



# CURRENTS

A Newsletter for the Members and Guests of Tuscarora Yacht Club

Tuscarora Yacht Club, Inc P.O. Box 820 Wilson, New York 14172

## TEN YEAR LEASE SIGNED

Erik Anderson  
*Commodore*  
Frank DelRusso  
*Vice-Commodore*  
Hank Hinckley  
*Rear Commodore*  
Dave MacLeod  
*Fleet Captain*  
Bill Fleming  
*Secretary*  
George Deck  
*Treasurer*  
Bob Schmidt  
*Director of Operations*  
Skip Hangen  
*Director of Harbor Operations*

I will review the lease agreement for those of you unable to attend the special membership meeting held at the South Wilson Fire Hall. The negotiations continued until 15 minutes before the meeting, but in the end, were very successful. The Clark family and TYC have established a level of cooperation and mutual respect that has been missing for the last three years. The highlights of this new lease are:

- Ten year lease with negotiations beginning in year eight for a ten year extension.
- TYC has "right of first refusal" to purchase property.
- \$175,000 lease payment for years 1 & 2.
- 1% increase each year, over previous year, in years 3 – 10.
- Clark Family pays taxes up to \$ 50,000 per year limit.
- Clark Family immediately begins steps to reduce property assessment.
- There will be four major Club improvement projects completed in the next four years. These projects will be prioritized by TYC and mutually agreed to by both parties. If the projects are not completed in the four year period, TYC will complete the projects and deduct the cost from future lease payments.
- The Clark Family has budgeted \$300,000 for projects over the lease period.



*Erik Anderson  
Commodore*

The Clark Family will also be providing opportunities for Swimming and Tennis for TYC members. Details are still being worked out at press time. This is an extremely attractive agreement for TYC and brings the stability and economics required to attract new members to fill our empty slips.

### Ten Year Financial Plan

Your Board of Directors will be presenting a comprehensive ten year financial plan at the Fall Membership meeting. The highlight of the plan is a significant (15 % +/-) reduction in member cost. These rates will remain stable for the first five years of the lease.

### Four Year Club Improvement Plan

Your Board of Directors will be presenting a comprehensive four year Club Improvement Plan at the Fall Membership meeting. There will be significant improvements made to the Club, in the near future, that we all will be able to enjoy for the years to come.

### Is it Your Turn?

I ran for the Board of Directors three times prior to 2003. It was an unsuccessful campaign each time. In 2002 Al Patterson asked me to fill in for a Director that had resigned. I was made Director of Operations and was elected back to the Board in 2003. I would have gladly served out my time as Director of Operations. I enjoyed working with the young Stewards and got a lot of positive feed back from the membership. The current Board saw fit to elect me as Commodore this year. This was a very tough year and at times Eileen and I questioned my decision to remain on the board. The hours were long, the frustrations were many and the pay was non existent. As a result of the hard work by the Directors and Governors and with Eileen's help, it turned out to be worth it. I have received thanks from a large number of members in person, in e-mails, and in cards. These heartfelt comments from the members have made my time on the Board a very rewarding experience.

*(continued on page 7)*

#### SEPTEMBER 2005

BOARD MEMBERS  
REPORTS

"JUST ASK WILLIE"

ELECTIONS

RED CLARK  
REMEMBERS

DAVE SEGAL  
REGATTA



## fleet captain's report



With all the potential for change swirling around the Club this year, it is almost an anticlimax to return to business as usual. However, here we are at the end of the season so please review the following:

### Cradles

Sign up for haul out so that we can sequence the cradles appropriately on the island

and mainland. Several of you have requested changes to your cradle location, and we will accommodate everyone to the greatest extent possible. We hope to have all cradles placed by September 25<sup>th</sup>. If you stored with us last winter but are electing not to store with us this winter, please let me know by email or phone. You are responsible to level your cradle and all cradles must be in serviceable condition prior to your vessel being hauled. Please make all necessary repairs prior to the weekend of October 7<sup>th</sup>. Names, slip numbers, and bow/stern markings must be plainly visible to the crew.

The crews will need everyone's cooperation so please do your best to park your cars in the upper lot leaving clear passage for the high lift between the cradle storage and the island. Cars (and owners) obstructing the crew placing the cradles will be dealt with in the most unpleasant manner possible!

