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## In Deepest Sympathy

On behalf of the members of the Finger Lakes Yacht Club, the Officers and Directors wish to express their sympathy and condolences to the members of the Seneca Yacht Club of Geneva, NY on the loss of Past Commodore Tom Toher. Tom was commodore from 2013-2015.

May your tears be few and your memories be happy, plentiful and lasting. R.I.P.

## Notice of Annual Meeting

The official notice of the club's annual meeting can be found on page 4. More details are on page 2. All members should attend!

## Commodore's Comments

by Barry Lewis

The 2016 season is quickly coming to a close. As the season ends and we are all scheduling our haulouts, make sure your calendar includes the FLYC annual meeting on November 6<sup>th</sup> at the Harbor Hotel. We will have a great dinner and begin the process of setting up the club for the 2017 season. We look forward to seeing you all at the meeting. Come with your ideas and suggestions for next season: What did you like about the 2016 season? What would you like to see change for next year? How could we make the club even better?



SV Kestrel

We will also be electing officers and directors to lead our club forward during the 2017 season and beyond. Be sure you come to the meeting and make your voice heard about our club and where you want to see it going. The current officers and directors are listed on the next page, along with the positions we will be voting on during the annual meeting. Any suggestions you may have for nominations to fill the open positions should be shared with Sandy Follette, the chair of the nominating committee, or brought to the annual meeting. We are always looking for those willing to help guide the club forward.

The annual dinner details are listed on the following pages. Contact Rebecca Lewis or me to confirm your reservations for the dinner. We hope to see you all there.

-Barry

## FLYC 2016 Election Details

The Board of Directors consists of three flag officers and six other members who are elected by and from the membership. Each Director must be at least 21 years of age.

### Elected Flag Officers:

**Commodore** (1-year term). Must have served at least 1 year on the Board prior to election. The Commodore "runs the club."

**Vice-Commodore** (1-year term). Traditionally, this office coordinates the social aspects of the club.

**Rear-Commodore** (1-year term). Traditionally, this office coordinates on-the-water activities such as racing and cruising.

## Directors:

The Board includes six Directors, each serving a 2-year term. Terms are staggered such that three directors are elected each year. Nominations for people to fill these offices may be made at any time up until elections are held at the Annual Meeting. For a nomination to be valid, it must be seconded and agreed to by the nominee. Voting may be done in person, or by written proxy submitted to the club Secretary prior to the election. Each membership (family) may cast a single vote for each office.

Current Directors with one year remaining of their term:

- Tom Alley
- Dave Dawson-Elli
- Sue Morris

Current Directors at the end of their current term:

- Ray Margeson
- Rich Follette
- Tom Vedder

Nominations to date:

- Commodore: *Open*
- Vice-Commodore: *Open*
- Rear Commodore: *Open*
- Director: *Open*
- Director: *Open*
- Director: *Open*

## Appointed Club Positions:

The FLYC has multiple ways to get involved, and encourages its members to do so. (It's fun! Really!)

Please consider helping with the following:

- Club Secretary
- Social Committee Members
- Race Committee Members
- Cruising Committee Chairman & Members
- Newsletter Editor & Contributors
- Web Site Contributors
- Social Media Moderators

## 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.*

**Club Web Site** <http://www.flyc.us>

### **OFFICERS & DIRECTORS**

**Commodore**  
Barry Lewis [commodore@flyc.us](mailto:commodore@flyc.us)

**Vice-Commodore**  
Steve Howard [vc@flyc.us](mailto:vc@flyc.us)

**Rear Commodore**  
Ray Montondo [rc@flyc.us](mailto:rc@flyc.us)

**Secretary**  
Sue Morris [secretary@flyc.us](mailto:secretary@flyc.us)

**Treasurer**  
Denis Kingsley [treasurer@flyc.us](mailto:treasurer@flyc.us)

**Directors (2-year Terms)**  
Tom Alley [alley@flyc.us](mailto:alley@flyc.us)  
Dave Dawson-Elli [dde@flyc.us](mailto:dde@flyc.us)  
Sue Morris [morris@flyc.us](mailto:morris@flyc.us)

