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Commodore's Comments

by Barry Lewis

SV Kestrel

Thank you to all who came out and made this year's Commodore's Cup race and dinner a smashing success. Twelve boats started the race and nine finished. The winds were strong when the race started and built a bit more during the race. James Sherrick (*Midnight Star*) was the winner, but was unable to attend the dinner. John and Jean Kremer (*Amazing Grace*) were happy to accept the trophy on his behalf. I expect James will eventually get to visit his trophy.



As many of you have noticed, I haven't been at the lake much this season so far. I hope everyone has had a great season and enjoyed the lake. I look forward to seeing everyone again..., possibly at the next event, later this month.

-Barry

Vice Commodore's Comments

by Steve Howard



As I write this, it's late July, mid-summer, and the weather has been giving us a summer to remember. Hot, hot, hotter.

Having sold *Horseplay*, I haven't been at the marina as much as I'd have liked, but when I have stopped by I've been happy to see the numbers of boats underway.

Winds haven't been as accommodating on race days for the Summer Racing Series, and as it's been, not that many boats have showing up to race, yet. Hopefully, the make-up day on July 30th will get us back on schedule.

Commodore's Cup day was just outstanding. Wind, wind and more wind was forecast and it arrived. I had skippers say they recorded gusts in excess of 37 kts.

Twelve boats hit the line at the horn. An extended course gave the racers some very tight reaches as they headed northeast, due west and then north to Smith Park.

At the finish it was *Midnight Star* first across the line, firing their own cannon (scaring the bejeezus out of me) as they crossed the line. That's either great confidence in one's boat and crew or lots of Chutzpah.

Lucky Lady and last year's winner, *Dry White*, corrected out in second and third, bumping *Sails Call* from the figurative podium.

And it was great seeing the numbers of folks arriving for the meal in the evening.

There are lots more activities still on the calendar.

There's racing every Saturday in August and a couple of times (and the Seneca Barge Race) in September, plus the Grape Harvest and Gear Buster Races in October. And for folks who,

maybe, aren't enjoying their racing quite as much as they'd like, in the immortal words of naval architect, Carl Schumacher, "Their will be days when conditions suit your boat, and you have a good chance of winning. The other days, just enjoy a good sail".

On the food side, the Kaffee Klatches, Old Salts' Seafood Fest, Soup / Chili / Chocolate Festival, and the Grape Harvest Festival are still to come before the end of October.

Hope to see you at the lake.

- Steve

Rear Commodore's Comments

by Ray Montondo

SV No Worries



I would like to start this month's entry by thanking the rest of the race committee. Steve has done an awesome job with the race starts. As he has been sailing on *Brewster*, she is often still the committee boat. Tom again takes care of the scoring and keeps our web site updated. All told, this years racing program is truly a team effort.

As for the racing, we are still at the mercy of the weather. Fortunately, we have plenty of events scheduled for the rest of the season. We plan on sailing together around the marks pretty much every Saturday through September with more events in October. If you have thought about joining in with the fleet, now is a great time to do it! The more boats that join in, the more fun we have. In closing I would also like to thank everyone who has joined the fleet in either a racing or cruising event. There is no extra fee for any of our sailing events.

Hope you join us on the water!

- Ray

Port Tacks

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

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Secretary's Column

by Sue Morris

SV Sails Call



Hello to all FLYC Members!

o o o o o

If you know of anyone that wants to join in FLYC membership send the information to:

Sue Morris
100 Mead Rd
PO Box 14
Pine Valley, NY 14872.

Wow I can't believe it is the beginning of August already! Summer is going too fast. I hope everyone is able to enjoy as much of this boating season as they can. We have a great new season with 38 (single/family) memberships at this time. Please take part in all of the upcoming activities as plenty have been

planned.

Thank you and see you soon! Have a great rest of the summer!

-Sue

From the Treasurer

by Denis Kingsley

SV Tark



With all bills paid to date, the club is so solvent that, I am considering lending. The rate should be about 25%/month.

To do so, maybe they would take the lende for a nice boat ride.

- Denis, still cooking the books.

Don't worry about collecting as I will employ my uncles Vito and Carmine to follow-up on any delinquencies.