### Masts

Be sure that you sign up to deal with your mast (gin pole or boom truck as applicable). Remember that the gin pole is reserved for use of the crew led by Jeff Strothman on October 1<sup>st</sup> & 2<sup>nd</sup>. The boom truck will be on site for Saturday only and the vessel owner must be present or have a designated individual representing them to have the mast unstepped. Masts can be stored on the mast racks, or supports in the west lawn and center east lawn. Masts may not be stored along the road between the bridge and slip 00 due to a history of vehicle and weather-related damage in that area. Please use the mast rack (masts should be stripped prior to placement) or either of the lawn areas. We plan to start at 7 AM (weather permitting) so plan your day accordingly.

### Haul Out

All vessels need to have their lift points clearly marked so that they are visible to the crew on deck. Lift dots and tags are on the kitchen bulletin board in the Club – put them on this weekend rather than waiting for the day of haul out.

We will begin with the mainland at 4:00 PM on October 7<sup>th</sup> and work until dark. The crew is getting very proficient and we hope to repeat the speed demonstrated during launch this year – *everyone needs to be on time and plan to be early rather than late*. Again, leave cars in the upper lot to avoid conflicts with the working crews.

### Volunteers

Remember that we are a volunteer organization. Sign-up sheets are posted and I ask that everyone pitch in to make the process a success.

Thanks,  
Dave MacLeod

## director of harbor operations



It's Time to get busy! Now that we have a secure future on Clark Island, it is time to rehabilitate those docks that are most in need of repair and new decking. We do not inspect each and every dock to see if repairs are needed. In order to have these repairs done each member should inspect their own dock and advise the Director of Operations. We will have work crews this fall and winter.

Work must be done at this time, so please drop me a note describing the work needed. Most docks have 2" x 6" X 30" decking boards, so please advise me of how many boards would be needed. Please contact me if you can assist on work crews this fall and winter.

### Elections

We need a few good men and women to help guide and manage TYC in the upcoming new era. Please contact me to run for the board or recommend someone who you feel would be an asset to the club. It really is a fun and rewarding time and will enrich your boating experience.

Skip Hansen

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## secretary's report

What an exciting time in TYC's history. I would like to thank Commodore Anderson and his "staff" that assisted in making these past negotiations come together for the benefit of all. Although my role was minimum in these negotiations, it was a great opportunity for me to learn from the "seasoned" veterans on the Board and on the Board of Governors. Furthermore it was a great opportunity to get to know the Clark Family. I grew up on the island and I knew very little about Mr. Red Clark, other than he was the man on the hill who never stopped moving. He was constantly chopping, cutting, building, fabricating and using big machines; like I said he is always on the move.

We thought this would be a great opportunity to introduce Red to TYC. Many of you know him well but, many of us do not know him at all. In the next of issue of CURRENTS we are going to "meet" Red Clark. I had dinner with him at the BBQ last week and learned several interesting things. Did you know that there used to be a hot dog stand on the island? How about a miniature golf course? I am going to have the opportunity to chat further with the Clark family in the next couple of weeks and get a history of our beloved island.

We have also had some brief discussions with Red regarding the use of his tennis courts for TYC members as well as the possibility of securing pool passes for use at the Wilson's public pool located next to the Boat House Restaurant. We are in the preliminary stages of these discussions and look forward to learning more about Mr. Clark's generous offer.

It has been a very busy several months and many of you may have noticed an increase in the amount of email being sent out. I hope you find this form of communication efficient and not too annoying. I just wanted to mention this for those of you who have been left off of the mailing list and want to be added. Please email me at [bill@tycwilson.com](mailto:bill@tycwilson.com) and I will add you to the list.

ELECTIONS, ELECTIONS, ELECTIONS! Contact Skip Hangen and submit your name today! For those who are planning on running I will be taking your photo at the Fall meeting for the next newsletter. Finally, a plea for your support. As many of you already know TYC and the Clark Family have collected over \$1,100.00 for the Salvation Army. This past week many of you received emails and letters at home requesting your financial help. It is not too late, so please think about giving.

*Bill Fleming*



## treasurer's report

Greetings to all. What a whirl-wind of events of late. I am sure you are as exhausted and pleased as I am with all that has happened in the past few weeks. Hats off to our Commodore and the rest of the Board of Directors and Board of Governors for a job well done. How exciting it is for us to know that we have a ten year lease. We can all relax and enjoy many more years of good boating times at "Clark Island", the home of TYC.

