



FINGER LAKES YACHT CLUB

P. O. Box 224
Watkins Glen, NY
USA 14891

WEB:
www.flyc.us

E-MAIL:
flyc@flyc.us

KEY CONTACTS:

Terry Stewart,
Commodore
(607) 742-1707

Kyle Chedzoy,
Vice Commodore
(607) 535-6062

Tom Alley,
Rear Commodore
(607) 562-3909

Please recognize that club contacts are volunteers; call them only during reasonable hours. Thanks!

We're on the Web!

See us at:

www.FLYC.US

NOTICE OF ANNUAL MEETING

Pursuant to the Bylaws of the Finger Lakes Yacht Club, Inc., notice is hereby given of the Annual Meeting of the Membership to be held concurrently with the Commodore's Banquet and Awards Ceremony on Saturday, November 4th, 2006 at the Falls Motel Lounge. (Location and time details listed elsewhere in this issue.)

Meeting agenda will include the following (exact sequence may vary):

- Reports from the current Officers.
- Nominations for the Board of Directors (3 seats, 2 year terms).
- Election of Board members.
- Nominations for the 2007 Officers (5 seats, 1 year term).
- Election of 2007 Officers.
- New business and/or motions from the floor.
- Adjournment

Only members in good standing may cast ballots or vote on motions. Only one vote per membership (i.e., one vote per family).

About the Finger Lakes Yacht Club...

Situated between the vineyards of Central New York at the southern end of Seneca Lake, you will find the Finger Lakes Yacht Club at its home in the Watkins Glen Village Marina.

The FLYC is a small, easy-going and informal group of boaters with a focus on family-friendly activities and the enjoyment of boats

and boating. Dues are reasonable and the atmosphere is welcoming and engaging.

For more information about the club, check out the web site, the club bulletin board at the marina (near the restrooms) or, better yet, talk to the folks on the dock. They will be happy to help you!

Finger Lakes Yacht Club

P. O. Box 224
Watkins Glen, NY
USA 14891



TO:

October 2006
Volume 4, Issue 3

Port Tacks

The Finger Lakes Yacht Club – Village Marina, Watkins Glen, New York

In This Issue...

Back To School	1
Commodore's Comments	1
Dates of Note	1
Corrections	1
Upcoming Events & Dates	2
Seneca Lake Quiz	2
Fleet Forum	2
Social Scene	2
Lessons Learned: Lodi 2006	3
Special Notice: FLYC Banquet	6
FLYC Race Results	7
About FLYC Racing	7
Notice of Annual Meeting	8
About the FLYC	8

Dates of Note

Here are some dates to pencil in on your calendars while we wait for our home port to thaw out:

- October 31st, Haulout deadline for Village Marina tenants.
- November 4th, FLYC Annual Meeting and Awards Banquet.

Corrections

If you notice any newsletter or web site errors, please do not hesitate to contact the editor at the e-mail address below. Your feedback is appreciated!
flyc@FingerLakesYC.net

Back To School

Autumn brings with it many changes. Days begin to get shorter; the weather starts to get more "crisp"; our landscape erupts into color; and (unfortunately) our boating activities begin to wane.

One change all of us should consider is to make the mental switch from moving forward to one of stopping and looking back – at least for a short while. Fall is a good time to replay our summer boating experiences and review them while asking a few questions.

*What did I learn on the water this year?
What should I learn for next year?*

For some of us the answer might be as simple as using more sunscreen. For others it might be as complex as having figured out a reliable way to set and douse a spinnaker. Others may have discovered the world of cruising while others might have learned the limits of their racing tactics.

Regardless of what you learned or how you learned it, the end of the boating season

provides a good opportunity to review these personal lessons and figure out how to grow from them.

Is it time to upgrade some of the systems on your boat? Could it be time to update the skipper and/or crew? (...particularly that part sitting between everyone's ears?)

The bottom line: It's time to plan for the off-season. Sign up for a class. Find some good books at the library. Take a road trip to one of the many boat shows in this corner of the country and sign up for a seminar or two. Been around for a while? Heard it all? Then teach. I guarantee you'll learn something new every time.

One of the many joys of our hobby is that it is wonderfully rich in breadth and depth. There is always an opportunity to grow and learn. While our proud vessels sleep through the winter, we can keep our minds active and busy as we prepare for the next season.