Socially Speaking

by Rebecca Lewis

SV Kestrel



Monday! The first day back to work after a weekend at the lake and I feel I could use a nap.

Till next time,

- Rebecca

I hope you had just as much fun as I did over the weekend. The Commodores Cup dinner held at Smith Park was a well-attended affair with over 46 who sat down to dinner. Thank you so much to all of you who came out for the evening.

Loads of delicious food was shared. You never cease to amaze me at what wonderful treats you bring for everyone to sample.

It was fun to hear your stories about the Commodores race held earlier in the day. The day and evening filled with laughter and conversation will become fond memories for all.

Our next event will be held August 20th. I will be sending out my regular reminder with all the details soon. The signup sheet will be posted as soon as the email goes out.





2016 Commodore's Cup Race

by Jim Morris

S/V Sails Call

10:00am Skipper's Meeting

Big fleet signing up so the start is going to be congested, but the good news is the wind is building nicely so we have something to work with. Race course set: to the east side mark, across the lake to the west side mark, then a mad dash for Smith Park and the finish. Cross the finish line between Steve and the shore. Monitor channel 69 and be ready to roll at 10:50am. Time to get my crew on board and get out in the lake to do some practicing.

10:40am 10 minutes to go

We are practicing our turns and getting the rust off. My uncle hasn't done this since last year so he is trying to figure out the winches, port from starboard, and what the heck is a mainsail vs. the one in the front.



We should have practiced last week!

10:45am 5 minutes to go:

First horn just sounded and the fleet is gathering to the starting grid. Lots of boats trying to jockey for position and a few crazy kayaks mixed in just to make things even more exciting.



The fleet gathers before the race!

10:49am 1-minute horn:

We start our turn back to the box. Quick and get the sails set...we need more speed! Wind is coming up and we should be hitting the box right on time with some momentum.

10:50am Horn Sounds-Race Begins!

We have a good start! We roll out the jib all the way and turn up wind toward the first mark. Wind is coming from the northwest and it is perfect for some close hauled sailing. To the right is the very competitive Midnight Star and they are getting the boat dialed in rapidly. Other boats are all around us! The boat is powering up really fast as we adjust trim. The wind does not disappoint as we are seeing 15 knots immediately.

We duel with Midnight Star and can't quite get by him. He tacks out into the lake and we keep shooting to the mark, but run out of wind and angle. We have to tack out and quickly tack back to the mark.



Hang on everybody-this is going to be one wild ride!

Round East Mark

We are still not too far behind. We are closing and then I see him turning south abruptly....wind shift with a big gust. Wow the wind is really coming up and it is moving all over. I tell my crew to be ready for some quick course changes and to watch MS...we can anticipate what is happening to the wind and try and take advantage of the lifts.

Closing in on West Mark

We have to make a couple of tacks to get to the mark as the wind has pushed us too far south. We get setup for a run into the mark. The wind dies down and I am thinking we did not head up enough. Amazing Grace is coming up fast on the inside...we are outside the mark enough to swing wide. The wind picks up and we make our turn up the lake.

The Long Run to Smith Park

Almost immediately, the wind is hammering us with gust blowing over 20 knots. We are getting pounded. We shorten sail on the jib and main. The boat is doing better, but the wind is getting stronger and swinging through 30 degrees. We tighten up and put everyone on the rail. The boat has the toe rail in the water on multiple occasions.

Too windy to keep a hat on!

I am counter steering constantly and calling out when I see the gust about to hit. I let me guard down for one second and didn't pay attention to the wind shift. Hang on! We get rounded up and need to get turned around. We try to shorten the jib and find out the roller furler is no longer working. NOT Good.

We out run another boat and discuss how to finish.

End of Race

Midnight Star smoked us on the run up the lake so they are heading home. As we pass close by I am amazed to see the two boats moving so quickly by each other.

So it takes us a while to find Steve in the kayak, but we spot him. We need to almost head on a beam reach to get to him. Of course the wind starts driving really hard with a flurry of white caps coming at us. We head toward shore and I turn up to go by him. In all of the excitement, I forgot about passing between Steve and the shore (which he reminded me-thanks Steve!) so around we go again! The second time around worked and we finished the race.