Those who attended had a great deal of fun at both the German Night and Blues Night parties. Together the two parties netted the club about \$600. We are always hoping that parties pay for themselves with a little left over to help the club out with the expenses for gatherings like the Fall Membership Meeting.

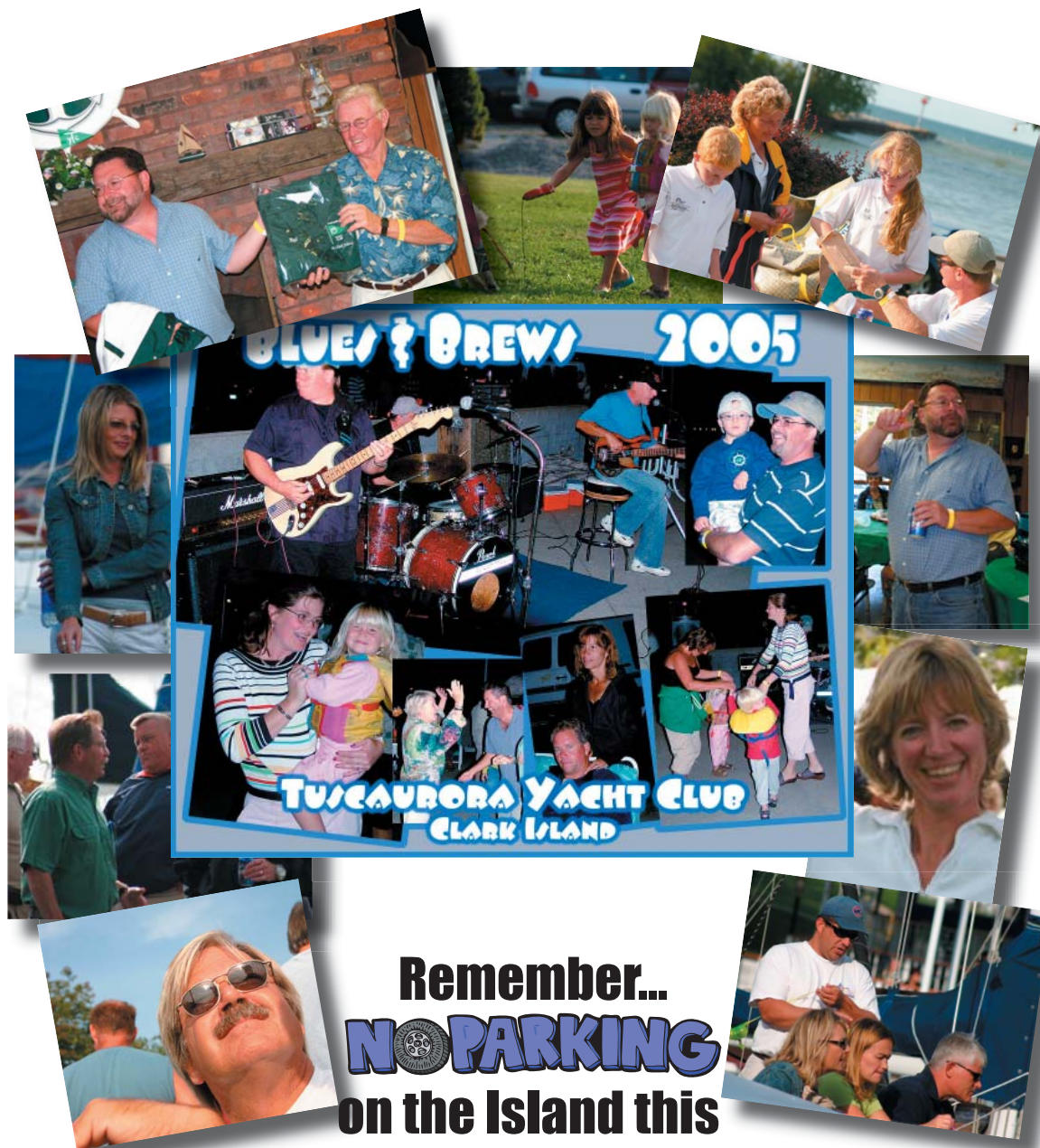
Speaking of the Fall Membership Meeting, I hope all of you will attend. We will be looking back at our finances over the past two years as well as looking ahead to the next ten years. Now, we all realize that no one can tell what the future will bring, but, we are anticipating a sizable reduction in dockage rates. Please attend the fall meeting to hear the facts first hand. You will be glad you did.