See you in class!

- Editor

Commodore's Comments



As this season approaches its end I want to offer a few remarks.

I hope that the 2006 FLYC season was an enjoyable one for you. There are always so many things to do and time is so short. Lisa and I have really enjoyed the events. We mostly are grateful for all the unsolicited help that appears on event days. When the trailer gets moved and

tables set up, and the tent gets pounded in and the setting just appears out of nowhere, it is so relieving. Thanks to all of you who just do this stuff and make the event happen. Let me not forget a big appreciation to our Past Commodore and Rear Commodore for always being available to ask and remind of things to do.

Surely the joy is being "out there", but when done sailing the sharing of stories and information is also a joy. I'm planning on a bunch of more good trips and I hope you are too. The winter

duds are on board and my dodger is on for the first time, so I will be ready.

Please make your plans to attend the end of the year banquet at the Falls Motel on Genesee Street in Montour Falls. The food will be good and this year we are having a live "guitar man" play before and after dinner to enhance our environment. Send in your sign up form early and plan on a great night of reminiscing over our 2006 season, and of course anticipating another year heading right at us.

Thanks for a wonderful experience at "Commodoring" a great group.



- Terry

Upcoming Events & Dates

OCTOBER

October 31st – Village Marina deadline for fall haulout. Make your appointments now!

NOVEMBER

November 4th @ 18:00 – FLYC Annual Meeting, Elections, and Awards Banquet, Falls Motel, Montour Falls, NY.

Complete schedule on the web at: <http://www.flyc.us/>

SENECA LAKE QUIZ

By Charlie Fausold, *S/V Morning Glory*

- 1) Seneca Lake is the deepest lake:
 - a) In the Finger lakes
 - b) In New York State
 - c) East of the Mississippi River
 - d) All of the above
- 2) The height of Hector Falls is:
 - a) 65 feet
 - b) 80 feet
 - c) 165 feet
 - d) 250 feet
- 3) Hobart junior G. Allen Burroughs earned his place in history by:
 - a) Inventing the mechanical grape press
 - b) Scoring a winning touchdown against Colgate
 - c) Taking the first accurate measurements of the depth of the lake
 - d) Ice skating from Geneva to Watkins in exactly 4 hours
- 4) The predecessor of the Finger Lakes Yacht Club was known as the:
 - a) Watkins Sailing Club
 - b) Last Ditch Yacht Club
 - c) Seneca Boating Association
 - d) Merry Mariners

Answers: 1:d, 2:c, 3:d, 4:b

Source: Carol Sisler, *Seneca Lake: Past, Present, and Future*

Fleet Forum

Where *did* the summer go? I suppose I should be used to the “whooshing” sound of time flying by, but I’m not. Especially when it involves time on a boat!

With the “educational” theme of this newsletter, I suppose I’ll follow suit by giving all of you a pop quiz, perhaps like one you may have received in your last writing class. The good news is that these will be essay questions and there are no wrong answers – only incomplete ones that don’t get submitted.

Since the Rear Commodore’s position deals primarily with organizing on-the-water activities for the club, this quiz will focus on those aspects.

Here we go:

1. Which on-the-water activity organized by the club do you enjoy most? Why? State your answer using a first-person narrative style.
2. If you were Rear Commodore, what would you change in 2007? Be as specific as possible, using a journalistic form of prose. Be sure to answer the questions: What? Where? When? and How?
3. Consider the alliance of the club with the Seneca Power Squadron and the attempt to leverage mutual resources for certain events. Take a stand for or against this alliance and build a logical argument to support your position.

That should be plenty. Please send your

Social Scene



Editor’s Note:

Don’t forget to congratulate Kyle and Tracy on their recent marriage!

By Tom Alley, S/V Tomfoolery

responses to me at the e-mail address on the back page of this newsletter.

Finally, this is a time to say “Thank you!” and “Farewell.”

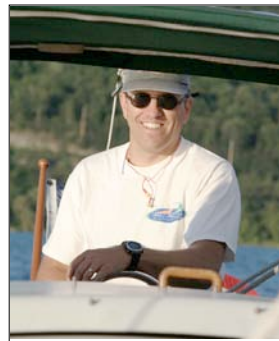
Thanks to the many, *many* individuals who helped me be successful through my four terms as R/C. For once, words escape me on how to properly express my gratitude for your invaluable assistance, advice, and constructive feedback.