**Directors (1-year remaining)**  
Ray Margeson [margeson@flyc.us](mailto:margeson@flyc.us)  
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Tom Vedder [vedder@flyc.us](mailto:vedder@flyc.us)

### **COMMITTEES & KEY CONTACTS**

**General Information** [info@flyc.us](mailto:info@flyc.us)

**Club Photographer**  
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Steve Howard [racechair@flyc.us](mailto:racechair@flyc.us)

**Social Committee Chair**  
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**Webmaster**  
Tom Alley [webmaster@flyc.us](mailto:webmaster@flyc.us)

# Vice Commodore's Comments

by Steve Howard



It has been an amazing summer.

Record periods of high temps and limited (if any) rain (though those days are why we have foulies) have made for phenomenal boating all through the Finger Lakes, Upstate NY and the whole of the Northeastern US.

That limited rain, however, has brought about low, and even lower, late season water levels in many lakes, necessitating the hauling-out of boats earlier than many folks would've liked. There are many reports of boats not being able to get out of their hoists ("all the way down" is still "high and dry") or keels in the mud at the dock or catching on the framework of the hoist. One of my dealers needed a forklift to pick up the shore side of the hoist so the barge could tie on to the stern eyes with a long towrope, add in a lot of horsepower and yank the boat out of the hoist.

Boat sales have continued at abnormally high rates all the way into mid-September, dealers never really experiencing the normal slowdown during the second half of the summer. Boat sales off the side of the road and out of backyards have also brought tons of "old plastic" out of the bushes and back onto the water. Many of these boats were "Paid For, Launched, and Broke Down" in nearly all one motion, as waterpump impellers that hadn't turned in several years broke off their vanes; gears and engines being "lubricated" by heavily compromised (and sometimes missing) lube and oil, had become rusty and then seized up 10 minutes from the ramp. We know how much maintenance is important.

Soon, perhaps too soon, the boats will be getting lifted out and set in their cradles, on trailers or against jack stands. Don't forget the following:

**Fuel Stabilizer** – if you haven't already been using one during the season. Put it in before your final day's sail so that it makes it through the entire fuel system and then fogging oil as the engine gives its last RPMs of the season

**Non-toxic Antifreeze** – run through the entire engine system (unless you have a closed system, and if so, test your antifreeze/coolant to make sure it'll handle this upcoming winter's temps. Also, empty your water tank, pour non-tox in and then run it through EVERY fixture (baitwell/livewell aerators, on-deck showers and washdowns, and bilge pumps) Anywhere there is hosing you need to send non-tox. Don't forget the head after you pumpout for the last time.

**Moisture / Mildew Control products** – stop the mildew before it can start. Vents in shrinkwrap and tarps will help moisture

pass in and out, maintaining an equilibrium with the surrounding conditions. It also can help if you replace one of the companionway boards with one that has screening.

REMEMBER the FRAM oil filter advertisement ---

*"You can pay now... or you can pay later".*

Later, you want to be using the boat.

We all know that boats always have a never-ending To-Do List of maintenance and upgrades that we HAVE to get done (or else) (see above). The upcoming season, while she's on the hard, might not always be the best time to actually do ALL the work. Don't just give her a wash and wax (making it SOOO much easier next spring), construct a framework for the tarp (or arrange to have her shrinkwrapped), and then pat her transom and give her a kiss goodbye. Go buy a notebook, specifically for winter/pre-spring work, keep it with you and bring it to the boat EVERY time you visit. It is amazing how much more you can remember when it's written down.