I also want to report on the generous support we received at the Blues Night party for the TYC Katrina Relief Fund. Red and Mary Clark were very generous in matching monies donated by our club members up to \$500. I am very happy to report that you came through with flying colors and gave \$631 that evening. This made for a grand total of \$1,131 that has been given to the Salvation Army on the club's behalf.

Last but not least, my wife Sharon wants you to know that the Ship's Store will be closing for the season on Saturday, September 24<sup>th</sup> and is asking all who have not done so to please pick up their special orders that day. She will not be ordering new merchandise or placing special orders until next season.







## director of operations report



With fall coming things at the club are starting to wind down. The stewards are all back to school. This leaves us with only Samantha and Alex working. During the week they work about two hours a day depending on their sports schedule. They will be working the week-ends until the middle of October. Please help in keeping the club house as clean as possible and clean up after yourself. Once the boats are hauled the club house will be kept locked so if you come down to your boat be sure you have your key. If you need a new key they can be purchased from Peter Fleckenstein. This year we have had an overwhelming number of visitors visiting TYC and have received many compliments on our facility. We all know we have the best club around but it is always nice to here visitors praise our club. I would like to thank everyone who helped me at the club this summer. It's been a great summer and I hope everyone enjoyed their boat and the club. See you all at the Fall Meeting on September 24<sup>th</sup>.

*Bob Schmidt*

# Wilson Harbor Yacht Racing Association



The Dave Segal Memorial Regatta took place last weekend and was a great success. There is a great debt of gratitude owed to WHYRA, Betty Segal, and the racers involved in the regatta and to the members of Tuscarora Yacht Club. Additionally I would like to take a moment to give thanks to those that help so much.

Again all the TYC Members, Boat US, West Marine, Doyle Sails, Obersheimer Sailor Supply, The Fieldstone Restaurant, The Wilson House Restaurant, The Sunset Grille, Gordie Harper's Bazaar, Zeller Corporation, Youngtown Yacht Club, and, of course, the racers without whom we would not have a regatta at all.

We had a total of seventeen boats from four different yacht clubs (TYC, IYC, WYC, & OYC) register for the event. Eight of the seventeen were from right here at TYC. No other club had a better showing. *Bad Karma*, *Bella-Sera*, *Blew Bayou*, *Ole'*, *San Dan Too*, *Shade Of Avalon*, *Terrapin*, and *Windrover* competed in three different divisions for year-long bragging rights and other, more substantial prizes including trophies, polo shirts (supplied by Davis Designs), and gift certificates ranging from \$30 to \$15.

In addition to the eight, *Makin Time* showed up to honor both it's former owner, Dave Segal, and his wife, Betty. Betty took the helm during the races. The way she put it to me was that although she, "asked many times over the years she was never able to take the helm." She told me that "Dave, had nothing to do with it this time." WHYRA did though. We asked the current owner if Betty could skipper the boat. He agreed and Betty got her wish. Betty also honored us when she agreed to announce the winners at the awards ceremony. Great job Betty! I know you were nervous but you worked your way through with confidence and class. Thank You!

Youngstown Yacht Club sent down their race committee boat, Blue Moon, and a Principle Race Officer (PRO,) Andy Hooker. I want to personally thank Andy and YYC for helping us to make this regatta a more professionally run series of races. Working on the boat with Andy were Kenny and Pat Glaser. Kenny and Pat are always in the thick of things when someone or the club needs a helping hand. This time was no exception. Andy told me after the races that he would do race committee with them any time as they were, "conscientious, focused, and alot of fun to be around."

In addition to the race committee boat was what is referred to as a pin boat. The pin boat has a crew of two or three and is responsible for setting the marks approximately one mile to windward of the race committee boat as well as a mark to outline the leeward end of the start line. This year Pat Lockwood not only allowed us to use his "Whaler" but also volunteered to work with others, namely Peter

Hubble & Evan Mathewson (Bad Karma's foredeck crew) to do the job. Thanks guys, you all did a great job.

As far as the races go, it was at first a beautiful day for racing but after the first race it became more and more of a challenge. The first race started at 11:30 AM. The boats raced in about ten knots of wind and about two foot seas, perfect in most racers minds. As the day wore on the boats were confronted with increasing wind velocities (up to 20 knot gusts and 4-5 foot seas.) The conditions were such a factor that four boats dropped out after the first race.