I say “Farewell,” because this will be my last note to you as Rear Commodore. Just as water that stops flowing will become stagnant, an organization that ceases to change will stop growing or evolving. This is a great club, and I don’t want to see that happen. Therefore, it’s time to step aside to let the next crew stand their watch and take the helm.

I’m looking forward to seeing all of you at the annual meeting in November and I’ll be even more anxious for the day we launch in 2007. In the mean time, take the educational theme of this newsletter to heart and sign up for a course this winter.

See you in class!

-Tom



by Kyle Chedzoy, S/V Sal Si Puedes

Just a short note to thank everyone for the help in getting all of our social events organized and executed. It is much appreciated!

- Kyle

FLYC 2006 Race Results

By Tom Alley, S/V Tomfoolery

There are a number of things that can be celebrated about this year’s racing program that, in my opinion, are far more significant than the race results themselves.

First, and most important, is the degree of *SPORTSMANSHIP* exhibited by the FLYC skippers and crews. I’ve raced in a number of circuits, and I’ve not seen anything better than what we have here. In fact, I haven’t seen anything *close* to what I’ve experienced here. Give yourselves a pat on the back and keep up the good work!

Second, there has been a very noticeable improvement in the competitiveness of the FLYC fleet. Where prior years have seen two or three boats slugging it out for top honors, this year there were half a dozen boats that were potential winners of the races they entered. The average interval between 1st and 3rd place this season was under 3 minutes on corrected time. In one race, the spread was just 23 seconds!

Third, race attendance is up. We had several “new” boats in the FLYC race fleet this year due to efforts by other racers to invite and encourage them to join in the fun. I hope all of you will continue to help with this recruiting effort to make next year even better. After all, when you step back to look at the big picture, the whole point is just to get on your boat and get out and sail.

Soon it will be time to begin planning for the 2007 season. If you have comments, critiques or suggestions, please share them with me. You don’t have to be one of the club’s directors to share a good (or even mediocre) idea. Even if you think the idea sounds silly I would encourage you to share it. Often times, it’s those “silly” ideas that are the genesis of the next great improvement that everyone can enjoy. Please contact me. I’d love to hear from you.

As always, a special thanks needs to be given to those that braved the rains in the spring to set the race marks, and those hardy souls that endured the “aerobic” exercise involved in retrieving them this fall. This was the first year in which mark set and mark retrieval were each accomplished in a single day. I am very, very grateful for the assistance because I know that I cannot get this work done by myself. (Just another example of what a

wonderful bunch of individuals there are in the FLYC and how they come together when someone asks for help!)

And now for the results:

FLYC Summer Series (Best 6 of 8 races)

Boat	Total	Posn
Cloud Nine	9.00	1
Tomfoolery	12.00	2
Cetarea	13.00	3
Lucky Lady	17.00	4
Harmony	32.00	5
Miss Liberty	32.00	6
Morning Glory	36.00	7
Taking Off	37.00	8
Triumphant	41.00	9
Much Ado	47.00	10
Too Dark Blue	48.00	11
Bella Donna	48.00	12

NOTE: Ranking is determined by scoring and by defined tie-breaking procedures defined by USSailing.

Commodore’s Race to Lodi

Boat Name	Time	Posn
Duchess	04:56:40	1
Harmony	05:14:59	2
Tomfoolery	05:15:23	3
Morning Glory	05:17:31	4
Much Ado	05:27:23	5
Vixen	05:31:12	6
Camille	05:32:25	7
Amazing Grace	05:36:54	8
Midnight Star	05:47:48	9
Snow Goose	06:04:43	10
Calaloo	06:33:42	11

Douglass-Steed Memorial Award

The Douglass-Steed award named after two individuals who made key contributions to the FLYC racing program. The purpose of the award is to recognize the skipper and crew that have made the most significant improvement from the prior season along with maintaining a high standard of sportsmanship and Corinthian spirit.

In a departure from the practice of prior years, the award winner will not be pre-announced. To find out who gets this award, please be sure to attend the FLYC Annual Meeting and Banquet on November 4th!