The fall boat shows have already started. The Newport International Boat Show was the first to introduce new boats, engines, electronics, etc., for the upcoming season. Norwalk (CT) was next (this is predominantly a powerboat show). The United States Sailboat Show in Annapolis, MD opens on Thursday, October 6<sup>th</sup> and runs through Monday, October 10<sup>th</sup> (an early Columbus Day). The U.S. Powerboat Show opens on Thursday the 13<sup>th</sup> as soon as the sailboats can get out of the way, and runs through the 16<sup>th</sup>. ([annapolisboatshows.com](http://annapolisboatshows.com))

If you've never made it to Annapolis for these shows, it is worth the trip. Nautical eye candy tied up to the docks and all the toys, for Santa to put under the tree are in the tents ashore. Factory electronics, paint, foul weather and casual clothing reps in the booths, sailmakers by the dozens (it seems), charter operations serving the ENTIRE world (with the Caribbean being the most heavily represented) and if you're also looking for some education, there are seminars being given every day. I'll be there for a day or two. I hope you can make it.

With the next issue of *Port Tacks* coming after the club's annual meeting and election of new officers, this is my last article as Vice Commodore. It has been fun putting these bits of information out and I appreciate the responses that I've received from folks. I hope that they've been a help (or at least entertaining).

See you around the docks.

- Steve

# Rear Commodore's Comments

by Ray Montondo

SV No Worries



## Rig Tuning Lesson from Sam

In the spirit of racing I would like to share some tips that I have learned over the years. Most of the tips have come from my father, Sam.

Sam began as a Lightning sailor but took a break when his kids were young. During his early teens he bought a Pearson 26 then seemed to switch to a new boat every 3 years. I always noticed he spent a lot of time tweaking the rig. I never spend much time doing it. I have his Loose gage and do check the tension once every spring, if I have the time. Sam's battle was always with his boat. He might comment during a race; "Last week that boat took me up wind" with feeling of accomplishment, even if we were in 19<sup>th</sup> of a 20 boat fleet. After about 3 years he would get her to the front of the pack, and then start looking for his next project.

Sam downsized through a bunch of smaller boats until he settled on racing remote control boats in Florida. I visited him last spring and sailed his RC. During the race he still talked about tuning the rig. One comment was "See that one in the front of the pack? He just heads it upwind and lets go of the controller. It's perfectly balanced." Before heading back North

he told me over the phone he had his latest RC sailing pretty well.

I thought about this a lot last spring, and now I have *No Worries* where I too can point her upwind and she will hold a course pretty well without anyone at the helm. She sails bit closer to the wind than I would steer, but I don't think *Seek Ye First* pulled away quite as fast during race 1 as she used to. Sam was happy to hear this. After I finished my story of Race #1, he told me about the jig he was building to make his next RC boat...

It had been three years.



*Dedicated to: Sam Montondo July 4, 1932 – August 18, 2016*

- Ray

# Secretary's Column

by Sue Morris

SV Sails Call



Happy fall to all!

It has been a great summer. Thank you to Becky for such a variety of social activities! Enjoy the remainder of our boating season.

-Sue

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## Notice of Annual Meeting

Pursuant to Article III, Section 2 of the FLYC Bylaws, notice is hereby given for the Annual Meeting of the Members of the Finger Lakes Yacht Club.

- Where: Harbor Hotel, Watkins Glen, NY
- When: Sunday, November 6<sup>th</sup>, 2016 at 6:00 p.m.

Details of the meeting logistics can be found on page 5. Please note the due date for RSVPs. Agenda items include, but are not limited to, the annual club banquet, presentation of club awards, nominations from the floor to club offices, and elections.

See page 2 for offices that are up for election. Terms of office begin immediately following elections by the membership. Following the elections, the new Board will appoint the club Secretary and Treasurer, as specified by the Bylaws. At that point, the floor will be opened for new business. Please note: Per the club bylaws, each membership (i.e., each family) has a single vote in club elections.

- Sue Morris, Club Secretary

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## From the Treasurer



by Denis Kingsley

SV Tark

The club's treasury has changed slightly downward since the last report. All invoices have been accounted for and paid.

- Denis, still cooking the books.

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## Socially Speaking

by Rebecca Lewis

SV Kestrel



Our season is drawing to a close. While I have not been able to be at the marina as much as in years past, it has been fun and memorable when I have had the opportunity to be there seeing everyone.