The third race started normally for the first division—the spinnaker boats. Unfortunately, a tight override on one of the competitors jib sheets combined with wind and seas led to the race committee boat's anchor rode getting wrapped around the competitor's rudder. After a struggle to get free the rode was eventually cut so that it could be walked around the competitor's boat and back to the race committee boat. By the time the boats freed themselves most of the Main & Jib boats had headed in for safe harbor. Therefore the race committee decided to abandon the race for the Main and Jib fleets. The race committee boat managed to secure the cut anchor rode with just enough time to take times for the finishing Spinnaker boats.

As noted earlier Betty Segal handed out awards to the top four competitors in each of the three divisions in the fleet. At the awards ceremony prizes were raffled to benefit the American Red Cross and hurricane Katrina victims. Eight prizes fetched approximately \$200 which is already on its way to help those in need. T-shirts bearing a photo of Dave Segal were also sold to recapture some of WHYRA's losses due to the low fee for regatta participation. There are still T-shirts left. If anyone is interested please contact me at 751-3977 or [bcmurray@buffalo.edu](mailto:bcmurray@buffalo.edu).

This year the regatta took place on the same day as TYC's Blues, Brews, and BBQ party. Many of the racers stayed for the party and overwhelmingly commented what a great time they were having. I want to thank Frank and Cindy Scannapieco as well as Pat Lockwood for making that happen. I also want to apologize to those who were helping to set up for the dinner and were unaware that the number of racers who might attend the party had already been figured into the attending totals.

In summary, please allow me to take a minute to thank everyone involved, from contributors to racers, for a well organized, professionally run, and extremely fun regatta.

*Brian Murray*







In this article I would like to talk about some things that you can do to winterize your electrical system. The battery, and various electrical connections you might have to disconnect to remove things like the mast or radios... etc. Just make sure you have no further use for the Battery before you take it out. If your connections are not labeled "DO

SO". It makes things much easier in the spring to reconnect the right wires to the right place. These connections come in many varieties, slip on connectors, screw on connectors, plugs/recepticals and in some cases two bare wires twisted together. Use a piece of tape wrapped around the wires with a number or other identification matched to the other end. Again remember that the wiring in the boat and all these types of connectors are made of metal and they will rust, oxidize, and corrode. This is a great time to fix or clean the connector. You can use a file or sandpaper to make the metal shine again. If the wires you are disconnecting will be exposed to the weather, every effort should be taken to protect them over the winter. Wrap them up, tuck them away, anything that will ensure that they are ready to reconnect and are in good condition to last all season.

I mentioned about removing the battery. Why would one want to lift such a heavy item out of the boat and in some cases struggle to get it down the ladder. Most batteries will not freeze 'IF' they have a full charge. So if you give the battery a good charging before you close up the boat, you will have a better chance that it will be fine come spring. However most battery terminals will continue to corrode all winter, so at least remember to remove and clean these terminals in the spring before you start charging it again. What I like to do is remove the battery and take it home so I can cycle the battery over the winter. Cycling the battery keeps the battery working as it was intended to do. Cycling is a process in which one discharges the battery

and then charges the battery. To discharge, just hook up anything that works on 12v. and let it go almost dead, then hook up the charger and recharge. With any charger you should follow the manufactures directions.

There are many different types of chargers out there today but most fall into 2 categories, MANUAL and AUTOMATIC. Let me explain the difference between these. Manual chargers output a constant current to charge the battery and this can range from 5 to 10 amps. This current applied across the battery for a short period of time (up to 24 hours) will charge the battery, but left attached to the battery for a long period of time (days and days) will hurt and even boil most batteries. Automatic types of chargers initially provide maximum current (5-10 amps) to the battery and as the battery gets closer and closer to a full charge, the charger will automatically decrease the amount of current until it provides just a fraction of current (in most cases less than 1 amp) to the battery, preventing the damage that I mentioned earlier.

In any case one should take care of the life blood of your boat to ensure it starts that power plant when needed. One last item..Your battery has a life span of 4-6 years with proper use and maintenance. So if you want to add a little insurance to the next season and that battery has been in the boat since??? Well maybe its time to install a new one come spring.

Again I have thrown a lot of information out here and maybe some of it may need extra explanation.. If you want any further explanation on what I said here, please stop by I-61 and we can talk about your boat wiring..I can also work with you via E-Mail...Send to: WILLIE.HAYS@NETZERO.COM - I would really like questions that I could address here and share with everyone.