What we did well:

We had a plan for the start and executed it.

We kept our cool when the wind gusted and changed direction.

We corrected as quickly as possible when we made our mistakes.

What we could have done better:

De-power the boat and make a steady 5-6 knots vs. trying to make 6.5 and get rolled.

Practice in strong wind before the race-our tacks were not very crisp and it cost us time getting trimmed.

Thanks to my able bodied, patient, and brave crew: Sue Morris and Ray Morris!

Keep sailing after crossing the end mark and head to open water-we lost our focus and did a bad job getting out of the way.

I can't wait for next year!

- Jim

Commodore's Cup Race

Saturday, 2016

Course SEWK
Distance (nm) 7.28
Start Time 10:50:00

Boat	Jib	Spin?	Motor	Fin Time	Type	ASP	Adjustments				ET	Corr	CET	S(avg) Score	
							Jib	NFS	Moss	LSP					
Midnight Star	140	N		12:20:40	Tartan 31	153	2	2	0	157	01:30:40	00:19:03	01:11:37	4.82	1
Lucky Lady	150	N		12:49:37	Columbia 26	228	0	0	0	228	01:59:37	00:27:40	01:31:57	3.65	2
Dry White	140	N		12:42:58	Pearson 28-2	186	2	2	-18	172	01:52:58	00:20:53	01:32:05	3.87	3
Sails Call	130	N		12:45:12	Bavaria 34	135	4	4	30	173	01:55:12	00:21:00	01:34:12	3.79	4
Tark	100	N		13:13:50	Hunter 33	192	11	11	84	298	02:23:50	00:36:10	01:47:40	3.04	5
Obsession	130	N		13:19:00	Hunter 34	141	4	4	0	149	02:29:00	00:18:05	02:10:55	2.93	6
Cetacea	150	N		13:24:38	Hunter 25.5 SD	204	0	0	-27	177	02:34:38	00:21:29	02:13:09	2.83	7
Getaway	150	N		13:39:02	Hunter 30T	180	0	0	9	189	02:49:02	00:22:56	02:26:06	2.58	8
Irish Wake	110	N		13:47:47	Hunter 336	144	9	9	0	162	02:57:47	00:19:40	02:38:07	2.46	9
Ruthie	150	N		13:56:39	Catalina 25TR	222	0	0	0	222	03:06:39	00:26:57	02:39:42	2.34	10
Sails Tacks	130	N		DNF	Pearson 27	0	4	4	0	8	DNF				12
Amazing Grace	130	N		DNF	Pearson 36 II	126	4	4	0	134	DNF				12

Analysis of a Near Dismasting

by Tom Alley

It doesn't take long for scuttlebutt to circulate through our small harbor, so I'm sure many of you have already heard about our near-dismasting on Lake Ontario. Since there is some educational benefit to it, here are some details of the incident along with some lessons learned by the master and crew.

The Event

It was just past two in the afternoon. The sun was shining brightly and the deep blue sky had just a few of those very picturesque, fluffy white clouds in it. The heat wave of the prior days had broken with the passage of a cold front the day before and the temperature and humidity had both dropped to comfortable levels. Winds were blowing from the west at about 15-18 knots and waves on Lake Ontario had slowly been building to 3-4 feet throughout the day. In other words, it was a near-perfect day for our Alberg 35. We had just tacked onto starboard to clear the shoals on the southern end of Grenadier Island when there was a loud "bang". The backstay went slack and nearly laid down in the cockpit. Our foresail, furler and forestay went off to leeward, still attached to the masthead, but not to anything else.

All I could think of at that moment was, "Oh, no! We're going to lose the mast..."

Event Response

The loud bang that startled *Tomfoolery's* crew also motivated them into action. The helm was immediately thrown over so as to point the boat downwind such that wave action would be reduced and any wind-induced stresses on the rigging would be directed forward. The jib sheets were slacked to further reduce stress on the mast. Crew were sent to the foredeck to perform damage-control and to secure the now flogging sail and flailing

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furler and forestay. A radio call was made to *Seek Ye 1st*, sailing about a half a mile from us, to inform them of our plight and to request they stand by to assist. Training kicked in and the Junior Sailor crew sprang into action without question or hesitation.