For details of race results and scoring, please refer to the club web site at <http://www.FLYC.US>.

About FLYC Racing

The FLYC has an active racing program. This program consists of the following:

- **Summer Series.** A series of 8 races held on Saturdays throughout the summer. These are “typical” club races (about 90 minutes each) that utilize seasonal race marks placed in the lake by the FLYC each spring. These races are open to all, but only club members are eligible for prizes and awards. The best 6 of the 8 races are used for scoring purposes.
- **Guest Regatta.** A weekend regatta usually held in mid-July consisting of three races (two on Saturday, one on Sunday). This regatta is open to all and any participant is eligible for prizes and awards.
- **Commodore’s Race to Lodi.** An annual event typically held in late July or early August. This is a race with special provisions for cruisers and the logistical realities of a club “rendezvous.”

About FLYC Cruising

The FLYC is actively developing a cruising program to compliment its racing activities.

- **FLYC Mystery Cruise.** New in 2006, this event was well received. Cruisers were told to provision for a weekend and then met at the marina on Saturday morning before embarking on a trip to a mystery destination.

As stated above, the FLYC cruising program is being developed. We need your ideas! If you have ideas or suggestions, please communicate them to the officers and directors of the club for consideration.



Special Notice

The Finger Lakes Yacht Club – Village Marina, Watkins Glen, New York

YOU ARE CORDIALLY INVITED TO ATTEND THE

2006 Commodore's Banquet and Awards Ceremony

WHEN: 18:00 (6:00PM)

SATURDAY, NOVEMBER 4TH, 2006

WHERE:

FALLS MOTEL LOUNGE
239 NORTH GENESEE STREET
MONTAUR FALLS, NY

MENU/COST: CHOICE OF THE FOLLOWING –

CHICKEN BREAST	\$20/PERSON
PASTA PRIMAVERA	\$20/PERSON
BEEF PRIME RIB	\$24/PERSON

ALL ENTREES INCLUDE: APPETIZERS, GARDEN SALAD, VEGETABLE MEDLEY, DINNER ROLLS, COFFEE, TEA AND DESSERT. PRICE INCLUDES TAX AND GRATUITY. CASH BAR WITH BEER, WINE AND SODA.

ROOMS ARE AVAILABLE BY CALLING 607-535-7262 OR ON THE WEB AT [HTTP://WWW.THEFALLSMOTEL.COM](http://www.thefallsmotel.com)

BANQUET AGENDA:

18:00 COCKTAILS & SOCIAL HOUR.
18:30 DINNER.
20:00 FLYC ANNUAL MEETING (SEE BELOW)
20:45 FLYC AWARDS FOR 2005 RACE SERIES
21:00 DOOR PRIZE DRAWINGS.

RSVP NO LATER THAN SATURDAY, OCTOBER 21ST TO:

THOMAS ALLEY 607-562-3909 (HOME)

OR E-MAIL TO: RSVP@FLYC.US

YOU WILL RECEIVE CONFIRMATION FOR E-MAIL RESERVATIONS.

BE SURE TO INCLUDE YOUR NAME, NUMBER IN YOUR PARTY, AND CHOICE OF ENTRÉE(S).

Nominations & Election of Board Members

The FLYC Board of Directors currently has six voting positions with a term of two years. Terms are staggered such that only three seats are up for election each year. The 2005 Board of Directors are:

One year remaining:

Mike Johnson Charlie Fausold
John Read

Term expiring:

Dick Stewart
Paul Zylowski

Nominations received to date for the three seats which will be vacant are:

Bill Moffett Tom Alley Dick Stewart

Additional nominations may be made from the floor up to the time of the election. Nominees or their proxy must be present to accept their nomination.

Nominations & Election of Officers

The FLYC Bylaws define five offices. Each office is elected by the general membership at the Annual Meeting and has a term of one year. The offices, their incumbants and nominees are listed below:

Office:	Current occupant:	2007 Nominees:
Commodore	Terry Stewart	-
Vice Commodore	Kyle Chedzoy	-
Rear Commodore	Tom Alley	Michael Claprood
Treasurer	Alan Barton	Charlie Fausold
Secretary	Charlene Stewart	-

Per the FLYC Bylaws, all officers are de facto members of the Board of Directors, however, the Secretary and Treasurer do not have voting rights at Board Meetings.