Saturday, September 17<sup>th</sup> our Annual Chili and Chocolate cook-off took place. With so many wonderful dishes to sample from; one certainly

was not able to walk away hungry. I am excited to share that for the first time in my memory we had two new sailors take 1st place in each category. Congratulations to Phil Smock for entering his prize winning chili dish. He shared that bacon was his secret ingredient.

And a round of congratulations goes to Dave Cox, winner in the chocolate category with his minty chocolate bites. Even before the final results were in I heard nothing but praise and complements about how delicious his treats were. Thank you to everyone who joined in on the fun.

Our next event will be the Grape Harvest Race and Festival. Again this event is a dish to pass and all dishes shared are asked to incorporate grapes in one way or another. The event will be held Saturday, October 1<sup>st</sup>, 2016. Social will start at 5:30 p.m. and tasting at 6:00 p.m.

Looking ahead to November; our Annual FLYC Dinner Meeting will be held on Sunday, November 6<sup>th</sup>, 2016. I am currently working with the event planner at the Harbor Hotel and will be sending everyone an email when all of the details are finalized.

Lastly, I will not be running for the Event/Social director for the 2017 season. If you are interested, or know someone who might be, please reach out to Sandy Follett who is our Nominating Committee chairperson.

Till then, sending you all good wishes. See you soon!

- Rebecca

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## No Sailors Needed: Robot Sailboats Scour the Oceans for Data

by John Markoff

New York Times

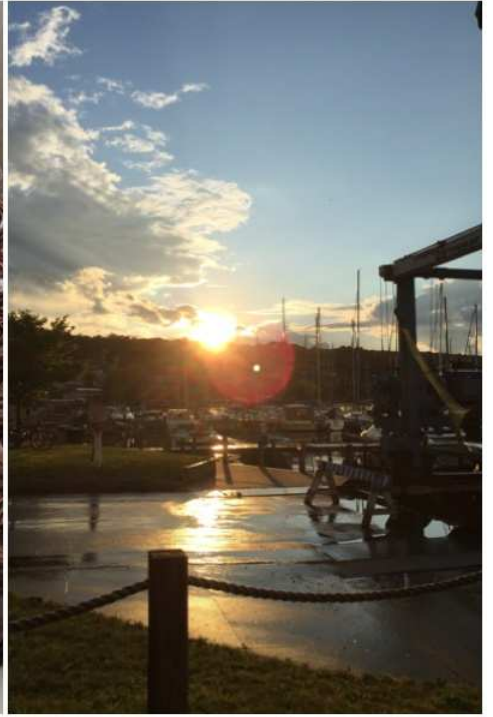
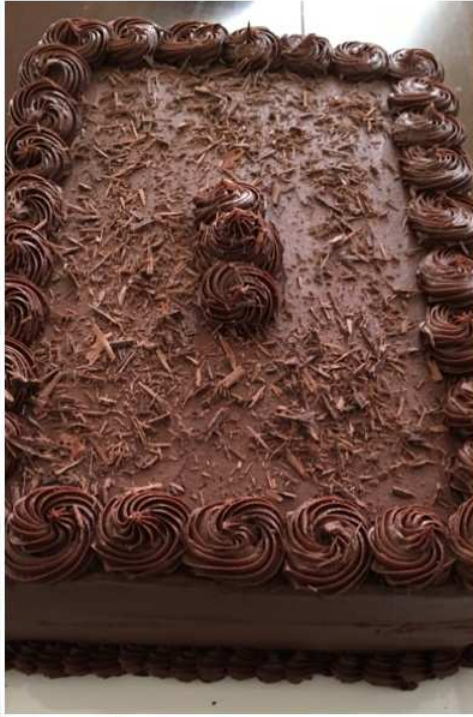
*[This is an interesting article in the New York Times about sailing drones that I had hoped to include here. Unfortunately, the NYT and PARS requested a licensing fee of up to \$750 for permission to reprint the article. We can't afford that, obviously,*