Be Safe,  
*Willie*



## rear-commodore's report

Sailing or powerboating this summer was one for the ages. The weather was perfect from launch to the present day, and we still have a few weeks to go before haulout. I would be remiss in my duties if I did not thank all of you who supported the summer TYC social events. There are many people who helped me put together a great social calendar. I especially appreciate those of you who actually attended. In most cases we even made money. I am presently examining dates and places for the Commodores Ball to hopefully select a date that will accommodate our "snowbirds." Please forward any ideas you may have to me. I will appreciate your suggestions.

It was an eventful year with our negotiations, which resulted in a ten-year lease. When you see Commodore Erik Anderson, give him a congratulatory handshake. Believe me, Erik kept us all on task until the new contract was signed. He was most instrumental in securing stability to TYC for many years to come.

Elections will be coming up very soon. Do not wait to be asked. Volunteer to be on the board. You will never have more fun in contributing to the best yacht club on the lake.

## vice-commodore's report



Sun rises over Clark Island! Following a dark night that lasted 3 years, the good ship TYC is being greeted by a new day in the form of a ten year lease on Clark Island starting this January. The arrangement hammered out by Commodore Anderson and Mr. Clark and his family represents a level of cooperation and understanding that will go down as unique in TYC history. Others will cover the details of this

agreement but I would like to acknowledge my gratitude for skills and perseverance of the principle negotiators. With a ten year horizon both the Clark family and the TYC family can now focus on what we would really like Clark Island, the Mainland and Haines to look like in the future. What amenities, facilities and accommodations would serve the needs of our boating family. With ten years to enjoy the benefits of additions and changes we can focus on what we want and work towards attaining it and put behind us the focus on how many month to the next lease.

Chief TYC Marketing Consultants John and Toni Gardner came through again with a great set of presentation slides for the special meeting held to discuss the status of lease negotiations. Thanks John and Toni. Another feature of this years member communication process has been the fine job Maureen Hangen and her phone committee, including Kathy Tumulty and Sally Santor, have been doing to keep you informed of upcoming events and encouraging participation.

Your *Member Service Program* continues to get the job done. Through Sept 12<sup>th</sup> over 930 member service hours have been turned in. The grounds are in very good condition thanks to diligent lawn maintenance. Your willingness to share the work and the fun is indicated by the fact that service hours have been turned in by over 125 members. However, a review of 50 + names of those who have not yet turned in service hour slips shows that all the good efforts that are going into making the club a success have not yet been logged. I know of service hours performed by members who have not logged their time. If you are in this category please fill in a slip and note the time spent. If you have not yet contributed your member service hours please plan to do so as the season winds down. Lots of help will be required for haul out and club winterizing. If you are not sure of the status check the club house board or contact me. If you need service hours *find a friend or someone you would like to know better. Check the board and pick a project you can do together. Everyone wins !!*

The CURRENTS is your newsletter. If you have a

topic you would like to read about please see Bill Fleming or myself and we will see if we can line up a local expert. If you are willing to get your copy of the Currents electronically to reduce club postage expense please drop Bill an e-mail at [bill@tycwilson.com](mailto:bill@tycwilson.com)

*Hank Hinckley*



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*(continued from front page)*

The Club is embarking on a period of unprecedented improvement and growth. With no negotiations to worry about for eight years, the Board will be able to concentrate on improving the TYC experience. Why not be a part of the management team that steers the TYC ship? If you have run for the Board before and lost, look at my experience as incentive to try again. If you have not run before, there is no better time than now. If your spouse can't or will not run, throw your hat in the ring. You owe it to TYC and to yourself.

*Erik S. Anderson*

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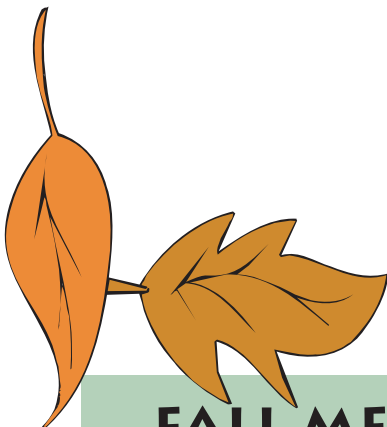
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TURKEY &  
BLACK ANGUS  
ROAST BEEF**



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**FALL MEETING THIS SATURDAY, SEPTEMBER  
24TH AT 3:00 PM AT THE CLUBHOUSE**