Lessons Learned – Lodi 2006

by Tom Alley, S/V Tomfoolery

The reasons people are drawn to sailing are as diverse as the people themselves. Some look for solitude, others for companionship. Some seek relaxation and others seek adventure. Some seek escape while others see it as a way to connect.

Despite the complimentary nature of the motivators I've listed, I have observed something nearly all sailors have in common. They all seek to learn something. Now if you dig into this trait even a little, you are again confronted with the wonderful diversity that makes for an interesting group of people.

Sailing is a hobby (lifestyle?) rich in educational opportunities. Some of these are planned and deliberate: A navigation course during the winter; seminars at a boat show; a few weeks spent with your nose in a book. Other opportunities are more circumstantial and random in nature: A slip neighbor showing you a trick to bleeding your diesel lines; a crew member showing you a handy knot for attaching fenders; or the inevitable education provided *when* (not if) you find yourself aground.

This year's FLYC run to Lodi Point proved to be an educational opportunity of the circumstantial kind, though it hardly seemed so at the time.

July 29th dawned bright and sunny with the nice "fluffy" kinds of clouds that promise good sailing. Southerly winds were light, but sufficient for a good trip to Lodi Point (a distance of about 15 miles) without the need for much motoring. The weather forecast called for warm sunny weather with a chance for an afternoon or early evening thunderstorm.

After a good day's sail, most of the FLYC fleet anchored on the northern side of Lodi Point, facing into a westerly breeze. Crews eventually found their way ashore to enjoy dinner with their fellow club members and with members from the Seneca Sail & Power Squadron.

Shortly after dinner the winds took a very abrupt turn, veering from west to north by northwest and increasing from about 10



Morning Glory under sail.

knots to about 35. Skies turned grey, the rains started, and the anchorage north of the point became an area of great concern.

By nightfall, the storms had passed, but not without leaving their mark. A number of boats had dragged their anchors. Several were blown up onto the lee shore of Lodi Point, and one vessel lay awash in the surf with her hull breached.

This article presents the squall from the view of the

skippers involved along with their analysis of what they did right and what they did wrong. It's an educational opportunity that the contributors want to ensure gets shared with others.

S/V Morning Glory

Morning Glory is a cutter-rigged Newport Venture 23 owned by Charlie Fausold.

"My usual anchoring practice at Lodi is to retract Morning Glory's keel and rudder, tie the bow off to a tree on the windward shore, and set an anchor off the stern to assist in getting underway the following morning. This method is secure, and makes it easy to board the boat.

"However, this year with the West wind there was no windward shore. When I first tried the method above, the boat was broadside to the wind. The stern anchor, which did not set well in the weeds, quickly dragged, and *Morning Glory* was bouncing on the beach. So I tried anchoring off the bow in somewhat deeper water, taking a long line off the stern with me to the beach so I could pull the boat in close to shore for boarding but otherwise she could point into the wind. With more scope this worked pretty well but I was uneasy about it, especially knowing that a wind switch to the North would put me on the beach again. So in the back of my mind I began to think about heading back down the lake about 5 miles to my parents' home on Camp Meeting Point where I knew I could tie up securely.

"When I saw those black clouds approaching from the North I quickly decided to do just that (my wife had driven up so she took off with the kids). Unfortunately, the squall line caught up with me after about two miles. I was making 6 knots under power and bare poles. The wind quickly built to 35 knots, with several gusts over 40, amidst pelting rain. Fortunately I was headed directly downwind, and it was warm, so I wasn't too worried. But then there were several close lightning strikes, and I could see that the storm was now in front of me, so I headed into shore, tied up at the dock of a vacant cottage, and waited it out on the porch. An hour later I was docked securely at Camp Meeting Point, had a hot shower and was enjoying a comfy bed.

"What did I learn?"

1. Danforth anchors don't hold well in weeds.
2. Use lots of scope when anchoring.
3. Anticipate wind shifts.
4. Don't try to outrun a thunderstorm.

"In retrospect, I would have been better off just pulling *Morning Glory* around the point and into the marina, tying up at the launch ramp if necessary."