*so here is a link to their article online, where you can read it for free! -Ed.]*

<http://www.nytimes.com/2016/09/05/technology/no-sailors-needed-robot-sailboats-scour-the-oceans-for-data.html? r=0>

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## FLYC Scrapbook: Remembering the 2016 Season











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## The Race Committee View

by Steve Howard

The FLYC Summer Series of races has come to an end (and it only took three attempts to get a Race 3 completed, thanks to the non-cooperating wind gods). The series was made up of eight races over distances ranging from 3.84 to 9.81 nautical miles. Usually the races were over a normal triangular course, but as the series progressed (and everyone got better at remembering the course), differently shaped courses around the same race marks kept things from getting stale.

One of the good parts of the series was that 14 boats participated over the course of the summer. The best part, though, was that each of the eight races was won, on corrected time, by a different boat. Eight races, eight different winners. All race committees should be so lucky.

*Tomfoolery, Ginger, No Worries, Tark, Harmony, Lucky Lady, Ruthie and Lanikai* comprise the list of winners.

The Commodore's Cup, which is not part of the Summer Series, but is scored separately, was sailed by 12 boats and also won by a different boat, as *Midnight Star* was first to finish and far enough ahead to cover the amount of time she had to give to the rest of the fleet. The sudden firing of her cannon, just as she crossed the finish line directly alongside my kayak, came very close to causing either a capsizé, a heart attack or both.

Left on the calendar for this year's racing are the Grape Harvest Race on October 1<sup>st</sup> and, if boats are still in the water and wanting to race, the Gear Buster Race on the 15<sup>th</sup>.

As mentioned above, this year's Commodore's Cup had 12 boats racing, but only six of them participated even just once during the series. Hopefully next year will see others joining inside the starting box. You're all welcome.

One other point: A ton of thanks from everyone should go to Tom Alley for crunching the race statistics, maintaining the PHRF ratings and dealing with the handicap adjustments after each race (with his Type A drive for perfection). Many thanks.

See you on the start line.

- Steve

## Go Diving in Lake Ontario

by LeisurePro.com Staff



Posted: September 25, 2016

Planning your next dive trip? Think outside the tropical box and go diving in Lake Ontario! A highlight of the Great Lakes, Lake Ontario offers some of the finest wreck diving around. While some may think these freshwater lakes don't have the same appeal as a warm tropical reef, what they lack in colorful fish and corals they make up for with centuries-old maritime history, and new wrecks are still being discovered.

This summer, a chance discovery in Lake Ontario pinpointed the location of the second oldest shipwreck in the Great Lakes, the *Lady Washington*. During an underwater surveying mission, a team of divers found the ship, which was sunk in a storm in November of 1803. Built in Pennsylvania and owned by a Canadian based shipping company, the 53-foot long *Lady Washington* was a merchant cargo vessel.

The discovery of the *Lady Washington* has great historical significance to shipwreck enthusiasts. With the advent of two and three-masted schooners, she was the only single-masted sloop known to have sailed on Lake Ontario and Lake Erie in her day. Exploring the remains of the ship will allow historians

Reprinted from AquaViews Newsletter

to learn new information about this type of vessel's design and construction.

With the *Lady Washington* firmly in second place, which has the top spot in Lake Ontario? That would be the *HMS Ontario*, a British warship sunk in 1780. The cold water not only does wonders for the preservation of these ancient ships, but offers excellent visibility as well, upwards of 100 feet in many areas of the lake. In addition to numerous shipwrecks, there is drift diving and wall diving.



Wreck of the *Lady Washington*.

While there are dive sites in the lake that meet recreational diving requirements, the best spots offering the greatest visibility are much deeper, requiring advanced open water certifications. You'll also want to wear a heavier wetsuit, or even a drysuit, to compensate for the lower water temperatures. Suit up and head north, and see for yourself why diving in Lake Ontario is an experience you'll never forget!