Photo 1 - *Tomfoolery* just prior to her forestay failure.



Photo 2 - Tomfoolery just after her forestay failure.

The first order of business was to secure the mast to prevent it from falling over. Halyards on the forward side of the mast proved useless because they had become fouled during the gyrations of the forestay and foresail, so the main halyard and its spare were run forward and used instead. These were tied to the anchor platform and then tensioned to minimize the mast “pumping” in the waves, which had now grown to about 4 feet. The pictures don’t show it, but work on the narrow foredeck was challenging, as the short period of the waves was causing us to bury the bow into every third one.

Once the mast was secured, the next order of business was to snuff the foresail. This proved to be extremely challenging as the furler had been seriously damaged and the sail, partially reefed at the time, had become so tangled that it could neither be furled, unfurled or lowered. Manually attempting to rotate the entire furler assembly also proved futile as the fouled jib halyard had effectively locked the top of the furler in place. In the end, we freed up the main halyard and led it forward. (After all, we weren’t going to be doing much sailing at this point.) Timing ourselves with the waves, the crew attempted to wrap the halyard around the still flogging sail in order to snuff it to the remains of the forestay and furler. This was marginally effective, but the pitching of the boat and the narrow foredeck made it impossible to get a good enough angle to snare all of the sail.



Photos 3-4 - Deck-level view of Tomfoolery's jury rig as they limp back to harbor.

After nearly an hour of this, Tomfoolery’s exhausted crew radioed Seek Ye 1st to see if they could spare a crew member to provide some relief. They did so by coming alongside and,

using their dinghy as a “floating bridge”, transferred Junior Sailing Coach Andrea aboard.

At this point, *Tomfoolery* had been drifting down onto a lee shore of Grenadier Island and its shoals for over an hour and the depth sounder was showing less than 40 feet. An attempt to motor to windward proved ineffective, plus the wave action placed unacceptable stresses on the jury rig holding up the mast, so the decision was made to retreat to the closest leeward harbor that could provide shelter: Cape Vincent.

Three hours later, both *Tomfoolery* and *Seek Ye 1st* arrived safely in a sheltered harbor. The crew (and captains) could breathe again!

Initial Cleanup

With a few hours of daylight left, both crews worked together to clean up the hastily made jury rigging aboard *Tomfoolery* and to see if she could be secured sufficiently for a trip back to her home port on her own keel. It was here that we discovered the extent of the damage sustained and what we believe to be the root cause.

The first order of business was to get the sail down and reduce weight and windage aloft. It was a disheartening scene. It took almost an hour to unwrap the sail from the furler. Not one section of the furler foils had escaped damage. Each one had a twist, kink or bend in it. At least one joint had sheared resulting in the sail being wrapped not just in unequal amounts at different levels of the stay, but also in opposite directions. Needless to say, the sail was ripped in several places and seriously stretched out in others.

With the sail unwrapped, came the next question of how to get it down. The upper section of the foil had a sharp bend in it at the location of the upper swivel. It wasn't going to move without a lot of persuasion, so that meant someone had to climb the mast to free the sail from its halyard. Given the condition of the mast and the risk involved, the captain could not order any crew aloft with a clear conscience, so he climbed into his harness.

With the foredeck partially cleared off the spinnaker halyard was freed and was used as a primary forestay for the mast. In addition, the main halyard was used as a secondary forestay and cinched tight. The boom was removed from the mast to further reduce any force that would tend to pull the mast aft. (Keep in mind that our boom is 15 feet long and made of solid spruce, weighing about 130 lbs.) This freed up the spare main halyard and the boom topping lift, which could be used as a safety line. At this point, the captain ascended the mast.

Once at the top, it did not take long to detach the foresail from the furler swivel and start helping it down the damaged furler foils. The jib halyard was also retrieved from the swivel and pulled back down to deck level where it could be used to help secure the mast. After the captain made it safely back to deck level, we got a better look at the damage to the forestay and furler.



Photo 5 - *Tomfoolery's* not-so-straight furler extrusion after the foresail had been removed.



Photo 6 - Sheared joint on *Tomfoolery's* furler.



Photo 7 - View showing where the clevis pin was that failed aboard *Tomfoolery*.



