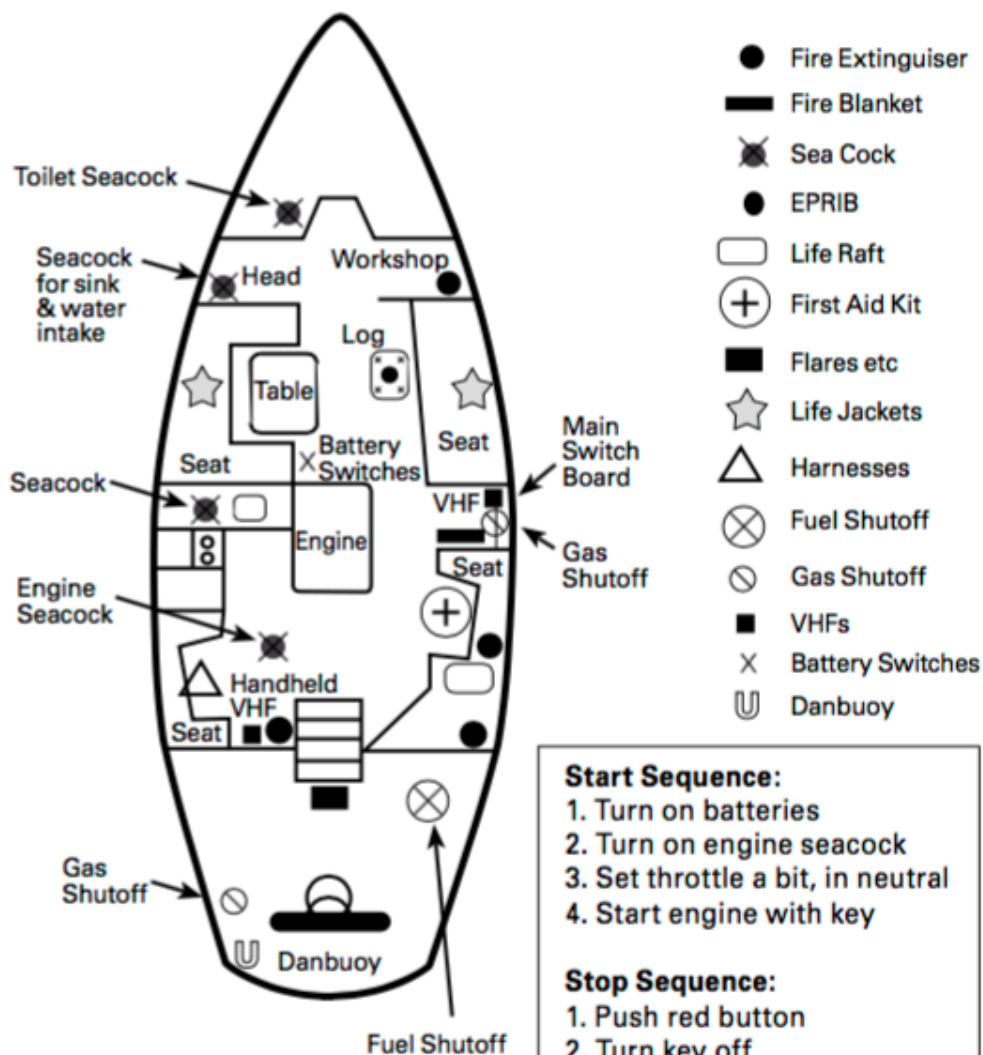


Can't wait for the snow to stop and the geese to come back to Rochester? We know the feeling. Perhaps while waiting for spring, do some of those projects that always get put on the back burner until 'next year'.

An important item to have on board is a diagram of where all of the various safety items are. It should include the location of seacocks, fire extinguishers, fire blankets, first aid kits, fuel shut offs, electrical breakers and more.

Most boats will have an overhead plan on their website or the many support sites available online. Once downloaded, you can use a simple paint app or even hand draw the locations. Then you can place you new safety diagram in a transparency sleeve and leave in a location down below accessible to everyone. Many sailors make this part of their safety review when bringing guests and crew on board.

Yacht Diagram Example



First Today - C&C 29 Mk I
Owner - Tom Beach with crew