Images via [fishingfeeds.com](http://fishingfeeds.com), YouTube

## Editor's Corner

by Tom Alley

We've all seen the motivational posters hanging in conference rooms or in people's offices. You know, the ones to boost confidence or to build teamwork or to promote enthusiasm. One of these that has been circulating on the Internet of late features a lion with the slogan, "*I never lose. Either I win or I learn.*" (There are actually several versions of this poster and a few variants of the message with differing degrees of grammatical correctness, but I digress...)

Motivating qualities aside, this poster also serves to remind me that sailing is a lifetime sport. Like golf, you could say that it is impossible to completely master the art of sail. I say this because I never feel that I've "learned it all." Every year on the water is an education to one degree or another. There's always that new trick you learn from a dock neighbor or something you might read about in a magazine or in a book.

Then there are the lessons we get through direct experience.

Just this summer alone I learned valuable lessons in several areas of boating. I learned all about dealing with a forestay failure while underway and what it takes to rebuild and replace standing rigging. Just a few weeks later I learned about the challenges produced when a motor seizes up while trying to



SV Tomfoolery

enter a harbor. And just a couple weeks after that I learned what happens to a disc in one's back when trying to move a 300 lb. diesel motor. (Hint: It involves numerous four-letter nautical terminology beginning with the words "Ouch!" and "Argh!")

I also learned that the world is a small place. After locating a replacement motor in Rockford, Maine, it turned out that the seller was a former member of the same yacht club I belonged to prior to moving to the Corning area and that we had a number of mutual friends.

Most of all, I learned that the sailing community supports its own. I've had a large number of people help me during my various trials this season. Whether it was to help turn wrenches or to haul me up and down a mast or to simply pass me a cold beer and provide encouragement after a hot afternoon of "boat yoga", the end result was the same: I've learned that there isn't a kinder

group of folks with whom I'd rather spend time!

Yes, I learned a lot this summer. Here's to all of you that have made it so worthwhile. Cheers! (...and THANK YOU!)

- Tom

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# 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.

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## Events & Boat Shows

### October

- 06-10 **U.S. Sailboat Show**, Annapolis, MD
- 10-13 **US Powerboat Show**, Annapolis, MD.

### November

- 03-07 **Fort Lauderdale (FL) Boat Show**
- 17-20 **Fort Myers (FL) Boat Show**

### December

- 01-04 **St. Petersburg (FL) Power and Sailboat Show**

### January

- 06-08 **Myrtle Beach (SC) Boat Show**
- 11-15 **Chicago (IL) Boat, RV and Strictly Sail Show**
- 20-29 **Canadian National Boat Show**, Toronto, Ont
- 25-29 **New York Boat Show**
- 26-29 **Baltimore (MD) Boat Show**

### February

- 16-19 **Syracuse (NY) Boat Show**
- 16-20 **Miami (FL) Boat Show**

### March

- 01-05 **Atlantic City (NJ) Boat Show**

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## Regattas

### October

- 01-02 **J22 East Coast Championship** Annapolis, MD
- 01-02 **J88 North American Championship** Rye, NY
- 07-09 **American Yacht Club Hi Performance Dinghy Open** Rye, NY
- 20-23 **J105 North American Championship** Larchmont, NY

### January

- 15-20 **Quantum Key West Race Week**

### February

- 12-14 **St. Petersburg (FL) NOODs**

### March

- 12-17 **Flying Scot Mid-Winter Championship** New Orleans (LA)
- 14-16 **Lightning Mid-Winter Championship** Miami (FL)
- 18-20 **Lightning Winter Championship** St. Petersburg (FL)

### April

- 20-23 **Charleston (SC) Race Week**

# 2016 FLYC Calendar

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.  
31 **Marina Haulout Deadline** (per slip contract).

## November

06 **Member Banquet & Annual Meeting.** (1800) Harbor Hotel, Watkins Glen, NY  
20 *\*Last day of operation for New York Canal System.*  
26 **Deadline for newsletter articles.**

## December

01 **December Newsletter Publication Date.**

\* Non-FLYC events