Photo 8 - *Tomfoolery*'s foredeck showing gouges left by the furler as it flogged in the wind following the failure.

With the foredeck cleared of debris, the crew used the jib and spinnaker halyards as temporary forestays, attaching them to the anchor platform which is solidly bolted to the hull and deck. The furler/forestay was then secured using a short line to the bow stem chainplate so that it would not flail around excessively during the remainder of the trip home.

The forecast for the next day was for light and variable winds and waves of less than two feet, which would make for a reasonably comfortable trip for our injured boat back to Oswego, where the mast was to be taken down anyway for our trip back to Watkins Glen through the New York canals.

Analysis

During the cleanup, a curious piece of debris was found on deck, which helped explain what had happened.



Photo 9 - Portion of the lower forestay clevis pin found on *Tomfoolery*'s foredeck during cleanup.

It was the end of the bronze clevis pin used to hold the forestay to the bow stem chainplate. It appears that the bronze pin had fractured just behind the cotter pin a while back, probably due to fatigue. The stresses on the pin in wind and waves continued to work the pin and propagate the crack over time (note the different shades of darkening along the fracture surface) until it was sufficiently compromised to come completely apart that Sunday afternoon and allow the forestay to separate from the boat.

With the bottom of the forestay free, the sail then flew to leeward until it was held back by the furling line which was still attached to the boat. By this time the slack of the furling line was used up, the furler and sail had gained sufficient momentum to really jerk on the furling line. The sudden load on the furler is what presumably sheared the lower joint in the furler extrusion (photo in previous section). At this point, the

lower part of the sail started to furl while the rest of the sail tried to unfurl, causing a number of stresses in both the furler and in the sail. The torsional loads on the extrusion, combined with the whipping action of the sail in the wind and the lack of support from a taut forestay is what likely caused the damage observed in the furler foil sections.

Retrospect and Conclusions

What is truly frightening about this incident is that the rigging was inspected the week prior when the mast was unstepped for the outbound trip in the canals. The shrouds were fine and all of the pins appeared to be in good condition. The photo of the shorn clevis pin, however, tells a different story. The pin had failed some time ago. Long enough for the crack to propagate and show signs of corrosion before it ultimately failed.

Ultimately, the problem was not the clevis pin, but complacency. Our brethren in salt water and in areas that have year-round boating seasons have learned hard lessons about corrosion and metal fatigue and are, as a result, rigorous in their vigilance to ensure the reliability of their rigging. Living further north, in fresh water and with low duty cycles on our boats, it's very easy to become complacent with these inspections.

While I have made it a habit to drop the mast at least once every five years to inspect all of the rigging, and of doing opportunistic inspections whenever the mast was taken down

for other reasons, it becomes easy to overlook details and to put off some things until "later".

I've read numerous accounts of boat owners replacing their standing rigging every five to ten years to offset the effects of salt water and to prevent the incident we just experienced. It stands to reason that fresh water sailors should do the same, but perhaps on a more appropriate schedule, say 10-15 years?

Looking back, our family purchased *Tomfoolery* in 1996 – a full 20 years ago. (Where did the time go?) While we have replaced a few of the clevis pins (usually after the original was dropped overboard during some other type of maintenance), we've never deliberately retired any component of the standing rigging. This means everything is *at least* 20 years old. As a result of this incident, all of the clevis and cotter pins on *Tomfoolery* were replaced when we got back to our home port of Watkins Glen. The shrouds and stays will see a similar renewal in the coming year, with the old ones being kept as spares.

Finally, the ultimate introspection: Will I take an extended trip with our Junior Sailors to Lake Ontario again? Absolutely. (In fact, the kids and coaches are already talking about where to go next summer.)

- Tom

Miscellaneous Stuff

Advance Notification of Future Leap

Second

From the Civil GPS Interface Committee (CGSIC)

On 18 July the Air Force entered, into the GPS MCS, a Future Leap Second to become effective on 31 December 2016. As Navigation Uploads are/were performed over the following ~24 hours, GPS satellites will, one at a time, begin broadcasting this Future Leap Second, along with its date of effectivity and the Current Leap Second count, in accordance with IS-GPS-200. When specific satellites will begin broadcasting the new information will depend on the contact schedule over the next ~24 hours, which is dynamic and subject to real-time operations. When specific users will begin seeing the new information will depend on a number of factors, including satellite visibility and user equipment design.