S/V Carpe Diem

Carpe Diem is a Neptune 24 sloop owned by Joe Marino.

"*Carpe Diem* had a budget anchor, a chronic bilge leak (accounting for the clean keel break), and a poor anchoring plan (parallel to the beach). I knew unstable weather was coming from

the north, yet I anchored on the north side of Lodi Point. As the storm hit, I swam out and tried to secure hatches (should have started motor), while dragging the anchor, drifted into *Tomfoolery*, then unangling, getting closer with each moment to the beach. Once we were on the beach, it wasn't long before the keel broke."

S/V Much Ado II

Much Ado is a Sabre 28 owned by Joe Campbell.

"Technically, I did not run aground as I fetched up broadside to *Duchess'* chain anchor rode. Unfortunately, her rode wound up between my keel and rudder so I was unable to go either forward or back. With three people on *Duchess* and two on *Much Ado* we managed somehow to turn me 90 degrees and I was able to back away from shore, thanks to 30 HP in the Atomic 4. (I already had my engine running and had managed to haul my anchor aboard.) It was something backing over those waves and that wind and having the prop cavitating on the crests and slamming into the waves so hard they were coming over the stern. A less powerful engine would not have done it.

"20/20 hindsight: We were almost an hour waiting for a ride to shore and probably didn't get to shore until roughly 18:30. By that time I was already thinking something didn't look right to the north. I didn't check the barometer on the boat, nor did I take the precaution of listening to the weather on the VHF. I carry only a 14 pound Danforth anchor with 15 feet of 5/8-inch chain. I was pretty sure I got a good set with plenty of scope facing into the prevailing wind with plenty of scope. When I got the anchor on board the flukes were loaded with soft mud (so I was dug in) but there was an enormous ball of seaweed also. Once the wind shifted to the north and I started to drag, that was it.

"So in summary, I probably shouldn't have left the boat exposed on the weather side of the point. We didn't have a way back to her when things started looking dicey and we would have been better



Calaloo (left), Duchess (center) and Much Ado (right) battle the lee shore of Lodi. Duchess' rode wound up between Much Ado's keel and rudder. To get an idea of wind strength, note how Much Ado's flag is flying straight and stiff. The anchorage at Lodi is also notoriously weedy, as evidenced by the collection hanging off the anchor on Much Ado's bow.

off out in open water."

S/V Calaloo

Calaloo is a Catalina 30 sloop owned by Bill Moffett.

"We anchored in about 14 to 16 feet of water on the north side of Lodi Point. I was trying to get just outside the weed zone as experience has taught us that weeds often make anchoring a bigger chore. Not only do they sometimes defeat the anchor, but they also make hauling the anchor more arduous and messy than it needs to be.

"I didn't quite succeed, as I discovered in the morning, but the other precaution I took, using a heavier than recommended anchor and 50 feet of chain not only kept us in place when the blow hit, it so firmly anchored *Calaloo* that when I finally got the anchor up at 0900 I was pretty winded! Most of the chain rode was wrapped in weeds! So much for getting outside the weeds!

"The other piece of advice I have learned to heed on Seneca lake is 'expect the unexpected.' That was by no means the first time we had had a peaceful anchoring and sunset, only to be followed along about midnight by a freight train of a norther rolling through. I remember one year sitting in the cockpit with the engine running from 0300 to 0400 with the transom seemingly only inches from the beach! (We decided this was why we buy insurance.) Once the storm passed we pulled anchor and headed for home but in retrospect we should have stayed and opened a bottle of champagne!"

S/V Tomfoolery

Tomfoolery is an Alberg 35 owned by Tom Alley.

"*Tomfoolery* was anchored off the north side of Lodi Point in about 15 feet of water. Having had some anchor dragging experiences in the past, we laid out a 7:1 scope (90 feet) of anchor line. Again relying on prior experiences, we used a 35 pound plow anchor as it penetrates the weeds better than our Danforth. The wind was out of the west so we laid parallel to shore.

"I deliberately anchored close to shore (maybe 3 boat lengths out) as we don't have a dinghy. This gave the crew and I the option of swimming to shore in the 84° water. Since it was a warm day, some of my crew did elect to do so. We were all familiar with the weather forecast for scattered thunderstorms in the afternoon and evening, but I figured we could get to the boat quickly if we saw a storm coming. So, we went ashore for dinner with the club.