V/R

Rick Hamilton

CGSIC Executive Secretariat

GPS Information Analysis Team Lead

U.S. Coast Guard Navigation Center

703-313-5930

The Cost of Cruising

By Tom Alley

What does it cost to go on a cruise? Well, here's some data from the logbook of *Tomfoolery* on her 12-day trip to Lake Ontario and the Thousand Islands earlier this summer:

Item	Cost
Provisions & Supplies	\$ 395
Restaurant Meals	\$ 140
Diesel & Oil	\$ 125
Ice	\$ 27
Slip Rental (5 nights)	\$ 234
Step/Unstep Mast	\$ 423
Pumpouts & Misc. Services	\$ 45
Miscellaneous/Typical Repairs	\$ 120
Total	\$1,509

These figures are for a crew of four and include all of the direct costs of the cruise that one would consider "typical". It does not include the cost of shore-side activities other than eating out, nor does it include any costs associated with unusual events (e.g., near dismasting).

Editor's Corner

by Tom Alley

Like many of the other authors in this issue I'm sitting here, scratching my head and thinking, "August! Wait a second, what happened to June and July?"

OK, let's not panic. We'll try to think things through. Let's see, just where did the time go? Hmm...

The kids were in school until June 20-something, then we spent a week prepping our boat to go to Lake Ontario, then we spent a couple of weeks going there and back again. Then there was the mad dash to do some boat repairs so that we would be ready for the cruise to Geneva and back with the area Power Squadrons. That took another week. Both kids spent a week at

SV Tomfoolery

one sort of camp or another during this timeframe as well, not to mention a couple of college visits thrown in for our oldest. Oh, yeah, we kicked off another season of Junior Sailing instruction as well. And then there's the Commodore's Cup weekend and the regular club races and social events on the other weekends.

Still, none of these took up 2 months' worth of time.

This is really weird. I wonder where the time went? I hope the rest of the summer "slows down" a bit!

- Tom

Boat Show/Event Calendar

A listing of boat shows, seminars, and regattas (in locations with non-solidified water) to get you through the off-season! Compiled by Steve Howard.

Events & Boat Shows

August

05-07 **Antique Boat Show & Auction**, Antique Boat Museum, Clayton, NY, <http://abm.org>

September

15-18 **Newport International Boat Show**, Newport, RI.

22-25 **Norwalk International Boat Show**, Norwalk, CT.

October

06-10 **US Sailboat Show**, Annapolis, MD.

10-13 **US Powerboat Show**, Annapolis, MD.

Regattas

August

05 **J/80 North Americans**, National Yacht Club, Toronto, Ontario

13 **IRC Lake Ontario Championship**, National Yacht Club, Toronto

13-19 **Lightning North Americans**, Rochester Yacht Club, Rochester, NY

19-25 **J/22 Worlds**, Kingston, Ontario

September

8-11 **J-24 North Americans**, Mississauga, Ontario

23-25 **Melges 20 NA's**, Toronto, Ontario

23-25 **J-22 Lake George Open Regatta**

29-10/2 **J-24 Changing Colors Regatta**, Lake George

Lake Ontario Short-Handed Race Series (LOSHRS)

August

20 **100-Miler**

September

17 **Port Credit YC to Dalhousie YC**

18 **Dalhousie YC to Port Credit YC**

2016 FLYC Calendar

Updated 7/28

This is the club calendar as discussed at the Board meeting in late January. Some dates are subject to change as plans firm up and get finalized. Please check the club web site (<http://www.FLYC.US>) to see the most current information. (Changes/revisions in red.)

May

01 **FLYC Membership Renewals Due.** Please fill in a renewal form and send it to Sue Morris with your payment.