"Right after dinner the sky started to cloud over. In retrospect, I should have collected my crew and headed back out to the boat. Given that this was a "typical" FLYC party and we were all having a good time, I elected to stay on shore 'just a little while longer.'

"A blast of cold air out of the northwest announced the arrival of the squall. In a matter of a minute or so, winds veered NNW, creating a lee shore where most of the FLYC fleet was anchored. *Tomfoolery* swung on her rode and snuggled up aground about a boat length from the beach, lying parallel to the wind and waves. The good news is that, having a full keel, she grounds well and distributes her weight evenly on the gravel bottom.



Carpe Diem (left) and Tomfoolery (right) manage to get their anchor lines untangled. At this point Tomfoolery is aground while Carpe Diem continues to drift toward the beach. Once the two boats were free of one another, Tomfoolery's crew proceeded to kedge off the beach and motor around Lodi Point to a safer anchorage.

"By this time *Carpe Diem* had dragged her anchor and was tangling up in *Tomfoolery's* rode. I feared that they might pull out our anchor, which was still holding well. *Carpe Diem's* crew was trying to fend off, and at that point I decided to swim out to the boat and help with the effort.

"After helping *Carpe Diem* get clear, I lead *Tomfoolery's* rode back to one of her primary winches in the cockpit and began kedging off. The extra rode on the anchor proved invaluable as it held and I was able to pull the bow off the beach. By that time the rest of my crew had swum out to the boat. We started the engine, kedged out some more to give us a good angle, and then motored off of the beach and retrieved our anchor.

"By now *Carpe Diem* was hard aground on the beach. The



Carpe Diem (left) loses her keel and sinks at the water's edge. Tomfoolery (right) has kedged her bow away from the beach and has started her engine in preparation of powering off into deeper water.

incoming chop bounced her on her keel a few times and then the sound of splintering fiberglass could be heard above the noise of the wind when her keel separated. Within seconds, *Carpe Diem* was awash.

"The forces on *Tomfoolery's* anchor line were considerable. The laminated anchor platform on her bow was split in two by the lateral pull while kedging.

"Being a boating instructor and licensed captain, I should have known better and not put myself and my crew into the situation we experienced. Technically, I *did* know better; I simply got complacent. Here's what I should have done:

1. At the very least, I should have paid attention to the weather and headed back out to my boat at the first sign of deteriorating weather. Squalls like this don't come unannounced to the observant.
2. I anchored in a location where I knew I would go aground if the wind shifted. Setting a second anchor perpendicular to the first one might have helped hold me off the beach when the wind veered. Better yet, I should have anchored further from shore in order to avoid the problem entirely.
3. Cruising is, to some degree, about self-sufficiency. Anchoring off a beach without a means of getting back on the boat (i.e., dinghy) created a situation where we were delayed in getting back on board when we needed to move quickly. Had we anchored out even a little further, we would have had great difficulty getting to the boat.

"Other lessons were reinforced that bear mentioning:

- "A 35 knot wind can put tremendous strain on an anchor line. Having a means of running the line to a winch or windlass is vitally important in these situations.
- "On a related note, use the largest bolts and the strongest mounting techniques you can for your anchor rollers and fairleads. You'll be glad you did!
- "Always put out more scope than you think you'll need. *Tomfoolery's* anchor did not drag and allowed us to kedge off of a lee shore. If I had put out a 5:1 scope, I don't know if the anchor would have held.
- "Complacency is the enemy of experience. Don't take anything for granted and be prepared for changes in the weather, no matter how nice it is. Have a contingency plan. If you think you *might* need to execute it, then you probably *should*."

Epilogue

Overall, things ended well for the FLYC fleet in that no one was injured during the storm. *Carpe Diem* was recovered from the Lodi beach the following day and trucked back to Watkins Glen, where she was declared a total loss. With the encouragement of a very understanding wife, Joe Marino is now the happy owner of a Catalina 25.

Joe Marino adds, "I want to thank Brett, Kyle, Dick, Charlene, Rex, John, Steve, Scotty, Lisa, Terry, Frank, Chris, Emily,