June

01 **June Newsletter Publication Date.**
04 **Saturday Morning Kaffee Klatch.** (0900)
04 **Rust Removal Race** (1300). Not counted toward season totals.
11 **Saturday Morning Kaffee Klatch.** (0900)
11 **Summer Series Race #1.** (1300)
11 **Post-Race Mortem Social** (1700) BYOB/Snack to share.
17-18 **Watkins Glen Waterfront Festival*
17 **FLYC Lighting of the Boats.** (Dusk) Prizes to the member boat with the best lighting.
18 **Cardboard Boat Regatta. (1200) Special marina parking restrictions will be in place.*
19 **FLYC Fathers' Day Brunch.** (1100)
25 **Saturday Morning Kaffee Klatch.** (0900)
25 **Summer Series Race #2.** (1300)
25 **Post-Race Mortem Social.** (1700) BYOB/Snack to share.

July

02 **Saturday Morning Kaffee Klatch.** (0900)
03 **All-American Picnic.** (1800) Club will provide traditional picnic entrée. Please bring a side/dessert to pass.
09 **Saturday Morning Kaffee Klatch.** (0900)
09 **Summer Series Race #3.** (1300)
09 **Post-Race Mortem Social.** (1700) BYOB/Snack to share.
15-18 **USPS District 6 Rendezvous*
15 ***Seneca Squadron BBQ at Clute Park.** (TBA) All FLYC members and Village Marina tenants are invited to attend. There is a charge for the meal.
16 **Saturday Morning Kaffee Klatch.** (0900)
16 **Cruise-In-Company to Geneva.** (TBA) Join other FLYC cruisers for a trip to Geneva and back, complete with a party at the north end of Seneca Lake!
16 **New Skipper's Race.** (1300) This is a race open to any skippers new to racing – a great learning opportunity.
16 **Post-Race Mortem Social.** (1700)
23 **Saturday Morning Kaffee Klatch.** (0900)
23 **Commodore's Cup Race.** (1000) Special scoring.
23 **Commodore's Cup Dinner.** (1700)
25 **Deadline for newsletter articles.**
30 **Saturday Morning Kaffee Klatch.** (0900)
30 **Race Make-Up Day.** (1300)

August

01 **August Newsletter Publication Date.**
04-07 **NASCAR At The Glen*
06 **Saturday Morning Kaffee Klatch.** (0900)
06 **Summer Series Race #4.** (1300)
06 **Post-Race Mortem Social.** (1700) BYOB/Snack to share.
12-14 **Watkins Glen Italian Festival*
13 **Saturday Morning Kaffee Klatch.** (0900)
13 **Summer Series Race #5.** (1300)
13 **Post-Race Mortem Social.** (1700) BYOB/Snack to share.
20 **Saturday Morning Kaffee Klatch.** (0900)
20 **Surprise Race.** (1300)
20 **Old Salt's Seafood Fest.** (1700)
27 **Saturday Morning Kaffee Klatch.** (0900)
27 **Summer Series Race #6.** (1300)
27 **Post-Race Mortem Social.** (1700) BYOB/Snack to share.

September

03 **Saturday Morning Kaffee Klatch.** (0900)
03 **Race Make-Up Date.** (1300)
09-12 **Glenora Wine Cellars Vintage Grand Prix.*
10 **Saturday Morning Kaffee Klatch.** (0900)
10 **Seneca Yacht Club Barge Race, Geneva, NY*
17 **Saturday Morning Kaffee Klatch.** (0900)
17 **Summer Series Race #7.** (1300)
17 **Soup/Chili/Chocolate Festival.** (1700)
23 **Deadline for newsletter articles.**
24 **Summer Series Race #8.** (1300)
24 **Post-Race Mortem Social.** (1700) BYOB/Snack to share.

October

01 **October Newsletter Publication Date.**
01 **Grape Harvest Race.** (1300) Special scoring. Entry 'fee' of 1 bottle of wine per boat to be used at the post-race wine tasting.
01 **Grape Harvest Festival.** (1700) Includes wine tasting.
15 **Gear Buster Race.** (1300) Special scoring. Test your boat and crew in fall conditions to see if you need to replace anything over the winter!
31 **Marina Haulout Deadline** (per slip contract).

November

05 **Member Banquet & Annual Meeting.** Includes awards and election of officers and directors.
26 **Deadline for newsletter articles.**

December

01 **December Newsletter Publication Date.**

* Non-FLYC events.